NORWICH City Council

Sustainable development panel

Date: Wednesday, 30 November 2016
Time: 09:30
Venue: Westwick room, City Hall, St Peters Street, Norwich, NR2 1NH

Committee members:*

Councillors:

Bremner (chair)
Herries (vice chair)
Brociek-Coulton
Grahame
Jackson
Lubbock
Maguire
Thomas (Va)

For further information please contact:

Committee officer: Jackie Rodger
t: (01603) 212033
e: jackierodger@norwich.gov.uk

Democratic services
City Hall
Norwich
NR2 1NH

www.norwich.gov.uk

Information for members of the public

Members of the public and the media have the right to attend meetings of full council, the cabinet and committees except where confidential information or exempt information is likely to be disclosed, and the meeting is therefore held in private.

For information about attending or speaking at meetings, please contact the committee officer above or refer to the council's website

IN TRAN

If you would like this agenda in an alternative format, such as a larger or smaller font, audio or Braille, or in a different language, please contact the committee officer above.

Agenda

		Page nos
1	**Apologies** To receive apologies for absence	
2	**Declarations of interest** (Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)	
3	**Minutes** To approve the accuracy of the minutes of the meetings held on 19 October 2016 and 7 November 2016.	3 - 8
4	**Greater Norwich Local Plan Update** **Purpose -** To report progress made on the Greater Norwich Local Plan.	9 - 70
5	**Community Engagement Norwich Pumpkin Rescue** Presentation on community engagement event and outcomes.	71 - 82

Date of publication**: Tuesday, 22 November 2016**

NORWICH City Council

MINUTES

Sustainable development panel

09:30 to 11:00 **19 October 2016**

Present: Councillors Bremner (chair), Herries (vice chair), Grahame, Jackson, Lubbock and Thomas (Va)

Apologies Councillors Brociek-Coulton and Maguire

1. Declarations of interest

There were no declarations of interest.

2. Minutes

RESOLVED to approve the minutes of the meeting held on 28 September 2016.

3. Presentation on utilising water source heat pumps to provide heat for development next to River Wensum

The city growth and development co-ordinator said that the council had procured a study into the use of water source heat pumps as part of the development of the River Wensum strategy and presented the outcomes as a power presentation. (Copies of the report and presentation were circulated after the meeting.)

During discussion the city growth and development manager, the environmental strategy manager and the planning policy team leader (projects) answered members' questions. Water source heat pumps can be more efficient than ground source heat pumps. The panel noted that a closed loop water source heat pump was being installed in the lake at Blickling Hall and that the largest example of water source heat pump use was in Drammen, Norway. The use of closed loop systems could affect navigation and therefore would be difficult to install where the River Wensum was navigable. Open loop systems could be used in navigable rivers and service a wider number of houses. The study was a technical document which would be used to inform discussions on potential development along the River Wensum. The River Wensum Strategy would bring the study to the attention of its partners.

RESOLVED to:

(1) thank the city growth and development co-ordinator for the presentation;

(2) request the committee officer to make the presentation and study report available to members and publish on the council's website.

4. Retail Monitor 2016

The planning policy team leader (projects) presented the report and said that the city was a thriving retail destination and ranked thirteenth in the UK. During discussion the planning policy team leader referred to the report and answered members' questions.

A member commented that retail units outside the Norwich Business District (BID) in Magdalen Street had a higher vacancy rate than the city centre. The planning policy team leader commented that there had always been a high turnover in this area.

In response to comments from members on the future development of St Stephens Street, the panel noted that the retail and employment study, to be undertaken as part of the evidence gathering for the Greater Norwich Local Plan (GNLP), would reflect retail and national trends and would provide more up-to-date evidence than the St Stephens Street masterplan. Members commented that the area was becoming more residential with purpose built student accommodation and potential under permitted development rights to convert office buildings into residential use. Members also considered that there needed to be improved access between St Stephens and the area around the bus station.

Discussion ensued on the "tools" at the council's disposal to monitor retail trends through its supplementary planning documents (existing policies) and that this was weakened by the government's changes to permitted development rights enabling change of use from A1 retail use to other specified uses without the need for planning permission. Members noted that there was an emerging city centre strategy was being considered to support the city's retail offer.

A member suggested that the grouping together of the Cathedral Retail Park and St Benedicts as a secondary shopping area seemed a strange as the characteristics of large retail stores and small retail units, cafes and pubs were very different. The planning policy team leader said that she was not aware of any plans to delineate the retail park from St Benedicts.

A member said that some parts of the city were poorly served by public transport. He considered that there needed to be better bus access to St Benedicts and this would add vibrancy to the area with vacant shops being taken up. There also needed to be a cash machine. Other members considered that encouraging walking and cycling would change people's shopping habits and that people would stop at interesting shops en route.

RESOLVED to note the findings of the Norwich City Centre Shopping Floorspace Monitor and Local and District Centres Monitor, Survey of June 2016.

5. Extraordinary meeting

RESOLVED to hold an extraordinary meeting of the panel on Monday, 7 November at 16:00 to consider the site specific planning policies for Anglia Square.

CHAIR

NORWICH City Council

MINUTES

Sustainable development panel

16:00 to 18:00 **7 November 2016**

Present: Councillors Herries (vice chair, in the chair), Bremner (chair) (arrived during the meeting), Davis (substitute for Councillor Brociek-Coulton), Grahame, Lubbock, Schmierer (substitute for Councillor Jackson) and Thomas (Va)

Apologies Councillors Brociek-Coulton, Jackson and Maguire

1. Declarations of interest

There were no declarations of interest.

2. Anglia Square Policy Guidance Note – draft for consultation

(Peter Luder, planning director of Weston Homes plc attended the meeting for this item.)

The head of planning services presented the report and together with the director of regeneration and development, the planning policy team leader (projects) and the senior planner (development), referred to the report and answered members' questions. Members were advised that there was a discrepancy between reference to page numbers in the report and the page numbers in the agenda pack. Therefore, appendix 1 of the draft policy guidance note (PGN) was on page 49 of the agenda papers (not page 43, as stated in paragraph 6) and that in paragraph 9, the reference to the plan of the area covered by the PGN was on page 10. The head of planning services said that it was intended to commence the consultation on 21 November 2016. He suggested that members agreed the principles for consultation at the meeting and invited members to submit further comments for consideration to him by the end of the week.

The panel then considered the PGN in detail section by section. Members considered that the plans of the area could be larger but were satisfied that colour versions of the plans were easier to understand. (Colour versions of the plans were circulated at the meeting.) The panel noted that it made sense to consider the development of Anglia Square with that of adjacent sites, St Mary's Works and St Crispin's House.

During discussion the panel noted that later sections of the document provided detailed information about issues that some members raised under the background and site analysis section. The vice chair also reminded members that the purpose of the meeting was to ensure that the document was fit for purpose as a consultation document rather than an opportunity to comment on the details of the scheme.

The panel considered the background and site analysis section. It was noted that the purpose of the PGN was to facilitate redevelopment of Anglia Square. The demolition of Sovereign House was considered by the owner and council as the local planning authority to be necessary to open up the site for redevelopment. A member asked that a reference be made to the architectural merit of Sovereign House as an example of brutalist architecture. In reply to a question, the head of planning services explained that the reference in paragraph 3.8 to Surrey Chapel Free Church was an established use and that the Men's Shed, a print works and car wash were considered to be temporary use of the buildings in Pitt Street and appropriate notice would be given to the occupants of the intention to demolish the premises. Members also considered that the document needed to highlight the need for tactile surfaces given the proximity to headquarters of the Norfolk and Norwich Association for the Blind in Magpie Road. The panel noted that there would have been contamination testing in the 1960s but it was necessary for further testing before redevelopment.

During discussion a member asked whether the shutting of the subway on St Crispin's Road would open up access to the site from the north. The head of planning services explained that the subway and the flyover had the effect of separating Anglia Square and that the proposal was to improve connectivity of Anglia Square and the area beyond it with the rest of the city centre. The chair said that the Yellow Pedalway would provide surface crossing to replace the subway and provide a more pleasant experience for pedestrians and cyclists.

The panel noted that government guidance on the NPPF was expected at the end of this year and would therefore be received during the PGN consultation period. Members also discussed the viability assessment and the instability of the market and that the provision of affordable housing would be subject to rolling assessment during the development of the site.

The director of regeneration and development pointed out that there was demand for some types of offices in the city centre and therefore advised that paragraph 7.16, second sentence be amended by inserting the word "some" or "large-scale" between "for" and "offices" to reflect this.

A member suggested that it would be helpful if the historic streets severed by the construction of the St Crispins flyover were named in paragraph 7.35. The head of planning services said that it was unrealistic to expect the developers to remove the flyover. The Norwich Highways Authority did not consider that there was reason to remove it: the costs would be massive and there would be considerable disruption during its removal. The proposal coming out of the PGN was to open up access and make better use of the space under the flyover. During discussion members considered that there was an opportunity for innovative ideas to come forward for the use of the area under the flyover and links to public realm spaces within the PGN site. Members considered that it would be useful for examples of other urban solutions to the space under the flyover to be considered. Members also considered that it should reflect the cultural diversity of the community around Magdalen Street.

The panel discussed the leisure uses for this site and noted that, although not part of the city's designated night time economy, there would be the cinema and restaurants and it was in the vicinity of live music venues, the Blueberry, Cactus Jack's and Epic studios. Members suggested that that the PGN should make reference to a wider

range of potentially acceptable leisure uses, and that a consultation question should be added on leisure. The consultation should take account of current residents but also the wider community and that of future occupants of the housing on the site.

During discussion on energy efficiency a member asked for the use of solar panels to be encouraged. The head of planning services referred to the PGN and said that reference would be made to solar panels and use of green roofs in it. He pointed out that the site was constrained by the existing buildings and street patterns and that it was not a green-field site. The primary approach would be for fabric first, with a low carbon district heating system, which could be supported given the scale of the development.

The panel discussed the phasing of the development and that it would take several years to complete. In reply to a member's request for assurance that the development would take place, the planning director of Weston Homes plc confirmed there was a financial incentive for the company to complete the development to receive the return on investment in the early parts of the development. The company was large and experienced at delivering similar projects. Discussion then ensued on viability and the head of planning services referred to paragraph 7.107 and said that the viability information was not in the public domain. A member asked if planning applications committee members could have access to this information and the head of planning services said that viability information provided to the planning applications committee must be openly available.

A member asked whether there had been prioritisation in the case of the scheme not being delivered. It was agreed that an additional consultation question would be helpful in the Conclusions section to seek to identify key priorities for the site.

Members noted the appendices to the PGN.

RESOLVED, having considered the draft Anglia Square Policy Guidance Note, for consultation:

(1) to make the following recommendations to the head of planning services for incorporation into the draft document:

(a) include reference that Sovereign House is considered to be an example of brutalist architecture;

(b) highlight the need to use tactile surfaces to be used through-out the scheme to assist blind and visually impaired people;

(c) amend paragraph 7.16 to amend second sentence so that it reads as follows:

"Recent evidence in the form of commercial market intelligence suggests a current lack of market demand for some/large-scale office and substantial pool of hard to let, poor quality office floorspace in the city."

(d) amend paragraph 7.35 to insert historic street names of streets severed by the St Crispins flyover;

(e) add examples of use of the spaces underneath urban flyovers;

(f) ask an additional question about leisure needs;

(g) ensure reference to use of solar panels and roof gardens is made in the section on Energy and Water; and

(h) include an additional question in section 9 ('Conclusions') about key priorities of the development.

(2) ask members to submit further comments on the draft PGN to the head of planning services by 11 November 2016;

(3) note the timetable for the consultation and that the panel will consider the outcome of the consultation at its meeting on 25 January 2017.

CHAIR

Report to	Sustainable development panel	**Item**
	30 November 2016	4
Report of	Head of planning services	
Subject	Greater Norwich Local Plan update	

Purpose

To report progress made on the Greater Norwich Local Plan.

Recommendation

(1) to note progress made on the Greater Norwich Local Plan;

(2) taking account of GNDP member feedback on the report's contents, to note, and comment as appropriate, on the appended report to the Greater Norwich Development Partnership considered on 14 November, including:

(a) The proposed GNLP objectives (section 3);
(b) The sites submitted to date (section 4)
(c) The approach to assessing strategic scales of development, the sectors being assessed and the initial outputs of the assessment (section 5)
(d) The issues raised in relation to the settlement hierarchy (section 6)
(e) The GNLP issues paper in the light of outputs of the stakeholder forums (section 7); and
(f) The direction of travel for area wide policies (section 8).

Corporate and service priorities

The report helps to meet the corporate priority to provide a prosperous and vibrant city and the service plan priority to produce a local plan.

Financial implications

The local plan is funded from existing budgets.

Ward/s: All Wards

Cabinet member: Councillor Bremner – Environment and sustainable development

Contact officers

Graham Nelson, Head of planning services 01603 212530

Background documents

None

Report

Introduction

1. Members will be aware that progress on the Greater Norwich Local Plan (GNLP) is now well underway and that the Greater Norwich Development Partnership (GNDP) has recently been re-constituted to advise the Partnership's authorities on the production of the plan. The plan is being prepared by a dedicated team of professional planning staff made up of members of staff from Norwich City, Broadland, South Norfolk and Norfolk County councils, based at County Hall.

2. The latest GNDP meeting on 14 November 2016 took place in advance of this panel and its counterparts, and included a comprehensive progress report on the plan. South Norfolk members have already considered the GNDP progress report and Broadland are due to consider it on 13 December. The report and minutes of the previous meeting in September are attached as Appendix 1, together with a supplementary note submitted at the meeting.

Main issues presented in the appended progress report

3. A number of different strands of work being progressed for the Greater Norwich Local Plan are described in the report in sections 3 to 8 and were discussed in depth at the meeting. The main elements are set out below, alongside a brief summary of feedback from GNDP board members received on each. Official minutes of the meeting will be published in due course. The report also includes minor revisions to the partnership's Terms of Reference (section 9) and Next Steps for the GNLP (section 10).

General feedback

4. GNDP members were very keen to stress that **the plan should have a significant focus on both local and strategic infrastructure** and that it should **reflect any progress on a Western Link Road** (connecting the A1067 Fakenham Road with the A47 across the Wensum valley).

The proposed GNDP objectives (Section 3).

5. The plan's draft objectives will help contribute to the development of an overall vision for the plan, the formulation of policies and a framework for monitoring them. Considerable discussion ensued at the meeting. **GNDP feedback**: **Members felt that there was a need for the objectives to be revisited and rewritten to make them more sharply focused, including a greater emphasis on infrastructure and delivery**.

Response to the Call for Sites (Section 4).

6. This outlines the response to the GNLP "Call for Sites" exercise which ran from May to July 2016, inviting developers and landowners to put forward sites for consideration and potential inclusion in the GNLP for prospective development by 2036. The sites were published for information on the GNLP website on 4 November. To date over 500 prospective sites have been submitted totalling about 3,850 hectares of land and including land for housing, retail and commercial uses, mixed use development and open space. It is clear that significantly more land has been proposed through the

Call for Sites than will be required to meet the objectively assessed need for new homes in the Norwich area by 2036 set out in the Central Norfolk Strategic Housing Market Assessment (SHMA).

7. The great majority of the sites submitted for consideration are outside the City boundary, with only 50 hectares of land proposed in Norwich, some of which land is already allocated for development in the existing Norwich Site Allocations Plan adopted in 2014. Notwithstanding the limited number of new sites put forward for consideration in the city, it should be noted that existing planning permissions and local plan allocations already provide for over 7000 new homes to be built in Norwich by 2026. As is noted in the GNDP report, no assessment of any the prospective sites has yet been undertaken, so no conclusions can, or should, be drawn at this stage on their suitability. The assessment of suitability and deliverability is to be undertaken over the coming weeks through the mechanism of a *Housing and Economic Land Availability Assessment* (HELAA). **GNDP feedback: Members made it clear that officers should not restrict their considerations to the sites that have been submitted through the Call for Sites and should seek out sites which can help to deliver strategic objectives. Members also emphasised that there is a need to ensure there is sufficient land for employment as well as housing.**

8. Member concerns on this issue are acknowledged. Officers agree that part of the HELAA exercise it will be important to assess the continued suitability for development of existing permitted and allocated sites for housing and other purposes as well as the new ones submitted through the Call for Sites. The HELAA will also need to identify additional development capacity in the Norwich urban area in order to maximise the potential of brownfield land for redevelopment, which is one of the key elements of the proposed strategy for growth. This would mean, for example, factoring in the significant additional potential for new housing from the emerging proposals being progressed in the northern city centre (which are no longer identified specifically in the now expired Northern City Centre Area Action Plan) and schemes in other locations which have not yet reached the stage of formal planning application.

An assessment of the options for strategic-scale growth in Greater Norwich (Section 5).

9. This section outlined the high-level, preliminary assessment of the potential for strategic-scale growth (1000 dwellings plus) at 22 settlements and sectors in Greater Norwich. 11 locations were assessed as likely to be suitable or potentially suitable for small scale strategic growth, five locations were assessed as being potentially suitable for larger scale strategic growth and 10 locations were assessed as unsuitable for strategic scale growth. Further work is anticipated to refine the analysis and identify potential locations for smaller scale growth in the light of ongoing evidence gathering. **GNDP feedback: Members requested that when the next stage of analysis is undertaken to take account of ongoing evidence collection, analysis should be more forward thinking. This includes taking greater account of the impact of planned and potential infrastructure, in particular the completed NDR, the Long Stratton By-pass and (as noted above) any progress on a Western Link Road.**

Review of the current Settlement Hierarchy (Section 6)

10. The existing settlement hierarchy set out in the adopted Joint Core Strategy identifies the Norwich Urban Area at the top of the hierarchy as the most accessible and sustainable location in Greater Norwich where the majority of services and facilities are concentrated, followed by Main Towns, Key Service Centres, Service Villages and Other Villages. The paper identifies a number of areas for review including the expansion of the urban area, reclassification of certain locations as main towns and reviewing the role of other villages. **GNDP feedback: A number of members expressed the view that the settlement hierarchy should be considered until draft objectives (see section 3) had been finalised.**

Stakeholder Workshops (Section 7)

11. Four topic based Stakeholder Workshops (on the themes of economy, environment, transport and housing) and two further workshops for parish councils in Broadland and South Norfolk were held in September to inform the ongoing development of the GNLP. The workshops acted as a forum for discussion, seeking to present and distil the broad issues identified for the emerging plan, bring out and elicit any further issues that might have been overlooked, explore any areas of concern and stimulate debate amongst a wide range of stakeholders. **GNDP feedback: particular debate ensued under this item in relation to the Norwich Policy Area (NPA)[1]. A supplementary paper on this issue was submitted and a further report was requested on this issue at a GNDP meeting to be arranged in January. Members agreed the criteria that were proposed to be covered in the January paper, these being: economic development; infrastructure provision; meeting housing needs; the strategic role of the NPA given that the GNLP includes site allocations; land supply; housing delivery; accessing funding; assessing windfall planning applications; NPA boundaries if retained. Members emphasised that the report should be a technical evidence based report including consideration of the SHMA and Travel to Work and commuting areas.**

Progress on Area Wide Policies (Section 8)

12. This details initial work undertaken to review/amend the area-wide policies of the JCS and states that further work will be reported to councillors in March 2017. It covers elements such as climate change, energy and renewable energy, housing and access and transportation. **GNDP feedback: There was no significant member feedback on this item.**

Conclusions and Next Steps

13. These are as set out in Section 10 of the appended report.

[1] The **Norwich Policy Area** is defined in the current adopted Joint Core Strategy for planning purposes as *"Part of the county which is centred on and strongly influenced by the presence of Norwich as a centre for employment, shopping and entertainment, generally comprising the fringe and first ring of large villages around the city of Norwich, but extending to Long Stratton and Wymondham".*

Greater Norwich Local Plan Progress Report November 14th 2016 – Correction and Supplementary Note

Paragraphs 7.3 and 7.4 of the Progress Report being considered by members today state:

7.3 Members views on the issues raised in the Issues Paper, in the context of the outcome of the stakeholder workshops, are welcomed.

7.4 A particular issue raised at the September GNDP Board related to whether the Norwich Policy Area should be retained in the GNLP. It is proposed that this issue should be addressed through a specific report to be considered by the GNDP Board in January 2017 and subsequently by the relevant panels/committees at the three authorities.

Correction: Replace "addressed" in 7.4 with "investigated".

Feedback from the Stakeholder Forums

The Issues Paper for the Stakeholder Workshops referred to in section 7 of the report covered policy approaches to managing the distribution of growth across the three districts, including consideration of whether the Norwich Policy Area (NPA) should be retained in the GNLP.

As the absence of a direct reference to the NPA in paragraph 7.2 and Appendix 8 of the November 14th 2016 GNLP Progress Report shows, there was very limited direct debate concerning the NPA itself at the forums. However, as the first bullet point of paragraph 7.2 of the report states, there was considerable discussion on the linked issue of the merits of concentration or dispersal of development. There were arguments both for more dispersal of growth and for continuing to concentrate the majority of growth around Norwich. Many felt that the plan should promote a balanced mix of both, with local employment opportunities.

Potential NPA criteria for the January report

Potential criteria for the January report to assess the NPA are:

Economic development; Infrastructure provision; Meeting housing needs; The strategic role of the NPA given that the GNLP includes site allocations; Land supply; Housing delivery; Accessing funding; Assessing windfall planning applications; NPA boundaries if retained.

Members' views on whether these are the appropriate criteria for the report are welcomed.

Greater Norwich Development Partnership

Date: 14 November 2016

Time: 2.00 pm

Venue: Council Chamber, Broadland District Council

Board Members:	**Officers:**
Broadland District Council:	
Cllr Ian Moncur	Phil Kirby
Cllr Andrew Proctor	Phil Courtier
Cllr Shaun Vincent	
Norwich City Council:	
Cllr Bert Bremner	David Moorcroft
Cllr Mike Stonard	Graham Nelson
Cllr Alan Waters	
South Norfolk Council:	
Cllr Colin Foulger	Tim Horspole
Cllr John Fuller	
Cllr Lee Hornby	
Norfolk County Council:	
Cllr Stuart Clancy	Tom McCabe
Cllr Tim East	Vincent Muspratt
Cllr Martin Wilby	
Broads Authority:	
Sir Peter Dixon	Andrea Long

AGENDA

Page No

1. **Welcome and Apologies**

2. **Minutes of the GNDP meeting held on 5 September 2016** **3 – 7**

3. **Greater Norwich Local Plan – Progress Report** **8 – 56**

   To receive a report from the Greater Norwich Planning Policy Manager.

4. **Any Other Business**

FOR FURTHER INFORMATION PLEASE CONTACT:

Project officer: Mike Burrell
t: 01603 222761
e: mike.burrell@norfolk.gov.uk
Greater Norwich Local Plan Team, Norfolk County Council, Martineau Lane, Norwich, NR1 2DH

IN TRAN
communication for all

If you would like this agenda in large print, audio, Braille, alternative format or in a different language, please call Mike Burrell, Greater Norwich Planning Policy Manager on 01603 222761 or email mike.burrell@norfolk.gov.uk

Access

Please call Mike Burrell, Greater Norwich Planning Policy Manager on 01603 222761 or email mike.burrell@norfolk.gov.uk in advance of the meeting if you have any queries regarding access requirements.

Greater Norwich Development Partnership Board Meeting Minutes

Date: 5 September 2016

Time: 3.30pm

Venue: Council Chamber, Norfolk County Council, Martineau Lane, Norwich, NR1 2DH

Board members:

Broadland District Council:
Cllr Ian Moncur, Cllr Andrew Proctor, Cllr Shaun Vincent

Norwich City Council:
Cllr Bert Bremner, Cllr Mike Stonard, Cllr Alan Waters

South Norfolk Council:
Cllr Colin Foulger, Cllr John Fuller, Cllr Lee Hornby

Norfolk County Council:
Cllr Stuart Clancy, Cllr Tim East, Cllr Martin Wilby

Broads Authority
Sir Peter Dixon

Officers in attendance: Adam Banham, Natalie Beale, Amy Broadhead, Mike Burrell, Phil Courtier, Angela Freeman, Ellen Goodwin, Tim Horspole, Dave Moorcroft, Phil Morris, Graham Nelson, Adam Nichols, Cally Smith

1. **Welcome and Apologies**

   Mike Burrell welcomed everyone to the meeting.

   Apologies were received on behalf of Cllr Stonard, Sir Peter Dixon, Cllr Hornby, Cllr Bremner and Andrea Long.

2. **Nominations to the Position of Chair**

Cllr Proctor proposed Cllr Shaun Vincent, Broadland District Council, as the Chair., This was seconded by Cllr Moncur, and the motion passed.

Cllr Vincent took the chair for the remainder of the meeting.

Cllr Fuller proposed Cllr Waters, Norwich City Council, as vice-chair, which was seconded by Cllr Proctor.

3. **Greater Norwich Development Partnership Board Terms of Reference**

The terms of reference of the re-established Greater Norwich Development Partnership (GNDP) were presented by the Greater Norwich Planning Policy Manager, Mike Burrell. Members were asked to note that the terms of reference had been previously agreed by the constituent authorities.

Mike Burrell explained that the GNDP will oversee production of the Greater Norwich Local Plan, whilst the main focus of the Greater Norwich Growth Board (GNGB) is to oversee implementation of current plans. It was noted that the GNDP is not a decision-making body and the decision-making powers will remain with the constituent authorities.

Clarification was provided that previous GNDP meetings had been held in public.

AGREED Members agreed that the Terms of Reference must be clear that GNDP Board meetings will be held in public.

4. **Greater Norwich Local Plan**

The planning policy manager presented an introductory report on the Greater Norwich Local Plan (GNLP) covering: the work undertaken to date on the local plan; the establishment of the officer team; work undertaken on the evidence base and the forthcoming stakeholder forums.

The report recommended that members of the GNDP should:

i) Note initial progress on the GNLP;
ii) Give early consideration to key issues and themes for the GNLP;
iii) Agree the next steps for plan preparation

As background to the report, the planning policy manager explained that:

- the timeframe of the Local Plan will be until 2036 to maintain at least a 15-year time horizon in plan-making and that the plan will include both strategic policies and site allocations;
- a Strategic Housing Market Assessment (SHMA) has already been completed for Central Norfolk, also including North Norfolk and Breckland districts. This wider geographical area than Greater Norwich reflects the nature of the local housing market. The SHMA provides the evidence base for the objectively assessed housing need (OAN) for the area.

The planning policy manager then highlighted the area's long track record of cooperation through the Joint Core Strategy (JCS) and stated that the Government's recent focus on deliverability of development will be reflected in the GNLP. He also provided more detail on the re-establishment of the GNDP as the member forum to oversee plan production and on the establishment of a professional team containing seven FTE officers to produce the plan

The planning policy manager subsequently provided further detail on work undertaken to date on the plan, including the SHMA. The planning policy manager explained that the SHMA takes into account growth aspirations set out in the Greater Norwich City Deal and that the housing need for Greater Norwich equates to approximately a further 12,000 homes between 2012 and 2036 over and above those already built, permitted or allocated. He also explained that this is based on the current position. Future revisions to Government projections for population and household, and changes to the number of dwellings permitted, could result in increases or decreases in GNLP requirements. Based on current national policy and its interpretation, there will also be a need to include additional allocations to act as a buffer.

The Call for Sites process was then explained, which had been undertaken between May and July 2016. The planning policy manager stated that information is being collated on the sites submitted for reporting at the next GNDP meeting in November.

The planning policy manager added that the other key streams of work included reviewing the JCS-wide strategic and thematic policies; conducting Sustainability Appraisal work; and, undertaking assessment work under the Habitats Regulations Assessment legislation. The latter two tasks are being undertaken with consultants. The target date for adoption of the Greater Norwich Local Plan is December 2020.

A series of stakeholder workshops will be taking place during September and these events are to be informed by the Issues Paper presented to the GNDP Board. The outcome of these workshops will be reported to the GNDP in November. Under section 6 of the Issues Paper, the planning policy manager

emphasised the importance of evidence gathering during the preparation of the Greater Norwich Local Plan. Consultants are being engaged on topics including employment related issues, and development viability. However, an advantage for the new Plan is that much of the evidence from the Joint Core Strategy is still of relevance and able to be updated, such as the Water Cycle Study. Alongside the new Local Plan, a review of the Norwich Area Transport Strategy (NATS) is under preparation.

At this point Cllr Vincent opened up a general discussion on early consideration of the issues affecting the Greater Norwich Local Plan.

Cllr Proctor emphasised the importance of the need for a holistic approach to all development, and not just housing. He advocated the creation of an appropriate strapline for the Greater Norwich Local Plan which would convey the right messages and referenced the last plan's focus on jobs, infrastructure, and prosperity, as well as housing requirements. .

Cllr Fuller referenced his role chairing the Norfolk Duty to Cooperate Board, and the need to consider the role of Greater Norwich in the wider East Anglian area and the need to review the role of the Norwich Policy Area. Cllr Fuller used Diss as an example of a town in a key central location with scope to grow and expressed concern that growth potential could be restrained without a review of existing policy areas.

Cllr Fuller said a criteria-based approach to policy could be helpful in allowing other towns and villages to grow in Greater Norwich, stating that South Norfolk had been successful in linking housing growth with jobs and infrastructure. Similar challenges still applied for the new Local Plan. A western link between the A47 and the A1067 was supported and progress on it should be reflected in the Local Plan.

Cllr Fuller also talked about recent coverage concerning Green Belts and referred to Oxford as an example of an area where the Green Belt had contributed to exceptionally high property prices. He stated that Greater Norwich has existing policies in place which give protection to the countryside, important landscape views, and gaps between settlements. Cllr East also raised concerns about the negative impact of Green Belts and considered that policy approaches like strategic gaps and landscape protection zones were more appropriate.

Cllr Waters expressed his views on the economic geography of Greater Norwich, and how the jobs market crosses local authority boundaries. Cllr Waters spoke in favour of the current planning strategy, advocating growth in

close proximity to Norwich for the benefit to the economy, and protecting the countryside, stating that planning policy should try to minimise commuter miles. He also stressed the importance of sustainability, and not just focusing on housing and the economic perspectives. Cllr Waters said there was strength in maintaining some distinction between the urban area, and the respective rural parts of Broadland and South Norfolk.

Cllr Clancy observed how the discussion showed that scope existed for a balanced approach to plan-making. Cllr Clancy expressed support for a planning strategy that continued to focus the majority of the development in and around urban locations, whilst also allowing towns and villages to grow sustainably. He said that the current policy approach may need to be reviewed to allow some development in villages to prevent communities declining, with some new housing being vital to sustaining community facilities.

Cllr Proctor said he was keen that consideration be given to ensuring the economic growth of towns and villages is of an appropriate level. He used the examples of Blofield and Brundall to highlight the risks of levels of development being permitted, because of land supply issues, which were well in excess of that envisaged in the Joint Core Strategy. He considered that the Local Plan will need to try to ensure its growth proposals in service centres and villages are not significantly exceeded.

Cllr Vincent re-capped on the recommendations of the meeting.

RESOLVED:

i) to Note initial progress on the GNLP;
ii) Officers to consider the points raised on key issues and themes for the GNLP;
iii) to agree the next steps for plan preparation as outlined in the report and presentation

In addition, Members requested that work on a strapline for communications on the Greater Norwich Local Plan should be undertaken by officers.

It was agreed that the next meeting would be in late November, with dates to be circulated.

The meeting closed at 16:10.

Greater Norwich Local Plan – Progress Report

Mike Burrell – Greater Norwich Planning Policy Manager

Summary

This report provides an update on progress on preparing the favoured options and reasonable alternatives for the Greater Norwich Local Plan (GNLP). The report shares early information on some key areas of developing the GNLP and seeks views on various aspects of this work. The report covers:

- The draft objectives for the GNLP;
- The initial, unfiltered sites submitted for potential inclusion;
- The approach to assessing the potential for strategic scale development and the first outcomes of that assessment;
- The approach to developing a Settlement Hierarchy for the GNLP;
- The outputs of the September Stakeholder Workshops which discussed the GNLP Issues Paper;
- The direction of travel for the topic-based area-wide GNLP policies and
- Minor revisions to the Terms of Reference of the Greater Norwich Development Partnership (GNDP).

Recommendation(s)

1. That members of the GNDP, ahead of the meetings of the relevant panels/committees of the three districts, note and comment on:

i. the proposed GNLP Objectives set out in Table 1;

ii. the sites submitted to date;

iii. the approach to assessing strategic scales of development, to the sectors being assessed and the initial outputs of the assessment;

iv. the issues raised in relation to the Settlement Hierarchy paper at Appendix 7;

v. the GNLP Issues Paper in the light of the outputs of the Stakeholder Forums; and

vi. the direction of travel for the area-wide policies.

2. That members agree the revisions to the GNDP Board's Terms of Reference as set out in paragraphs 9.1 and 9.2 of this report.

1 Introduction

1.1 Since the Greater Norwich Development Partnership (GNDP) Board meeting of 5 September 2016 work has progressed on a number of strands of plan production. The September Board report specifically noted that a number of items would be presented at the following meeting, and these are addressed in this report.

1.2 The main issues covered in this report are:

- Developing draft Objectives for the GNLP;
- Initial, unfiltered outputs from the Call for Sites;
- Initial assessment of the potential locations for accommodating strategic scale (1,000 to 10,000 dwelling) growth;
- Options for developing a settlement hierarchy;
- The outputs of the September Stakeholder Workshops which discussed the GNLP Issues Paper; and
- The direction of travel for developing the topic based area-wide GNLP policies;

- Minor revisions to the Terms of Reference of the GNDP Board.

1.3 Following the Board meeting this paper will also be considered by the relevant panels/policy committees of the constituent authorities at which the views of the Board will be reported.

2 Context

2.1 A number of factors will play an important role in developing the GNLP. The GNLP will need to plan positively for jobs, homes, prosperity and environmental improvements. The existing pattern of development and planned growth in existing local plans will have a major influence. Nationally, there is a much stronger emphasis on ensuring delivery, and in particular the need to increase housing development. Locally, since preparation of the JCS, significant investment in transport infrastructure has been delivered or committed, including 'Norwich in 90', the NDR, A11 and A47 improvements, and cycling and public transport infrastructure. Monitoring suggests that jobs have grown strongly since a low point in 2011 and a number of initiatives are being pursued to grow the local economy.

2.2 As set out in the September Board report, the Strategic Housing Market Assessment (SHMA) indicates that the GNLP will need to plan to meet the 'objectively assessed need' (OAN) for around 52,000 dwellings between 2012 and 2036. This is approximately 12,000 more than have been built, have planning permission or can be delivered on existing allocations which provide sites to 2026. With such a strong national emphasis on delivering housing need, the GNLP will need to identify a buffer of sites in excess of the OAN requirement.

3 Objectives of the GNLP

3.1 The GNLP is a new plan which will eventually replace the JCS and the districts' site specific documents; as part of this process a new set of plan objectives

need to be established. These objectives will assist in developing the vision for the plan in due course, and will also contribute to policy making and form the basis for monitoring the plan. Table 1 below sets out these proposed objectives. These objectives have been derived from the JCS plan objectives taking into account changes in national policy, local evidence, stakeholder feedback, the emerging sustainability appraisal and any other relevant changes in circumstances.

Table 1 Proposed GNLP objectives

JCS Objective	Proposed GNLP Objective	Reason for change
JCS Objective 1 To minimise the contributors to climate change and address its impact.	**GNLP Objective 1** To minimise the contributors to climate change and address its impact.	The objective remains appropriate and therefore no change is necessary.
-	**GNLP Objective 2** To support balanced, thriving communities and maintain local services, promoting regeneration and reducing deprivation to give people the opportunity for healthy, safe and fulfilled lives and to maintain independence into older age.	This is a new objective which draws together a number of the JCS objectives into a more holistic approach that supports successful communities.
JCS Objective 2 To allocate enough land for housing, and affordable housing, in the most sustainable settlements.	**GNLP Objective 3** To allocate land for housing to meet identified needs (including affordable housing) and maintain a 5 year land supply (or equivalent) in sustainable locations.	The revised objective puts more emphasis on delivery. This is in line with government policy and stakeholder feedback.
JCS Objective 3 To promote economic growth and diversity and provide a wide range of jobs.	**GNLP Objective 4** To promote economic growth and diversity, provide a wide range of jobs to support sustainable patterns of growth and promote a higher value economy.	The revised objective adds a focus on the need to locate new employment to support sustainable patterns of growth and a high value economy.
JCS Objective 4 To promote regeneration and reduce deprivation.	**Included in GNLP Objective 2.**	The aims of the objective are incorporated into proposed Objective 2.
JCS Objective 5 To allow people to develop to their full potential by providing educational facilities to support the needs of a growing population.	**GNLP Objective 5** To allow people to develop to their full potential and to support economic development by providing educational facilities to support the needs of a growing population.	The change recognises the role of education in economic development
JCS Objective 6 To make sure people have ready access to services.	**Included in GNLP Objective 2.**	The aims of the objective are incorporated into proposed Objective 2
JCS Objective 7 To enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact.	**GNLP Objective 6** To enhance transport and communications to meet the needs of existing and future populations and seek to reduce the need to travel and minimise its impact.	The changes proposed include a reference to communications, in particular broadband, recognising that such infrastructure can have positive impact in terms of travel, to actively seek a reduction in the need to travel and minimise its impact.

JCS Objective 8 To positively protect and enhance the individual character and culture of the area.	**GNLP Objective 7** To promote and enhance the culture and character of the area, and encourage high quality design in all new development	The proposed change places an emphasis on actively promoting the culture and character of the area rather than protecting it, and highlights the need for good design
JCS Objective 9 To protect, manage and enhance the natural, built and historic environment, including key landscapes, natural resources and areas of natural habitat or nature conservation value.	**GNLP Objective 8** To protect, manage and enhance the natural, built and historic environment, including key landscapes, natural resources and areas of natural habitat or nature conservation value.	The objective remains appropriate and therefore no change is necessary.
JCS Objective 10 To be a place where people feel safe in their communities.	**Included in GNLP Objective 2.**	The aims of the objective are incorporated into proposed Objective 2.
JCS Objective 11 To encourage the development of healthy and active lifestyles.	**Included in GNLP Objective 2.**	The aims of the objective are incorporated into proposed Objective 2.
JCS Objective 12 To involve as many people as possible in new planning policy.	**Not included in the proposed GNLP objectives.**	It remains the intention to effectively engage with the public and other stakeholders during the plan making process. This is however an aim of the plan making process not a spatial planning objective of the plan itself. Therefore it is not suggested that this objective is included in the GNLP.

3.2 Planning Practice Guidance explains that testing Local Plan objectives against the Sustainability Appraisal Framework is the first stage of developing and refining alternatives and assessing effects of the plan. The practice ensures that ways of maximising the beneficial effects and mitigating any adverse effects of the plan are considered from the outset of plan making. The matrix shown in Appendix 1 evaluates the proposed plan objectives against the sustainability appraisal objectives as set out in the draft SA Scoping Report. A revised and updated version of this matrix will form part of the sustainability appraisal of the plan.

3.3 The outcome of the evaluation indicates that there is broad compatibility between the proposed plan objectives and draft sustainability objectives, although there are a number of conflicts which are typical of a plan of this type. It will also be important to ensure that the policy alternatives within the plan are derived taking into account the results of this evaluation to ensure that they perform as well as possible. Particular issues to consider will be how to distribute and design the required housing and employment sites in a manner which minimises impact on the environment and maximises benefits in terms of new services, facilities and infrastructure.

3.4 Members' views are sought on the proposed GNLP objectives and the evaluation of the objectives against the draft SA Objectives in Appendix 1.

4 Call for Sites

(Please note this report presents the unfiltered sites before assessment by the GNLP team. No decisions have been made on which sites will be taken forward through the plan.)

4.1 As previously reported, a Call for Sites was undertaken between 16 May and 8 July 2016. The submitted sites are listed in the sites schedule (Appendix 2) and have been mapped in booklets (Appendix 3) which have been distributed with this agenda. The booklets have been organised by authority and, within that, alphabetically by parish (Broadland and South Norfolk) or ward (Norwich). The booklets contain larger-scale contextual maps and smaller-scale maps showing the submitted sites in more detail. The sites have been published at this stage for the purposes of information sharing and transparency. Although the call for sites has finished it is likely that further sites will be submitted as it is not possible to identify a specific cut off point for site submission at this stage of plan making.

4.2 Approximately 500 sites have been submitted to date. Whilst the call was for sites across the full range of uses, including 'Local Green Spaces', the submissions have predominantly been for additional housing or housing-led development. Additional employment land has been put forward in key locations, including further land at Norwich Research Park, and the majority of larger scale proposals have suggested mixed uses (i.e. housing and employment with supporting infrastructure and open space). The two 'Local Green Spaces' suggested are both at Tacolneston.

4.3 Whilst the submitted sites are widely distributed across the Greater Norwich area, very few new sites have come forward within the Norwich City Council area itself, reflecting the fact that a large number of brownfield sites within the city are already permitted or allocated for redevelopment and very limited greenfield opportunities remain. Unsurprisingly the Norwich sites are being promoted for a range of housing, employment and commercial uses. However it is noticeable that the few significant housing proposals in Norwich are already committed sites, some of which are being proposed at higher densities.

4.4 Across the call for sites the locations the largest amount of land (by gross site area) has been submitted in are:

- Wymondham (including Spooner Row) – over 525ha
- West of Norwich (Costessey/Easton/Honingham) – over 520ha
- Cringleford, Hethersett and Little Melton – over 440ha
- The North East Growth Triangle – over 260ha
- Hellesdon, Horsford and St Faiths – over 250ha
- East of Norwich (Brundall/Blofield/Postwick/Gt & Little Plumstead) – over 195ha
- South (including Mulbarton) – over 190ha
- Drayton and Taverham – over 125ha
- Poringland/Framingham Earl – over 125ha.

Across the remaining towns and larger villages (Acle, Aylsham, Coltishall, Diss/Roydon, Hingham, Lingwood, Long Stratton/Tharston, Reepham, and Wroxham) between 10 and 55ha of land has been submitted with the exception of Trowse and Harleston, which both have less than 2ha submitted. It should be noted that these are only a broad measurement of gross size. Many of these sites will be constrained in some way, meaning that net site areas are likely to be reduced. There is also an element of overlap, where part of larger, strategic sites have also been put forward as smaller individual parcels, whilst other sites which are already included in adopted plans (and/or which have permission) have been resubmitted in the call for sites in order to change the proposals (e.g. increase the density of development).

4.5 The pattern of sites put forward shows a much greater number of small sites in more rural locations within South Norfolk, resulting in approximately double the number of sites submitted compared to Broadland.

4.6 The sites as submitted have not been assessed or filtered in any way. The next stage will be to assess the sites through the Housing and Economic Land Availability Assessment (HELAA). As noted in the September Board report, a Norfolk-wide methodology is being used. As well as the submitted sites the HELAA will assess whether there is scope from other sources of supply, these include:

- existing permissions and allocations which have not yet been implemented and which could be reallocated for alternative uses;
- sites currently available on the market, which have not been submitted;
- sites where planning applications have previously been refused or withdrawn; and
- other vacant, derelict or under-utilised land and premises.

In addition the potential capacity of sources needs to be established, including:

- any underused public sector land, such as car parks and garage courts;
- conversions of existing buildings, including space above commercial premises,
- intensification of existing housing areas; and
- other under-used brownfield land.

Whilst these are unlikely to have a significant impact on the distribution of available land summarised above, the greatest effect may be to identify more potential within the Norwich urban area than the small number of submitted sites suggests.

4.7 Overall the sites submitted provide 3,850 hectares of land, of which 1,681 are in Broadland, 51 in Norwich and 2,118 in South Norfolk. On face value this provides significantly more land than is required for the growth to 2036; however, further analysis is likely to show that some of these sites will not be suitable. The following sections consider how options for distributing growth could be developed. It may be that the preferred locations and the submitted sites do not coincide and that additional sites will need to be sought.

5 Growth Options

5.1 For a variety of reasons the GNLP will need to promote a diverse approach to the pattern of growth. In order to aid delivery and to offer the choice and competition in the housing market envisaged by the NPPF, as well as diversifying the economic base, the strategy for growth across the Greater

Norwich Area will need to incorporate:

- maximising the capacity of the Norwich urban area;
- promoting a range of sustainable settlements for small, medium and large non-strategic growth (up to 1,000 dwellings); and
- promoting strategic-scale development at suitable locations (1,000+ dwellings).

This section looks at the approach to delivering the strategic scale growth, whilst section 6 looks at options for a developing a settlement hierarchy to distribute the non-strategic development.

5.2 Given the scale of growth and the need to ensure supporting infrastructure can be provided, the plan is highly likely to need to accommodate some development as part of strategic level growth of 1,000+ dwellings in particular locations. One of the key considerations when looking at the potential distribution of future growth will be the fact there is still substantially more growth to be delivered under the current JCS than additional growth to be allocated through the GNLP i.e. the number of permission and emerging allocations at 31 March 2016 amount to 34,892 dwellings. As such the implications of implementing the committed development will be a significant influencing factor on the pattern of future growth.

Assessing potential locations for strategic-scale growth

5.3 Given its inherently sustainable characteristics, one of the key elements of the GNLP will be the emphasis on maximising the development potential of Norwich. The SHMA identifies that a significant proportion of the new housing requirement is driven by the city, and therefore the plan will seek to maximise the number of dwellings which can be accommodated in the Norwich urban area. However, there will be a number of potentially competing uses for sites within the city. The plan will need to balance the need for other uses, such as retail, leisure, office and other business uses and open space, which are critical to the ongoing success of the Greater Norwich area. As noted above the HELAA will assess the urban capacity of the city to accommodate housing and employment/ commercial development, drawing on the evidence of demand and land use requirements for economic uses.

5.4 In order to assess the potential to accommodate strategic level growth, 22 potential locations for analysis have been identified. For the areas immediately surrounding Norwich there are a number of constraints that were identified through the JCS Sustainability Appraisal process, including environmental constraints (such as the Broads Authority area and river valleys), heritage assets (including Caistor Roman Town) and the ‘cordon sanitaire’ around Whitlingham waste water treatment work. However, for the purposes of this initial assessment, it is considered appropriate to look at all areas around the Norwich fringe (excluding those in the Broads Authority Area) and acknowledge the constraints within the assessment. This has led to the identification of nine sectors around the city, roughly aligned with the main radial transport corridors and the settlements that lie along them.

5.5 In addition to the sectors around the Norwich fringe, a range of other settlements across Greater Norwich have been assessed. They are the Main Town and Key Service Centre in the JCS, which offer a range of services, facilities, local employment opportunities and transport connections:

Main Towns:
Aylsham, Diss, Harleston, Wymondham;

Key Service Centre (KSC):
Acle, Hingham, Loddon/Chedgrave, Long Stratton, Reepham & Wroxham (the remaining KCSs fall within the Norwich fringe sectors);

Lastly three additional locations have been identified: Coltishall, which has a reasonable range of services and facilities and employment development at the former RAF base to the north; and Lingwood and Spooner Row, both of which have stations on rail lines into Norwich and are close to the main road network.

In total 22 settlements and sectors have been evaluated. These are illustrated on the map in Appendix 4. Members may wish to consider whether any other locations should be assessed for strategic scale (1,000+ dwellings) development.

Scale of Strategic Growth

5.6 Strategic Growth in the JCS was classified as anything over 1,000 units. Whilst this gives a baseline, in order to assess various options for accommodating the extra growth to 2036 it is necessary to look at the potential for substantially larger volumes in each location, up to the scale of a new settlement(s) accommodating 8-10,000 dwellings. This largest scale of development in one location would be highly unlikely to deliver in its entirety within the plan-period to 2036; however, it could still deliver a meaningful level of growth as well as continuing into the next plan period.

5.7 A full explanation of how the four scales of strategic growth have been derived is contained in Appendix 5. In brief they are:

Small Strategic, 1,000 to 2,000 new dwellings: based on the requirement to deliver a new primary school and other localised improvements such as formal/informal open space, new community buildings, and local cycle and public transport enhancements.

Medium Strategic, 2,000 to 4,000 new dwellings: this would deliver either one or two new primary schools as well as some higher order services/facilities. With the growth in larger GP surgeries incorporating more specialist facilities, the higher end of this scale of growth (8,000+ people) is likely to be the minimum required to support a new facility. This level of development is also likely to support higher quality public transport links and small scale commercial facilities for day-to-day shopping facilities.

Large Strategic, 4,000 to 6,000 new dwellings: This scale of development was not considered in the JCS process primarily because it was considered too large to be accommodated by existing secondary schools, but too small to deliver a new secondary school. For the GNLP there may be other solutions to secondary education provision. Therefore a wider range of locations are being considered for strategic growth. Towns outside the JCS NPA have different characteristics to the fringe locations e.g. Market Towns such as Aylsham and Diss already support a significant base of services and facilities, and consequently may not be as reliant on new development delivering these.

Evidence supporting the JCS also indicated that around 5,000 houses was sufficient to support Bus Rapid Transit (BRT) to Norwich on those corridors that could accommodate the necessary infrastructure.

New Settlement Scale Strategic, 6,000 to 10,000 dwellings: provision of a new secondary school is likely to be a key requirement of this scale of development. Norfolk County Council has indicated 7-8,000 dwellings is the level required to achieve this, the starting point of 6,000 dwellings assumes pupils derived from other new (non-strategic) development within the catchment and/or some pent-up demand within the locality (particularly if those pupils are currently travelling considerable distances to existing schools). Again this scale of development could support high quality public transport provision, including BRT, on a suitable corridor. Development of this size would need to create a sense of place and accommodate the full range of supporting services and infrastructure associated with existing Main Towns, including a range of town centre uses and a significant level of local employment. This scale of development, particularly at the upper end of the range, is likely to take delivery well beyond the GNLP end-date of 2036.

5.8 The suitability of each of the 22 locations have been assessed for these four scales of development against a set of 12 criteria. While not included as part of this analysis, it should be noted that, at 1,500 dwellings, a strategic scale of growth is being proposed at Anglia Square within Norwich. Other sites promoted in the immediate vicinity (although not currently through the call for sites process) would significantly increase the potential scale of growth in this area.

The Assessment Criteria

5.9 In order to undertake an initial assessment of the settlements/sectors for strategic growth, a series of 12 assessment criteria (A to L) has been devised. The assessment criteria are set out in full in Appendix 6.

5.10 The criteria are based on the Core Planning Principles in paragraph 17 of the NPPF. In order to provide a clear link with the other elements of the GNLP process the NPPF Core Planning Principles have been cross-referenced with:

1. The site assessment criteria derived through the Norfolk-wide HELAA methodology, which underwent consultation with various parties including statutory consultees, and the development industry and provide a set of more measureable criteria; and
2. The draft Sustainability Appraisal (SA) 'objectives' and 'decision making criteria'[1].

5.11 The criteria are:

A. Can development within the sector drive and support the delivery of homes?
B. Can development within the sector drive and support sustainable economic development?
C. Can development within the sector drive and support the delivery of infrastructure?
D. Could development of high design quality that enhances or improves the places where people live be achieved?
E. What would be the impact of development on the landscape?

[1] Figure 84 of the SA Scoping Report

F. How could development mitigate the causes of, or be adapted to, the impact of climate change?
G. What would the impact of additional development be on biodiversity and geodiversity?
H. Would additional development encourage the effective use of land?
I. Would additional development help to promote mixed use developments?
J. Could additional development conserve heritage assets in a manner appropriate to their significance?
K. What are the transport impacts of additional development?
L. Access to services and facilities.

Summary of Initial Outputs

5.12 The initial assessment of the 22 possible locations is attached as Appendix 4. **The results of the assessment are only indicative at this stage and should not be regarded as conclusive for any particular location.** The appendix includes the draft conclusions for each location using the GNLP criteria. Based on these high level conclusions, an initial assessment was made of the capability of each of the sectors to accommodate the four levels of strategic development. The results were categorised as 'likely to be suitable', 'potentially suitable' or 'unsuitable' to accommodate the different levels of growth; these are shown as green ticks, amber question marks and red crosses respectively in the appendix.

5.13 In the broadest terms the conclusions are:

- **Six locations, shown by green ticks in appendix 4, are considered likely to be suitable for small-scale strategic development.** These locations are: North East Fringe; North West Fringe; West Fringe; South West Fringe; Wymondham; and Diss. **A further five locations are considered potentially suitable for small-scale strategic development.** These locations are: East Fringe; North Fringe; South East – Poringland/Stoke Holy Cross; Aylsham; and Harleston.

- **Five locations, shown by amber question marks in appendix 4, are considered potentially suitable for the greater levels of strategic growth.** South West Fringe; Wymondham; and Diss are considered potentially suitable for medium, large or settlement scale strategic growth. Spooner Row is considered potentially suitable for large or settlement scale strategic growth. West Fringe is considered potentially suitable for settlement scale strategic growth.

- **Ten locations, shown by red crosses in appendix 4, were considered unsuitable for strategic scale growth**: South Fringe; South East Fringe (Trowse to Kirby Bedon); Acle; Coltishall; Hingham; Lingwood; Loddon/Chedgrave; Long Stratton; Reepham and Wroxham/Hoveton.

  Further work will be needed to establish whether lower levels of non-strategic growth can be accommodated in these locations.

5.14 The current assessment is based on a number of assumptions on matters including utilities, transport and education capacity and environmental impact. These matters are being discussed with technical stakeholders. Notwithstanding this, overall the initial assessment indicates that there is potential capacity at a range of locations for strategic scale development to make a significant contribution to meeting the growth requirements. The assessment is published at this early stage as the basis for discussion about

the potential merits or disadvantages of strategic growth at specified locations.

6 Settlement Hierarchy

6.1 The purpose of a Settlement Hierarchy is to arrange locations and settlements into a hierarchy based upon their access to employment opportunities, services and facilities. A defined settlement hierarchy will help to guide and justify decisions about the distribution and scale of development for both allocations in the GNLP and windfall applications. It does not however dictate that specific scales of development should always be allocated to a specific tier if there are justifiable reasons for a different distribution, such as constraints to growth at higher tier locations.

6.2 Whilst delivery of the JCS will change some elements of the pattern of development, services, facilities and infrastructure, the starting point is that there is little justification for significant changes to the hierarchy.

6.3 The JCS includes a Settlement Hierarchy in paragraph 6.2 which sets out five tiers of settlement:

1. Norwich urban area – Norwich and the built-up parts of named fringe parishes;
2. Main Towns;
3. Key Service Centres;
4. Service Villages; and
5. Other Villages.

Very broadly, the scale of new allocations decreased moving down the hierarchy, with the exception of those places identified as Major Growth Locations and at some other settlements in the JCS Norwich Policy Area (NPA). The paper at Appendix 7 considers whether there is a need to amend the hierarchy and sets out options (1a to 5b) which provide various alternatives for amending the hierarchy, on which Members' views are sought.

6.4 The main areas for considerations are:

- Expanding the Norwich Urban Area to reflect committed development;
- Reclassifying Long Stratton as a Main Town, to reflect planned growth;
- Addressing the balance between housing and employment development in Key Service Centres;
- Clarifying the basis for identifying Service Villages and what level of allocation might be appropriate; and
- The role of Other Villages.

7 Stakeholder Workshops

7.1 As noted in section 5 of the September GNDP Board report, stakeholder workshops were held in September; there were four themed workshops and two town/parish council workshops. These were held to explore local plan issues already identified in the Issues Paper that was circulated as Appendix 2 of the September Board report. The workshops also sought to elicit any further issues which may have been overlooked. Over 250 representatives from a range of national agencies, utility providers, commercial and voluntary organisations were invited to attend workshops themed around the economy,

environment, transport, and housing. The 182 town and parish councils in Broadland and South Norfolk were also invited to workshops to identify the issues of most importance at a neighbourhood level, and explore how the GNLP can help to deliver local aspirations. All those who were invited to attend the workshops, whether they attended or not, were sent a copy of the GNLP Issues Paper. The workshops were attended as follows:

Workshop	Date	Attendees
Economy	12/9/16	10
Environment	13/9/16	17
Transport	13/9/16	22
Housing	15/9/16	30
Broadland town and parish councils	21/9/16	14
South Norfolk town and parish councils	12/9/16	23

7.2 The main issues to come out of the Stakeholder Workshops were:

- There are merits to both concentration and dispersal of development and the plan should promote a balanced mix of both, with local employment opportunities;
- Strong policies are needed to protect valued landscapes, the best and most versatile agricultural land, and locally-designated assets;
- Strong (but flexible) policies are also needed to address the range of affordable housing need;
- Early funding and delivery of infrastructure improvements is needed to support growth, but maintenance (especially of green infrastructure) needs to be considered at the outset;
- Park and Ride, Bus Rapid Transit and bus improvements more generally need to be made to support the services people need, and development should support the viability of an integrated transport system, mixed views were expressed on the provision of a 'western link' road;
- More should be made of our local rail network, and the plan should continue to provide better routes for walking and cycling;
- Economic development requires a more flexible approach, recognising the difficulties of influencing where businesses wish to locate;
- The plan should support self-build housing and provide for smaller businesses and home working, including enhanced broadband;
- The plan takes advantage of economic opportunities presented by connections to Gt Yarmouth and Cambridge; and
- The plan should require better drainage, water capture/storage and building standards in more locally distinctive, mixed developments, with appropriate densities and more tree lined streets.

More detail on the workshops can be found in Appendix 8.

7.3 Members views on the issues raised in the Issues Paper, in the context of the outcome of the Stakeholder Workshops, are welcomed.

7.4 A particular issue raised at the September GNDP Board meeting related to whether the Norwich Policy Area should be retained in the GNLP. It is proposed that this issue should be addressed through a specific report to be considered by the GNDP Board in January 2017 and subsequently by the relevant panels/committees at the three authorities.

8 Progress on Area Wide Policies

8.1 Policies 1 to 8 of the Joint Core Strategy provide area wide policies covering topics ranging from the environment to the economy. Whilst the GNLP will replace the JCS, it is sensible to use the current policies as the starting point for developing the new plan; key factors in determining whether the policies remain appropriate will be viability considerations, experience of implementing the policies, new evidence, changes to government policy or feedback from stakeholders. Initial work on options for amending area wide policies, which will be taken forward further and reported to members in March 2017, identifies the following considerations:

Policy 1 : Climate change and environmental assets

8.2 Consideration will be given to how best to ensure new development, particularly of significant housing and employment sites, can minimise CO_2 emissions and protect environmental assets. Like the JCS, policy options for the minimisation of CO_2 emissions are likely to focus chiefly on the location and design of development. The potential effects of development on internationally protected environmental sites will also be a key consideration. There could be viability issues in relation to this, if the most appropriate solution is deemed to be to provide higher amounts of open space to reduce visitor pressure on protected sites. Consideration will also be given as to how best to support the ongoing development of the green infrastructure network for the whole area and to minimise flood risk.

Policy 2 : Design

8.3 The existing JCS approach seeks to ensure that new development is designed to the highest possible standards and creates a strong sense of place. The most important considerations are likely to be:

a. given development viability and local authority resource issues, whether to continue to require the design of housing development to be evaluated against a national standard (Building for Life 12 is currently used);
b. whether the requirement for master planning using a recognised participatory process for large sites should be retained;
c. how best to protect the landscape setting of settlements, including strategic gaps, along with the need for a formally designated Green Belt.

The need for good design of new development was raised as a significant concern by many at the stakeholder forums.

Policy 3 : Energy and Water

8.4
- *Energy* - National policy in the NPPF requires local planning authorities to "have a positive strategy to promote energy from renewable and low carbon energy sources". The JCS requires larger housing development to provide 10% of its energy needs from sustainable energy sources. Early evidence shows that, despite considerable national changes in policy in relation to energy, this approach can be continued, although further evidence will be required to assess the effect on the viability of development. Changes in Government policy mean that a different approach will need to be taken to onshore wind energy development; these make it clear that permission for wind turbines should only be granted if a site is identified for that purpose in a local or neighbourhood plan. Existing evidence from the JCS technical study, which remains technically valid, identifies 'areas of search within

which suitable sites may exist' for wind energy development. These locations could be identified as the areas in which wind turbine development could be considered through a criteria based policy. An alternative approach could be to include a strategic 'aspirational' policy to encourage neighbourhood plans to consider the suitability of community-scale wind projects. The absence of a policy on wind turbines would severely restrict their development.

- *Water* - The JCS and its accompanying advice note require new development to be as water efficient as nationally set housing standards allow[2] and restricts the release of land for development unless sufficient water supply infrastructure exists. Policy options are likely to focus on whether to continue the JCS approach of promoting the higher national water efficiency requirement in one of the driest parts of the country in support of Anglia Water's promotion of water efficiency in its Water Resources Management Plan, or whether to apply the basic national standard set out in the Building Regulations. The water efficiency policy has been implemented effectively at minimal cost to developers for a number of years and there was strong support at the stakeholder forums for the promotion of higher water efficiency standards in new development.

Policy : 4 Housing

8.5 Housing policy will need to ensure, taking account of recent and updated evidence, that: the 'Objectively Assessed Housing Need' for the area is met; adequate provision is made for housing mix (including affordable housing, starter homes and self-build); specialist housing for the elderly and students is provided for; and the need for caravans and houseboats is addressed. The option to apply minimum standards for the size of homes and to promote the building of homes that can be adapted to meet changing needs over time, strongly supported at the stakeholder forums, will be considered. Options for these policies, particularly for affordable housing, will need to take account of evidence which has been commissioned on viability.

Policy 5 : The Economy

8.6 Critical evidence to guide policy on the economy, including town centre uses such as retailing and leisure, has recently been commissioned. Taking account of current and likely future economic trends, such as the intensification of the use of existing office space, this will inform options on whether there is a need to allocate additional land for employment uses and provide guidance on policy for the city and town centres, along with other retail locations. Stakeholder forum responses strongly supported the protection and enhancement of centres and suggested that there may not be a need to make significant additional employment land allocations in addition to those already set out in the JCS and other local plan documents. Rural employment opportunities are also considered to be important.

Policy 6 : Access and transportation

8.7 Options will have to seek to implement the national policy requirement to manage growth to make the fullest possible use of public transport, walking and cycling. Transport considerations will be important to the choice of locations for growth. A review of the Norwich Area Transport Strategy (NATS) through a Transport for Norwich (TfN) plan will be progressed alongside the GNLP to provide for the transport infrastructure requirements resulting from

[2] GNGB, Water Efficiency Advice Note http://www.greaternorwichgrowth.org.uk/document-search/

growth in and around the city. This will need to consider how best to take forward JCS transport strategy to improve the walking, cycling and bus network, including the Bus Rapid Transit (BRT) network. The transport need of any other locations identified for significant growth will also be assessed. Mixed views were expressed at the stakeholder forums on the best approach to meeting transport infrastructure needs, in particular in relation to the 'western link'. There was strong support at the forums for the inclusion of measures to promote improved broadband.

Policy 7 : Supporting communities

8.8 The existing JCS policy covers healthcare, education, crime, and community infrastructure and cohesion. Initial analysis suggests that the JCS policy approach, particularly in relation to promoting healthy lifestyles and providing new health facilities, is relatively robust. However, there will be a need to consider how best to provide policies to address changing population trends, such as the aging population, and new patterns of health provision. Evidence to inform options for addressing the potential for higher educational expansion in the Norwich area and meeting consequent accommodation needs will be progressed to continue the JCS approach of promoting the Norwich as a 'learning city'. Schooling needs are a key consideration in identifying locations appropriate for growth (see section 5, above).

Policy 8 Culture, leisure and entertainment

8.9 Policy options may include incorporating these issues in 'the economy' and 'the 'supporting communities' policies.

9 The GNDP Board Terms of Reference

9.1 In accordance with the recommendations of the September GNDP Board meeting, it is proposed that additional text is added to the first paragraph of the Terms of Reference as shown underlined below:

The Greater Norwich Development Partnership Board

The Greater Norwich Development Partnership Board will exercise political leadership for the planning activities carried out jointly by the Greater Norwich Local Planning Authorities. This group is made up of three members from Broadland District Council, Norwich City Council, South Norfolk Council, Norfolk County Council and a member from the Broads Authority. The group is supported in its role by the Director level representation from each Local Authority and a series of advisors who will be seconded into the group when necessary. Meetings of the Greater Norwich Development Partnership Board will be held in public.

9.2 To clarify the role of the chair and the administration of the board, it is also proposed that the Terms of Reference be amended to include the following additional text:

Chair and Vice-Chair of the Board

At the first meeting of the Board and thereafter at its annual meeting the Board

shall elect a Chair and Vice Chair from among its members on a rotating basis.

The Chair and Vice Chair should not be from the same appointing body and will serve for a 12 month period or when:

- *A new Chair is elected in accordance with the above,*
- *He/she ceases to be a member of the Board, or*
- *He/she resigns from the office of Chair or Vice-Chair.*

Administration of the Board

- *The host authority will chair and service the meeting for a period of 12 months.*

10 Next Steps

10.1 The High Level Table to Adoption in Appendix 1 of the Greater Norwich Local Plan Introductory Report considered by the GNDP Board in September 2016, and subsequently by the constituent councils, sets out the key steps for production of the plan.

10.2 The next key step ahead of the main Regulation 18 consultation on the Favoured Option and Reasonable Alternatives for the plan, which is scheduled to take place from October to December 2017, is a report to the GNDP and the constituent authorities in March 2017. Work to prepare the March 2017 report will include:

- Analysis of submitted sites using the HELAA methodology;
- Development of housing and employment distribution alternatives;
- Further development of the options for area wide policies;
- Continued development of the evidence base supporting the plan;
- Finalisation of the SA Scoping Report;
- Initial sustainability appraisal of the emerging plan alternatives.

11 Issues and Risks

Other resource implications (staff, property)

11.1 The outline of the Greater Norwich Local Plan team was included in the September Board report. The team is now established at County Hall and agreement has recently been given for recruitment to a Project Assistant post, to help with the administration of the project.

Legal implications

11.2 The Greater Norwich authorities are required to have an up-to-date Local Plan and Broadland and South Norfolk Councils have made commitments through the examination of recent plans to a timescale for getting the GNLP in place. NPLaw is providing ongoing advice to ensure that the plan is produced in accordance with current Regulations and with any amendments to those Regulations.

Risks

11.3 The risk of not preparing a replacement for the JCS and maintaining a supply of allocated sites is that the plans become increasingly out-of- date and subject to challenge.

11.4 The GNLP is being produced to a streamlined timetable and requires prompt agreement across the participating authorities; the most significant risks are unforeseen events that cause delays within what is currently a very tight timeline and/or significant changes in Government policy which provide new challenges for the plan.

Equality

11.5 The GNLP will be supported by an Equalities Impact Assessment.

Environmental implications

11.6 The GNLP process is underpinned by national requirements to achieve sustainable development and is supported by both a Habitats Regulation Assessment and Sustainability Appraisal process. The plan will also continue to identify Green Infrastructure and other environmental enhancements as part of the policies and proposals.

Officer Contact

If you have any questions about matters contained in this paper please contact:

Name	**Telephone Number**	**Email address**
Mike Burrell	01603 222761	mike.burrell@norfolk.gov.uk

Appendix 1 - Comparison of Proposed GNLP Objectives and Draft Sustainability Appraisal Objectives

Please note, the full text of the proposed GNLP objectives and the draft SA Scoping objectives are set out below.

Proposed GNLP Objectives / ***Draft SA Scoping Objectives***	**1** Climate change	**2** Balanced communi-ties. + services	**3** Housing	**4** Economic growth + diversity	**5** Higher Education	**6** Transport + communi-cations.	**7** Culture + character	**8** Natural, built + historic environ't
***SA1** Pollution*	√	√	**X**	**X**	~	~	**O**	**O**
***SA2** Climate change*	√	**O**	**X**	**X**	~	~	**O**	√
***SA3** Bio/geodiversity + GI*	√	**O**	~	~	**O**	**O**	√	√
***SA4** Use of land + landscapes*	√	**O**	**X**	**X**	~	**X**	√	√
***SA5** Housing*	**X**	√	√	√	**O**	√	**O**	**X**
***SA6** Quality of life*	√	√	~	~	√	√	√	√
***SA7** Deprivation*	**O**	√	√	√	√	√	**O**	**O**
***SA8** Health*	√	√	√	~	~	~	**O**	√
***SA9** Crime*	**O**	√	√	**O**	**O**	**O**	**O**	**O**
***SA10** Education*	**O**	√	√	**O**	√	**O**	**O**	**O**
***SA11** Economic development*	**X**	√	√	√	√	√	**O**	**X**
***SA12** Transport*	√	√	~	~	~	√	**O**	√
***SA13** Heritage*	**O**	√	**X**	**X**	~	**X**	√	√
***SA14** Waste + minerals*	**O**	**O**	~	~	**O**	**O**	**O**	**O**
***SA15** Contamination + best agricultural land*	**O**	**O**	**X**	**X**	**O**	~	√	√
***SA16** Water*	√	**O**	**X**	**X**	~	**O**	**O**	√
Key								
√ *Potential Positive Effect*	~ Mixed effects			**X** Potential Negative Effect		**O** No significant effect		

Conclusions

Objective 1 To minimise the contributors to climate change and address its impact

This objective has a potentially positive impact on a number of draft SA objectives. There are however potential negative effects when comparing the plan objective to draft SA objectives 5 and 11. This potential negative effect results from the potential distribution of development in a manner which is inconsistent with minimising contributors to climate change, in particular with regards to the impact of travel. To minimise such impact it will be important that the plan exploits opportunities for the use of sustainable transport as far as is practicable.

Objective 2 To support balanced, thriving communities and maintain local services, promoting regeneration and reducing deprivation to give people the opportunity for healthy, safe and fulfilled lives

It is not considered that this proposed objective would have any significant potential negative effects in relation to any of the draft SA objectives. In order to maximise the benefits of this objective it will be important to plan for a distribution of residential and economic development that is best placed to ensure residents are well provided for in terms of services and facilities and which best supports existing services and facilities.

Objective 3 To allocate land for housing to meet identified needs (including affordable housing) and maintain a 5 year land supply (or equivalent) in sustainable locations and to ensure housing development is well designed

The proposed objective has a positive effect in terms of SA objectives which address issues such as housing, quality of life, reducing deprivation and reducing the fear of crime. These positive effects could be maximised by measures such as ensuring an appropriate mix of type and tenure of housing provision, ensuring that viable sites are allocated which are able to meet any affordable housing obligation and by ensuring that development is designed to take account of crime and safety issues. Key conflicts result from the potential of new development to have a negative impact on issues such as air, noise and light pollution, reducing carbon emissions, protecting biodiversity, respecting landscape or heritage assets, loss of high quality agricultural land and impact on the water environment. These effects can be mitigated through measures such as: ensuring development has a good relationship to services and facilities; if new services can be provided as part of new development ensuring that existing residents are also well placed to benefit from them; ensuring that sites allocated for development have the least impact on biodiversity, landscape or heritage assets; or that effective mitigation plans are put in place. It will also be important to ensure the appropriate infrastructure can be delivered to maintain the supply/demand balance for water.

Objective 4 To promote economic growth and diversity, provide a wide range of jobs to support sustainable patterns of growth and promote a higher value economy.

The effects of this proposed objective are closely related to those identified for Objective 3. In order to maximise positive effects it will be important to ensure that economic growth is promoted so that there is a good relationship between jobs and homes, ensuring that there are good links between areas of deprivation and areas promoted for economic growth and where it will help maintain and enhance existing town centres. Where potential negative effects are identified these can be mitigated through measures such as ensuring that there are good sustainable transport links between areas of economic growth and homes, and ensuring that sites promoted for economic growth have the least impact on biodiversity, landscape or heritage assets, or that effective mitigation plans are put in place.

Objective 5 To promote access to high quality schools, growth of higher and further education facilities and other training establishments to support the economic growth of the area

There is generally a positive relationship between this proposed objective and the SA objective, particularly in regard to quality of life, deprivation, education and economic development. There are a number of mixed effects identified. The negative component of these primarily relates to the potential for education facilities to expand, either physically or in terms of the number of students, in a manner that is inaccessible by non-car modes thereby potentially increasing air pollution or carbon emissions and diminishing the potential for students and staff to commute by

physically active modes such as walking or cycling. Also, physical expansion of facilities could impact on landscape or heritage assets. The negative impacts can be mitigated by planning for expansion in a manner that promotes sustainable transport and where physical expansion is expected, supporting options that would minimise impact on landscape and/or heritage assets and mitigates unavoidable impact.

Objective 6 To enhance transport and communications to meet the needs of existing and future populations and seek to reduce the need to travel and minimise its impact

This proposed objective has a positive effect in terms of SA objectives that cover issues such as housing, quality of life, deprivation and economic development and transport. These positive effects can be maximised by planning for transport and communications infrastructure in a manner which best supports planned housing development and economic growth and creates links to areas of deprivation. Where potential negative effects, or a negative component of mixed effects, are identified these relate to: the possibility that new infrastructure may have a physical impact on landscape or heritage assets; or where it is not planned to minimise impacts on air, noise or light pollution and CO2 emissions; or where opportunities for sustainable transport choices such as walking or cycling, which support healthy lifestyles, are not addressed. These negative effects can be minimised by making the best use of existing infrastructure, ensuring that where new infrastructure is planned it minimises its physical impact on landscape and townscapes and where it maximises opportunities to support and promoted sustainable modes of transport.

Objective 7 To promote and enhance the culture and character of the area

It is not considered that this proposed objective would have any significant potential negative effects in relation to any of the draft SA objectives. The positive effects of the objective can be maximised through measures such as providing appropriate policy protection for important landscapes and/or heritage assets and areas of high quality agricultural land.

Objective 8 To protect, manage and enhance the natural, built and historic environment, including key landscapes, natural resources and areas of natural habitat or nature conservation value

It is considered that this objective has a generally positive impact in relation to the SA objectives. These positive effects can be maximised through measures such as providing appropriate policy protection for the historic environment, key landscapes, natural resources and areas of habitat or conservation important. Also, planning for new development in a manner which avoids significant impact on these features wherever possible will be important. There are potential negative effects identified in terms of the SA objectives which seek to ensure housing needs are met and that economic development is promoted. These effects primarily relate to the possibility that housing and economic development needs may not always be met in a manner which has no impact on the objective. In order to minimise these effects it will be important to ensure that a proportionate approach is taken to the protection of assets relative to their importance, that the potential for mitigation is explored as early as possible and that effective measures are put in place on development sites..

Draft SA Scoping Report objectives

SA1 Minimise air, noise and light pollution to improve wellbeing

SA2 Continue to reduce carbon emissions, adapting to and mitigating against the effects of climate change

SA 3 Protect and enhance the area's biodiversity and geodiversity assets, and expand the provision of green infrastructure

SA 4 Promote efficient use of land, while respecting the variety of landscape types in the area

SA5 Ensure that everyone has good quality housing of the right size and tenure to meet their needs.

SA6 Maintain and improve the quality of life of residents.

SA7 To reduce deprivation.

SA8 To promote access to health facilities and promote healthy lifestyles.

SA9 To reduce crime and the fear of crime.

SA10 To promote access to education.

SA11 Encourage economic development covering a range of sectors and skill levels to improve employment opportunities for residents, and maintain and enhance town centres.

SA12 Reduce the need to travel and promote the use of sustainable transport modes.

SA13 Conserve and enhance local examples of cultural heritage, preserving the character and diversity of the area's historic built environment.

SA14 Minimise waste generation, promote recycling and avoid the sterilisation of mineral resources.

SA15 Remediate contaminated land and minimise the use of the best and most versatile agricultural land.

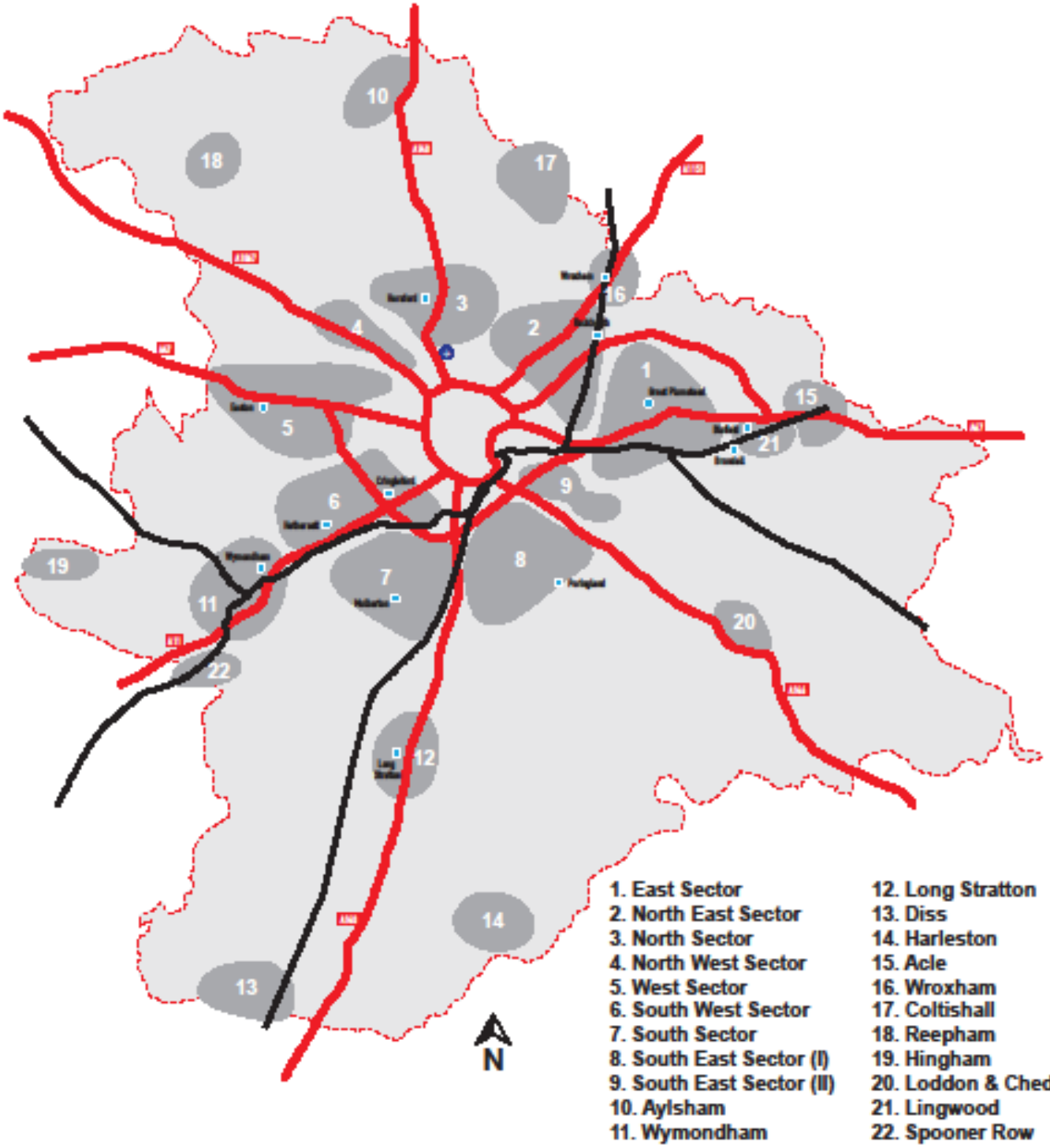
SA16 Maintain and enhance water quality and ensure the most efficient use of water

Appendix 2
Schedule of Sites – the schedules for each district, along with the schedule of Sites Erratum for Broadland and South Norfolk (with accompanying maps), are available in separate documents at the Call for Sites page at www.gnlp.org.uk.

Appendix 3
Site Booklets - the overview maps and site map booklets for each district are available in separate documents at the Call for Sites page at www.gnlp.org.uk.. The sites in the booklets are arranged by parish (Broadland and South Norfolk) and by ward (Norwich) in alphabetical order.

Appendix 4 Evaluated sectors and settlements

Map showing the sectors and settlements evaluated



Evaluation of the Fringe Sectors and Settlements
Contents

Norwich Fringe:

1. East Sector (outside the NDR, east of the Bittern Line, and in the vicinity of Great and Little Plumstead) accessed primarily from the NDR
2. North East Sector (Growth Triangle inside and outside the NDR) accessed primarily from the A1151 and B1140
3. North Sector (north of the Airport in the vicinity of Horsford) accessed primarily from the B1149
4. North West Sector (between A1067and NDR in the vicinity of Drayton and Taverham) accessed primarily from the A1067
5. West Sector (Easton & Costessey) accessed primarily from the A47
6. South West Sector, A11 to B1108 including settlements of Hethersett, Cringleford, Colney and Little Melton.
7. South Sector A11 to A140 including B1113 corridor and incorporating Mangreen, Keteringham and Mulbarton (Including new settlement options at Mangreen and Keteringham)
8. South East Sector (in the vicinity of Porlingland) accessed primarily from the B1332
9. South East Vicinity of Trowse to Framingham Pigot, north of the A146

Main Towns

10. Aylsham accessed primarily from the A140
11. Wymondham accessed primarily from the B1172
12. Long Stratton primarily accessed from the A140
13. Diss accessed primarily from the A1066
14. Harleston accessed primarily from the B1108

Key Service Centres

15. Acle accessed primarily from the A47
16. Wroxham, accessed primarily from the A1151
17. Reepham, accessed primarily from the A1067/B1145
18. Hingham, accessed primarily from the B1108
19. Loddon and Chedgrave accessed primarily from the A146

Other Settlements with High Quality Access to Norwich

20. Coltishall, accessed primarily from the B1150 (Including new settlement option at Coltishall)
21. Lingwood, accessed primarily from the A47
22. Spooner Row accessed primarily from the A1

Sector / Settlement	Suitability for Additional Strategic Scale Growth[3] ☑ Likely to be suitable ? Potentially suitable ☒ Unsuitable				GNLP Draft Conclusions
	S	M	L	NS	
East	?	☒	☒	☒	A substantial, but non-strategic scale of growth, is already planned for this sector. The sector's close proximity to the Broads and limited access to a range of services and facilities, strategic employment areas and public transport connections arguably limits growth to less than strategic levels. However, there may be a benefit to planning for additional development in the Plumsteads which would provide better connections between the villages and the hospital site, improved sustainable transport connections to Broadland Business Park and Norwich and which would increase the range of services and facilities which would be easily accessible. When coupled with the possibility of more limited additional potential in Brundall and Blofield, this could amount to strategic scale growth at the lower end of the range in combination across the sector. Notwithstanding the above, the high incidence of grade I and II agricultural land could make it difficult to justify preferring this sector if other suitable locations are identified.
North East	☑	☒	☒	☒	New settlement scale growth is already planned alongside a significant range of new services and facilities, including a new secondary school. This planned growth is expected to take until at least 2034 to build out. A large number of sites are in the hands of promoters meaning that housebuilders have a range of available sites that could be taken up at various scales. Releasing further speculative sites may undermine allocated sites that do not yet have a housebuilder on board rather than increase delivery overall. As a developer controlled option, North White House Farm may be an exception. As the consortium are thought unlikely to take up alternative speculative sites, it potentially provides the opportunity for small scale strategic growth.
North	?	☒	☒	☒	There is a modest range of services and facilities within the sector and connectivity to the urban fringe is limited. The sector is well related to strategic employment opportunities at Norwich Airport, but connections to other strategic employment are limited. This situation will be improved by the NDR and Bus Rapid Transit (BRT) along the A140 will improve public transport connections to Norwich. There are no current plans to extend BRT to Horsford or Horsham St Faiths, but services currently serving these settlements would nonetheless benefit from bus prioritisation measures on the A140. Without significant improvements to public transport, access to

[3] **Small approximately 1,000 to 2,000 homes; medium approximately 2,000 to 4,000 homes; large approximately 4,000 to 6,000 homes; new settlement approximately 6,000 to 10,000 homes**

Sector / Settlement	Suitability for Additional Strategic Scale Growth[3] ☑ Likely to be suitable ? Potentially suitable ☒ Unsuitable				GNLP Draft Conclusions
	S	M	L	NS	
					employment is likely to be heavily reliant on the private car. The potential for improvements to the transport network are constrained by the limited radial roads that connect the sector to Norwich. There is significant development already planned in Hellesdon and there is understood to be limited scope for further expansion of Hellesdon High School. Subject to high school capacity and sustainable links to employment being addressed, the sector is potentially suitable for small scale strategic growth. Without significant improvements in access to services, facilities and employment, larger scale growth would be inappropriate, with reliance on limited radial road connections to Norwich also practically limiting higher scales of strategic growth.
North West	☑	☒	☒	☒	Significant development is already planned in Hellesdon. There is potentially limited scope for further expansion of Hellesdon High School, though there is understood to be potential capacity within Taverham High School. Currently small scale, non-strategic, development is planned within Drayton and Taverham. There is a good range of services and facilities in the sector, but the single radial road connection to Norwich currently causes notable traffic issues. Improved road links resulting from the construction of the NDR and planned BRT along the A1067 may improve this situation. Overall, following construction of the NDR the sector is considered likely to be suitable for small scale strategic growth, subject to good connections from potential development sites to services and facilities being practically achievable. However, the sector is currently considered unsuitable for larger scales of strategic growth due to the limited radial connections to Norwich and, in particular for development in the far north-west, poor relationships to strategic employment and the potential for additional cross valley traffic. It is possible that these constraints could, at least in part, be mitigated if the A1067-A47 western link is achievable.
West	☑	☒	☒	?	Significant growth is already planned within the sector. There is likely to be some further capacity for development of smaller sites in Costessey which, combined, could be of a small strategic scale. Further growth at Easton would be difficult to achieve until the current proposals have been developed out. High school capacity and transport links are likely to be a constraint to medium and large scales of growth. Therefore any additional development of strategic scale in the sector would likely need to be of new settlement scale to support a new high school and the necessary transport improvements. The potential for cross valley traffic resulting from a new settlement in this location could mean that such an option may only be acceptable if a western link is provided.
South West	☑	?	?	?	There is limited, if any, further physical capacity in Cringleford and 1,200 permitted dwellings are still to be built

Sector / Settlement	Suitability for Additional Strategic Scale Growth[3] ☑ Likely to be suitable ? Potentially suitable ☒ Unsuitable				GNLP Draft Conclusions
	S	M	L	NS	
					out in Hethersett. Strategic gaps preventing the coalescence of settlements are constraints to development but there may be potential to expand Hethersett towards Little Melton, subject to constraints of power supply lines, and towards the A47 Southern Bypass/Cringleford. There are heritage constraints south of the B1172. There is a good range of day to day services and facilities in the sector which is also well related to transport links to Norwich and to the NRP. The sector is likely to be suitable for small scale strategic scale growth. The potential for larger scales of strategic scale growth would need to be subject to further investigation of physical limitations and constraints to expansion, including the capacity for further high school expansion.
South	☒	☒	☒	☒	The sector is characterised by a sparse rural pattern of smaller villages which are currently planned for limited growth. There is a good range of day-to-day services in Mulbarton, but otherwise the sector is poorly served. There is no realistic possibility of providing an additional access onto the A11, so the B1113 is the only option to access the sector and there is generally a poor road network within the sector. The scope for improvement of this network is also limited by the need to cross the London railway to establish new or improved road links to the A140. There is no high school in the sector and limited access to strategic employment areas and higher order services. Consequently residents would be likely to be heavily reliant on the private car. Therefore the sector is not considered suitable for strategic scale growth.
South East I	?	☒	☒	☒	There are no BRT or core bus links planned from this sector into the City, although the existing bus service is of good quality. There is a good range of services and facilities and no significant landscape issues that would impact upon development potential. Growth may be limited by the capacity of the high school at Framingham Earl to expand although it is not obviously constrained. The limitations on highest order public transport connections to Norwich, and the limited quality of access to strategic employment sites, means there is not considered to be potential for medium, large or New Settlement scales of strategic growth.
South East II	☒	☒	☒	☒	There is very limited physical capacity in Trowse. Kirby Beedon and Bramerton which have no services or facilities to support growth. There are also limited transport connections into Norwich and the sector lies adjacent to the Broads which is sensitive in both landscape and ecological terms. Whitlingham WWTW further constrains the area due to its “cordon sanitaire”. Therefore the sector is not deemed suitable for strategic scale

Sector / Settlement	Suitability for Additional Strategic Scale Growth[3] ☑ Likely to be suitable ? Potentially suitable ☒ Unsuitable				GNLP Draft Conclusions
	S	M	L	NS	
					growth, and is likely to be limited in terms of non-strategic growth as well.
Aylsham	?	☒	☒	☒	Aylsham has experienced a significant delivery of homes in recent years, there is a sizable current commitment and clear signs of additional market interest in development. It has a good range of local services and facilities. While there is some local employment, there has been limited recent take up of allocations. There are bus links to Norwich and Cromer and the A140 is a BRT corridor closer to the city, with a park and ride site. The historic town centre has limited capacity to develop/expand. Sewerage capacity is a constraint - bespoke solutions have been found for current development but the extent of future capacity is uncertain. There are substantial areas of Grade 2 agricultural land, particularly west of the town, and areas of flood risk to the north around Dunkirk. Overall, subject to capacity constraints to sewerage and high school being overcome, Aylsham could be suitable for strategic scale growth at the lower end of the range. The limited local market for employment expansion, limited transport choices and the poor relationship to strategic employment makes Aylsham unsuitable for strategic scale growth at the higher end of the range.
Wymondham	☑	?	?	?	Significant growth is already planned for the Wymondham. A further 750 dwellings recently receiving planning permission on appeal which for the purposes of this assessment count toward the potential for future strategic growth. Strategic gaps preventing the coalescence of settlements are major constraints to development to the north of Wymondham. While Wymondham High School capacity is also a potential constraint to growth, Wymondham College may be able to provide some further capacity, although it is not geographically very well related to support further development. However, there is a good range of services and facilities, good transport connections and links to strategic employment and Wymondham is very well related to ambitious employment growth plans within the A11 corridor. Consented additional growth already brings Wymondham's potential to near the bottom end of strategic scale growth. There is potential for medium and large scale strategic growth if a solution to high school issues can be found. New settlement scale growth could justify a new high school. The largest scales of strategic growth are unlikely to be achievable within current landscape constraints. Therefore accommodating this type of growth would mean accepting some erosion of strategic gaps or other sensitivities. At larger scales of growth, careful consideration would need to be given to the resultant impact upon the setting of Wymondham as a stand-alone market town, and on its historic centre.
Long Stratton	☒	☒	☒	☒	Significant planned development is still to take place in Long Stratton and there are unresolved sewerage

Sector / Settlement	Suitability for Additional Strategic Scale Growth[3] ☑ Likely to be suitable ? Potentially suitable ☒ Unsuitable				GNLP Draft Conclusions
	S	M	L	NS	
					constraints affecting existing planned growth. While Long Stratton has a good range of local services and some local employment opportunities, further growth comes with significant risk of creating a commuter settlement at some distance from Norwich, as set out in the Area Action Plan SA conclusions. Therefore Long Stratton is not considered to be a suitable candidate for further strategic scale growth.
Diss	☑	?	?	?	Diss has a good range of services and facilities beyond those expected for a settlement of its size. It has a high school and a railway station with good services to Norwich, Ipswich and London. The town is also well related to employment at Eye Airfield. The River Waveney limits development to the south and the area beyond the river is in Mid-Suffolk. There is limited connectivity to the east due to the railway line. The potential for development to the east is also constrained by a string of County Wildlife Sites and flood risk issues. Significant development to the west would encompass Roydon. Although separation of the settlements is seen as of moderate importance, there are no local landscape quality or designated strategic gap issues. Roydon Fen LNR/CWS lies to the south-west, which could act as GI for larger scales of development. Northern expansion would be easier but would raise issues of coalescence with Walcot Green and there would be landscape impact on the river valley. Large scale development to the north, east and west could elongate the town, resulting in a poorer relationship to services and facilities. The railway station is in the south-east corner of the town and travel to the station might exacerbate existing traffic issues. Therefore it is considered that there is likely to be capacity for small strategic scale development to the west, north and east. Larger scales of growth would depend on significant transport infrastructure improvements being provided, which could require a bypass, although there are questions about the potential to deliver a new road. There are particular difficulties with medium scale strategic growth as this has the potential to become detached from the town centre, subsuming smaller villages, but may not provide viable mitigating infrastructure. There could be potential for further expansion south of river in Mid-Suffolk, but as this is outside the geographical extent of the GNLP it should be considered as a potential strategic cross boundary issue.
Harleston	?	☒	☒	☒	Ongoing delays to identified development sites indicate that the market for housing in Harleston may be limited. There is a good range of services and facilities, including a high school, although the capacity for the school to expand is currently unknown. There is some local employment but a significant new greenfield employment area is yet to come forward. The town lacks high quality links to higher order centres and employment. The compact nature of the town lends itself to further development which retains close relationships with the town centre, although there are fluvial and surface water flood issues to consider. In addition, there is high quality agricultural

Sector / Settlement	Suitability for Additional Strategic Scale Growth[3] ☑ Likely to be suitable ? Potentially suitable ☒ Unsuitable				GNLP Draft Conclusions
	S	M	L	NS	
					land to the south-west of the town which is likely to restrict growth in this direction. The potential for small scale strategic growth commensurate with the level of services and employment opportunities locally should be investigated further. Larger scales of strategic development would be likely to create issues of coalescence of settlements and result in development poorly related to the town centre. It would also be likely to require an increase in higher order retail to prevent significant long distance travel. Out-of-centre options are the only likely delivery solution to new services, with potential consequences for viability of existing town centre. Therefore, Harleston is considered to be unsuitable for strategic scale growth at the higher end of the range while the capacity for small scale strategic growth requires further investigation.
Acle	☒	☒	☒	☒	Acle has a range of services and facilities, including a high school and bus/rail links to Norwich and Yarmouth. There is limited local employment and limited connections to strategic employment options, although the town does have the potential to generate some additional employment by increasing its role as a gateway location to the Broads. There are significant areas of flood risk around the eastern half of the town, most of which also lies within the Broads Authority area, with consequent landscape and environmental considerations for the land outside the Broads (Damgate Marshes & Decoy Carr SSSIs are immediately south-east of the town, the wider Broads SAC/SPA is close by). The majority of land not identified as being at flood risk to the west of the town is Grade 1 or 2 agricultural land. Previously sewerage capacity has been identified as an issue, and it is currently considered unlikely that options for significant additional sewerage capacity exist. Overall therefore, Acle is not considered suitable for strategic scale growth.
Wroxham	☒	☒	☒	☒	Wroxham is a popular village and new development would be likely to be attractive to the market. There is a good range of services and facilities in nearby Hoveton (a high school, doctors' surgery, station, retail etc.) but these aren't easily accessible from potential development locations in Wroxham. There is extensive flood risk in the Bure Valley and land immediately adjacent to the north and west of the village falls within the Broads Authority; any further development would need to consider the landscape and environmental impacts on the Broads (Bure Broads & Marshes SSSI and Broads SAC/SPA). Land to the east, between the settlement and Broads Authority area, is grade 2 agricultural land. The main road through the village is already congested at peak times, with a pinch-point at Wroxham Bridge, which is a Scheduled Monument. There is an AQMA in Hoveton. Much of the village is a Conservation Area, the quality of which is already affected by traffic volumes. Whilst there is some potential to link with new services, facilities and public transport to be delivered in the NE

Sector / Settlement	Suitability for Additional Strategic Scale Growth[3] ☑ Likely to be suitable ? Potentially suitable ☒ Unsuitable				GNLP Draft Conclusions
	S	M	L	NS	
					Growth Triangle, overall Wroxham is not considered suitable for strategic scale growth.
Coltishall	☒	☒	☒	☒	Coltishall has a modest range of services and facilities, which includes a food shop and a GP surgery. However, the nearest high school is in Hoveton and the nearest dentist in Spixworth. The former RAF Coltishall site lies to the north-west of the village. There is limited employment within the village, but Scottow Enterprise Park and HM Prison Bure, at the former RAF base, provide some local employment. Links to other strategic employment opportunities are limited. There is relatively poor road access to the village and limited public transport services, although the NDR will improve links to the village. The potential for improving road links through the village to the former RAF site is limited as the B1150 passes through Coltishall village, which has a narrow carriageway, with a number of buildings tight to the road frontage (it is also a Conservation Area with an existing 20mph speed restriction). Work undertaken as part of the former promotion of RAF Coltishall as an ecotown identified potentially significant constraints related to water discharge into the river Bure, with potential downstream impacts on the Broads SAC. There are also areas of flood risk outside the former RAF site. Therefore neither the village nor land associated with former RAF Coltishall are considered to be suitable for strategic scale growth: strategic growth at lower scales would overburden local services and create significant need to travel to higher order settlements; at larger scales, transport constraints, lack of access to a range of strategic employment locations and potential waste water constraints undermine potential.
Reepham	☒	☒	☒	☒	Reepham has a good range of services and facilities, including a high school, a doctors' surgery, a range of shops and local employment. However Reepham is approximately 22km from Norwich (and 11km and 17km from Aylsham and Dereham respectively), with limited bus services and variable quality roads. Additional development would need to focus on the self-containment of the settlement, although further development in the centre is likely to be limited by Conservation Area/Listed Building restrictions, and limited access to strategic employment. There are areas of grade 2 agricultural land to the north-west and south-east of the town and flood risk between Reepham and Booton, in the vicinity of Booton Common SSSI. Current information indicates that sewerage capacity is significantly limited, constraining any significant scale of growth. Therefore Reepham is not considered to be suitable for strategic scale growth.
Hingham	☒	☒	☒	☒	Hingham has a modest range of services, but no secondary school. The closest settlements are Watton, Wymondham, Dereham and Attleborough, 10-12 km away. The road network is constrained, particularly in the

Sector / Settlement	Suitability for Additional Strategic Scale Growth[3] ☑ Likely to be suitable ? Potentially suitable ☒ Unsuitable				GNLP Draft Conclusions
	S	M	L	NS	
					centre of the village and it is likely that there would be a need for a bypass to accommodate any significant scale of growth. It is likely to be difficult to attract jobs into the area given that it competes with established settlements, as well as Norwich and the NRP. As a consequence expansion of the village would be likely to create a dormitory settlement. Therefore Hingham is considered unsuitable for strategic scale growth.
Loddon & Chedgrave	☒	☒	☒	☒	Chedgrave is to the north of the river Chet, and Loddon is to the south. There is a range of services and facilities which are mainly focused in Loddon, including a high school and GP surgery. There is some local employment and potential for tourism related commercial development exploiting the relationship to the Broads. However, this would not be of strategic importance. The A146 constrains development potential to the west and south. The potential for development of land to the east, which is in the Broads Authority area, is highly constrained as it consists largely of grazing marshes and much of the land is functional flood plain. There is historic parkland to the north-west of the villages and connecting land between Chedgrave and Loddon is significantly affected by flood risk issues. The main potential for growth is north of Chedgrave, but almost all services are to the south, across the river in Loddon. There are limited connections to high order service centres and strategic employment opportunities coupled with a mismatch between the location of potential areas for growth and existing services and facilities. Overall Loddon and Chedgrave are not considered suitable locations for additional strategic scale growth.
Lingwood	☒	☒	☒	☒	Lingwood is currently defined in the JCS as a Service Village, with limited services and facilities (i.e. no high school, doctors' surgery, library, employment, food shop etc.). There is a station on the Norwich/Yarmouth railway line and an hourly bus service to Norwich and Broadland Business Park. Development would need to be of sufficient scale to improve the quality and range of everyday services. This scale of development would be likely to subsume the adjoining village of Strumpshaw. Depending on the scale of development, there is also potential to encroach on Brundall/Blofield and the Broads (Yare Broads & Marshes SSSI, Broads SAC/SPA). Extensive areas of grade 1 and 2 agricultural land surround the village. Overall, therefore, Lingwood is not considered to be suitable for strategic scale growth.
Spooner Row	☒	☒	?	?	Spooner Row has very few services. Although it has a rail halt, this only provides a very limited travel to work service, and consequently there are limited connections to strategic employment. Other localised constraints include flood risk and the need to cross the A11 to access bus services. Although the village is in the A11

Sector / Settlement	Suitability for Additional Strategic Scale Growth[3] ☑ Likely to be suitable ? Potentially suitable ☒ Unsuitable				GNLP Draft Conclusions
	S	M	L	NS	
					corridor, given the lack of services, small and medium scale expansion would be likely to create a commuter settlement. Consequently, Spooner Row is not considered to be suitable for lower levels of strategic scale growth. However, further consideration should be given to the potential for larger scales of strategic growth of sufficient scale to provide the services required to support a community.

Appendix 5 – Explanation of the Strategic Scales of Growth

Preface

This appendix contains the justification of the four different scales of strategic growth that the 22 locations are evaluated against. Specifically, these four scales are:

- Small (1,000 to 2,000 new dwellings);
- Medium (2,000 to 4,000 new dwellings);
- Large (4,000 to 6,000 new dwellings); and
- New Settlement (6,000 to 10,000 new dwellings)

Small Scale Strategic Growth (1,000 to 2,000 new dwellings)

Schools are a key element of any sustainable community. At smaller strategic scales of growth primary education is often one of the significant service issues that is encountered. Evidence from Norfolk County Council Children's Services indicates that, where there is no existing local capacity, slightly fewer than 1,000 dwellings will support a new 1FE 210-place primary. For operational reasons, however 1FE schools are considered difficult to sustain. Therefore it is often inappropriate to plan for less than a 2FE 420-place primary school. The bare minimum number of homes required to support a 2FE primary is approximately 1,600 new dwellings. Taking into account the potential for non-contributory dwellings within new developments, the likelihood of at least some small capacity within existing schools and the need to plan for maturing communities over the lifetime of a development, it is considered appropriate to consider growth up to around 2,000 dwellings to ensure the long term viability of a 2FE school.

Growth within this range is also likely to provide some other lower order infrastructure such as formal and informal open space and localised cycling and public transport connections, but would not typically support a significantly enhanced range of services and facilities or generate a localised demand that would sustain additional employment space.

Medium Scale Strategic Growth (2,000 to 4,000),

Primary schools are also significant in the definition of medium scales of strategic growth. As identified above Norfolk County Council's preferred model is for two form entry schools of 420 places, and that planning for approximately 2,000 dwellings is an appropriate threshold to ensure long term viability. Thus this defines the lower end of the range. The upper end of the range is essentially the scale of growth that would be likely to be able to sustain 2 new 2FE primary schools.

In addition, growth within the medium range is considered to have the potential to sustain some higher order services. For example, while some GP surgeries have about 2,000 patients, dialogue with health care professionals as part of the JCS production process confirms there is a tendency towards larger facilities, which can also incorporate some specialist services. Growth in the medium scale is likely to be the lowest scale that can, in certain instances, sustain new GP services.

Also, experience at places such as Thorpe Marriot (approximately 2700 houses) indicates that around 3,000 dwellings provides a sufficient critical mass to support a good standard of bus services to the City Centre (e.g.15 minute frequency).

At this scale, there is also the potential to generate some demand for additional employment. Although experience at Thorpe Marriott and Dussindale (approximately 2000 houses) demonstrate

that this is not certain and is very heavily influenced by other factors including employment opportunities nearby.

Large Scale Strategic (4,000 to 6,000 dwellings)

Growth within the 3,000 to 7,000 range was excluded as part of the JCS assessment. This was on the basis that growth of more than 3,000 in any one location was generally anticipated to exceed the potential for existing schools to expand to accommodate new school age residents but yet would not provide sufficient critical mass to support a new secondary school.

The absolute minimum scale of development needed for a new secondary school is 7,000 new homes, assuming no pent up pressure on existing facilities caused by current or planned development. In addition, developments of 3,000 – 7,000 were not generally expected to provide the requisite level of convenience shopping to meet day-to-day needs (e.g. a supermarket) and high quality, attractive and viable public transport services.

However, for the purposes of the GNLP it is considered appropriate to consider the potential for growth at this scale. This is because, in particular, a range of settlements outside the NPA are being considered as part of the GNLP which were not considered as part of the JCS. These settlements have different characteristics which might make them more suitable for development within this scale, e.g. places such as Diss already support a wide range of services and facilities which reduces the disadvantage of new development in a certain range not being able to generate its own demand.

Considering growth in this range also provides early opportunities to consider whether there are innovative mechanisms for the delivery of infrastructure e.g. all through schools, that may be able to deal with interim scales of development that would not justify a new high school in its traditional form. Clearly, should the issues be encountered that led to the “in principle” discounting of growth in this range from the JCS then the individual assessment of locations is capable can identify where certain alternatives are unreasonable.

Evidence produced for the 2010 public examination into the JCS suggests that a concentration of around 5000 houses (the middle of the range) is the minimum which could support bus rapid transit[4]. Therefore, growth in this range is generally considered to provide sufficient critical mass to support a high quality express bus service. Although this would also require that the growth be located on a corridor that can be developed with the necessary infrastructure and at a distance from a higher order centre that makes express services plausible.

New Settlement Scale Strategic (6,000 to 10,000 dwellings)

Secondary schools are recognised by Government as being a key element of a large scale sustainable community. A report on “Best Practice in Urban Extensions and New Settlements” by the Town & Country Planning Association (2007) recommends that the need to provide secondary education is the key determinant of the scale of new sustainable settlements. Norfolk County Council’s demographics research indicates that, a minimum of 7-8,000 dwellings is required to provide a new secondary school. Taking into account the potential for non-contributory dwellings within new developments, the potential of at least some small capacity within existing schools and the need to plan for maturing communities over the lifetime of a development it is considered preferable to aim for a higher threshold and/or seek out locations that have longer term potential

for further growth when considering developments that would create a demand for a new high school.

Growth at the lower end of the defined range is only likely to be appropriate where there is an existing pent up demand within a particular location which, for example, is generating the need for secondary age children to travel a significant distance and where a new school could reduce the need to travel.

For the reasons set out when considering Large Scale Growth, development within this range could also support the provision of a very high quality express bus service where that development is located on a corridor that can be developed with the necessary infrastructure and at a distance from a higher order centre that makes an express services plausible.

To help create a sense of place and reduce the need to travel, and consequential transport impact of development, a new settlement should provide a well-defined service centre providing a focus for the community. This should provide a range of community facilities, leisure and shopping. It stands to reason that the larger the scale of growth the more comprehensive the facilities that can be provided.

While the relationship is not clear cut, a broad-brush analysis suggests that growth within this range would support such facilities. This is informed by publications such as the Eco–towns prospectus, published by the Department for Communities and Local Government in July, 2007. This notes that any new settlement must be of sufficient size to ensure a good level of services, jobs and community facilities to create attractive and sustainable places to live. This was translated into a target of 5,000 – 10,000 homes.

Experience elsewhere in the East of England shows a similar picture. Cambourne in Cambridgeshire has a current projected size of 4,250 dwellings. An evaluation by Cambridge Architectural Research Limited for Inspire East[5] suggested that “there is immense pressure from developers for Cambourne to grow, possibly to double its present size ... doubling the size would allow a secondary school to be built and would make the other facilities like shops and services more viable”. Northstowe is destined to be twice the size of Cambourne[6], and is being planned for approximately 9,500 new homes to include six primary schools, a secondary school and a post-16 education facility.

Large-scale development is also likely to offer the best potential for new employment areas. Although local experience of this scale of development is limited to Bowthorpe which incorporates employment,but where local authority land ownership and has offered additional levers to achieve such an outcome.

Drawing together these considerations, this exercise has defined “new settlement” scale development as being 6,000 - 10,000 dwellings, a range which could support a traditional secondary school and convenience goods retailing serving the locality (though the latter will be constrained by the presence of competing centres nearby). Such a scale also offers the best prospect of incorporating new employment areas creating a genuine mixed use community.

[5] Lessons from Cambourne (2007), page 5.
[6] www.northstowe.uk.com

Appendix 6 – High-level criteria for the evaluation of strategic-scale growth potential of Sectors and Settlements

A – Can development within the sector drive and support the delivery of homes.

Consider:

- How much residential development is currently planned in the sector / settlement?
- When is this residential development expected to be delivered?
- Are there any barriers to delivery of committed sites?
- How much additional residential land is being made available for development?
- Are there any barriers to delivery of additional sites?
- Is there any evidence of when the proposed sites could be expected to deliver?
- Evidence of market attractiveness?

Criteria Relates to:

NPPF Objective - Takes a **plan-led** approach so as to provide a practical framework within which decisions on planning applications can be made with a high degree of practicability and efficiency.

NPPF Objective - Proactively drives and supports **sustainable economic development** to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.

Draft GNLP SA Objective - Ensure that everyone has a good quality of housing of the right size and tenure to meet their needs (SA5)

B – Can development within the sector drive and support sustainable economic development?

Consider:

- How much employment development is currently planned in the sector / settlement?
- When is this employment development expected to be delivered?
- Are there any barriers to delivery of committed sites?
- Are there barriers to delivery of additional sites?
- Is there any evidence of when the proposed sites could be expected to deliver?
- Would the development of further land within the sector / settlement for economic purposes be necessary for the, or otherwise complement, achievement strategic economic priorities?
- Evidence of Market Attractiveness?

Criteria relates to:

NPPF Objective - Proactively drives and supports **sustainable economic development** to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.

Draft GNLP SA Objective - Encourage economic development covering an range of sectors and skill levels to improve employment opportunities for residents and maintain and enhance town centres (SA11)

C –Can development within the sector drive and support the delivery of infrastructure?

Consider:

- Utilities Capacity
- Barriers to development
- Opportunities to overcome constraints.

Criteria relates to:

NPPF Objective - Proactively drives and supports **sustainable economic development** to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.

D – Could development of high design quality that enhances or improve the places where people lives be achieved?

Consider:
- What impact will planned development have on townscape?
- Are future available sites well related to existing settlements?
- Compatibility with neighbouring / adjoining Uses
- Are there any benefits that would result from development?

Criteria relates to:

NPPF Objective - **Enhances and improves** the places in which people live their lives.

NPPF Objective - Secure a **high quality of design** and a good standard of amenity for the benefit of existing and future communities.

Draft GNLP SA Objective - Minimise air noise and light pollution to improve wellbeing (SA 1)
Draft GNLP SA Objective - Maintain and improve the quality of life for residents (SA6)
Draft GNLP SA Objective - To reduce crime and the fear of crime (SA9)

E – What would the impact of development on the landscape be?

Consider:
- Identified Landscape Sensitivities
- Strategic Gaps

Criteria relates to:

NPPF Objective - Take account of the different roles and characters of different areas, recognising the intrinsic character and beauty of the **countryside** and supporting thriving rural communities with in it.

Promote the efficient use of land, while respecting the variety of landscape types in the area (SA4)

F – How could development mitigate the causes of, or adapt to the impact of, climate change?

Consider:
- Reducing the need to travel, providing for sustainable transport
- Reducing energy consumption
- Providing for renewable energy and/or providing for decentralised energy and heating
- Provision of Green Infrastructure
- Flood risk mitigation
- Coastal Change

Criteria relates to:

NPPF Objective - Support the transition to a **low carbon future**, taking account of flood risk, and the re-use of resources (including existing buildings and encourages use of renewable resources).

Draft GNLP SA Objective - Continue to reduce carbon emissions, adapting to a mitigating against the effects of climate change (SA2)

Draft GNLP SA Objective - Reduce the need to travel and promote sustainable transport (SA12)

G – What would the impact of additional development be on biodiversity and geodiversity?

Consider:
- SPA, SAC, SSSI, or RAMSAR
- Ancient Woodland

- Local Wildlife Designations
- Provision of Green Infrastructure

Criteria relates to:

NPPF Objective - Contribute to conserving and enhancing the **natural environment** and reducing pollution and preferring to develop on land of lesser environmental value.

Draft GNLP SA Objective - Protect and enhance the area's biodiversity and geodiversity assets and expand the provision of GI (SA3)

H – Would additional developments encourage the effective use of land?

Consider:

- Previously Developed Land
- Contamination and Ground Stability
- High Quality Agricultural Land

Criteria relates to:

NPPF Objective - Contribute to conserving and enhancing the **natural environment** and reducing pollution and preferring to develop on land of lesser environmental value.

NPPF Objective - Encourage the **effective use of land** by re-using land that has been previously developed.

I – Would additional development help to promote mixed use developments?

Consider:

- Access to retail and commercial development
- Could development help support or diversify the range of land uses?

Criteria relates to:

NPPF Objective - Promote **mixed-use developments**, encourage multiple benefits from the use of land in urban and rural areas, and recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage and for food production).

Draft GNLP SA Objective - Reduce the need to travel and promote sustainable transport (SA12)

J – Could additional developments conserve heritage assets in a manner appropriate to their significance?

Consider:

- Conservation Areas
- Scheduled Ancient Monuments
- Listed Buildings
- Historic Landscapes

Criteria relates to:

NPPF Objective - Conserve **heritage assets** in a manner appropriate to their significance so that they can be enjoyed by future generations.

Draft GNLP SA Objective - Conserve and enhance local examples of cultural heritage, preserving the character and diversity of the area's historic built heritage (SA13)

K –What are the transport impacts of additional development?

Consider:

- Are there any known highway constraints?
- Access to promoted sites
- The availability of public transport
- Pedestrian and cycle Links
-

Criteria relates to:

NPPF Objective - Actively manage **transport** so patterns of growth make the fullest use of public transport, walking and cycle, and focus development in locations which are or can be made sustainable.

L – Access to services and facilities

Consider:

- Primary School access, capacity and potential to expand
- Secondary School access, capacity and potential to expand
- Availability of GPs, Dentists, Pharmacies etc
- Opportunities for recreation and leisure
- Availability of Formal and Informal Public Open Space.
- Could development help support or diversify the range of services and facilities?

Criteria relates to:

NPPF Objective - Takes account of local strategies to improve health, social and cultural wellbeing, as well as deliver sufficient **community and cultural facilities** and services to meet local needs.

Draft GNLP SA Objective - To promote access to health facilities and promote healthy lifestyles (SA8)
Draft GNLP SA Objective - Enable access to education and skills training (SA10)
Draft GNLP SA Objective - To promote access to health facilities and promote healthy life styles (SA8)

Appendix 7 - Greater Norwich Local Plan: Settlement Hierarchy Options

Preface

This appendix has been produced at an early stage to introduce options for potential amendments to the current JCS Settlement Hierarchy. The purpose of this appendix is to initiate a discussion on the merits and disadvantages of the options presented, not to resolve which option should be chosen.

Purpose of a Settlement Hierarchy

The purpose of a Settlement Hierarchy is to arrange locations and settlements into a hierarchy based upon their access to employment opportunities, services and facilities.

A defined settlement hierarchy will help to guide and justify decisions about the distribution and scale of development for both allocations in the GNLP and windfall applications. It **does not** however dictate that development should always be allocated to a specific tier if there are justifiable reasons for a different distribution, such as constraints to growth at higher tier locations.

Background

The JCS distributed growth according to the following settlement hierarchy:

1. Norwich Urban Area, which includes the built up areas of the Fringe Parishes;
2. Main Towns;
3. Key Service Centres;
4. Service Villages;
5. Other Villages;
6. Smaller Rural Communities and the Countryside.

Within the JCS the scale of development typically decreased at each level of the hierarchy. In some instances, those settlements that were within the JCS Norwich Policy Area (NPA) were identified for higher levels of growth than their rural counterparts. This reflected the reality that settlements closer to Norwich are often better served by good access to a wider range of employment, services and facilities than their rural equivalents.

Context

The NPPF favours prioritising growth in settlements where: it is supported by existing services, facilities and infrastructure; has the strongest links between homes and jobs; and, where opportunities for sustainable transport are maximised.

These principles are very similar to those which underpinned the regional and national policy context in which the JCS was developed. Therefore, in broad terms, there seems limited justification for a significant departure from the approach to the settlement hierarchy that was taken in the JCS.

Discussion

Whilst there appears little justification for substantial changes to the structure of the JCS hierarchy, it is still useful to give consideration to three key issues:

1. Are the criteria by which the JCS ranks a location or settlement at each level of the hierarchy still justified, and are there different criteria that could form reasonable alternative approaches?

2. Is the ranking of locations and settlements in the JCS still justified i.e. have some locations lost or gained, or are planned to gain, services and facilities and should this change their JCS ranking?
3. Taking into account completed development since 2012, and further committed growth, should the GNLP allocate the same scale of development as the JCS to different levels of the hierarchy?

It should be noted that one option would be to retain the existing JCS settlement hierarchy unchanged, either in part or in whole.

GNLP Options

1. **Norwich Urban Area including the Fringe Parishes**

The Norwich Urban Area is defined in the JCS as Norwich and includes the built-up parts of the fringe parishes of Colney, Costessey, Cringleford, Trowse, Thorpe St Andrew, Sprowston, Old Catton, Hellesdon, Drayton and Taverham. However, as a result of the site allocations process a number of settlements within the immediate hinterland of the Norwich Urban Area have seen/will see significant growth, on the basis of their relationship to Norwich, which do not fall within this tier of the hierarchy.

GNLP Option 1a - Expand the definition of Fringe Parishes to take into account the locations in the immediate hinterland of the Norwich Urban Area that are already subject to significant committed growth and change, including: The Growth Triangle (comprising parts of Old Catton, Sprowston, Rackheath, Thorpe St. Andrew, Spixworth, Beeston, Salhouse, Gt & Lt Plumstead; Postwick) and Easton.

There are also a number of smaller or more sparsely developed settlements within the immediate hinterland of the Norwich Urban Area that are relatively well connected to services, facilities and employment opportunities, by virtue of their proximity to Norwich, relative to similar sized settlements in more rural locations. Consideration should be given to whether these ostensibly sustainable settlements are recognised as being part of the fringe, and therefore able to sustain more growth than similar sized villages in more rural parts of Greater Norwich.

GNLP Option 1b – Consider specifying a wider number of locations including parts of parishes that are immediately adjacent to the Norwich Urban Area or settlements closely related to it. These locations could include places such as Caistor St Edmund, Keswick, Bawburgh, Little Melton, Horsford, Horsham St. Faiths, Spixworth and Gt & Lt Plumstead.

2. **Main Towns**

Currently defined as Aylsham, Diss, Harleston and Wymondham based on the availability of the following services and facilities:

- Primary and secondary schools within the settlement;
- GP and dental Services;
- A range of retail including at least one medium sized supermarket and comparison good shopping;
- A range of employers;
- A wide range of other services such as pubs, restaurants, takeaways, weekly markets, library, leisure provision and tourist accommodation; and,
- Frequent public transport for commuting and leisure.

The criteria for defining Main Towns remains sensible. It is not considered that there are any obvious alternative criteria that could substitute for this approach. However, there is a question about whether Long Stratton should be re-designated as a Main Town as it already fulfils the almost all of the criteria above and this would be in accordance with the intentions of the Long Stratton AAP.

GNLP Option 2– Rank Long Stratton as a Main Town reflecting its AAP vision and objectives to grow the settlement from a large village to a small town.

3. **Key Service Centres**

Currently defined as Acle, Blofield, Brundall, Hethersett, Hingham, Loddon/Chedgrave, Long Stratton, Poringland/Framingham Earl, Reepham and Wroxham on the basis of the availability of the following:

- A primary school within the settlement and a secondary school within the settlement or easily accessible by public transport;
- Primary health care facilities;
- A range of retail and service provision capable of meeting day-to-day needs, particularly for convenience shopping;
- Local employment opportunities;
- Frequent public transport to higher order settlements.

As with Main Towns the criteria for defining Key Service Centres remains sensible. It is not considered that there are any obvious alternative criteria that could substitute for this approach.

Under the JCS KSCs in the NPA accommodated considerably more development than originally envisaged. However, this increase level of development has not necessarily been complemented by an increase in local employment opportunities. This raises concerns that, particularly in the NPA as currently defined, housing growth is outstripping employment in the KSCs. This concern would be given added importance if the number of KSCs are expanded. Consideration should therefore be given as to whether it would be appropriate to restrict additional housing development in KSCs which do not have good local employment, or whether it would be more appropriate to complement housing allocations in KSCs by identifying additional employment allocations, if deliverable, or by a more permissive/positive policy for new employment in those locations.

GNLP Option 3a – Only allocate significant additional housing development in KSCs which have good local employment opportunities, a deliverable employment commitment or easy access to employment opportunities.

GNLP Option 3b – Complement additional development in key service centres by allocating additional employment land in those locations, or by adopting a more permissive/positive policy for new employment in these locations.

4. **Service Villages**

The JCS currently identifies around 60 Service Villages. The basis on which Service Villages were identified varies between Broadland and South Norfolk. Broadland identifies Service Villages on the basis of the availability of 4 core services, South Norfolk on the basis of the availability of 6 services from a menu of 12, which includes the 4 core services. This list is set out below with Core Services highlighted:

Services Menu	
Primary Education	Outdoor Recreation
Village Hall	Community Groups
Food Shop	Employment / Business Opportunities
Public House	GP
Pre-school facilities	**Journey to Work by Public Transport**
Garage	Journey to Leisure by Public Transport

The use of different criteria in Broadland and South Norfolk to define a Service Village, whilst creating a degree of local distinctiveness between different council districts, creates an internal inconsistency in the plan. This inconsistency raises the technical question of why, within a single plan, a village with a certain number of services can be "sustainable" in one district but not in another. This inconsistency could be difficult to justify if challenged. Consideration should therefore be given to taking a single, consistent approach to defining service villages within the GNLP.

GNLP Option 4a – Adopt a single benchmark to qualify settlements as Service Villages.

If a single approach is adopted then consideration should be given to whether an approach based on the availability of a defined sets of core services or one based around the availability of a number of services from a defined range would be the most appropriate in the current circumstances.

A core service approach would undoubtedly reduce the number of service villages identified across Greater Norwich i.e. had it been used in South Norfolk it would have reduced the number of Service Villages by 21 (although, these would have been reclassified as Other Villages, still suitable for infill) and thereby would reduce the amount of development dispersed to smaller settlements. However, it would also be more likely to ensure development is well supported by key services and facilities.

Conversely, an approach based around the availability of a number of services from a defined ranges would result in more service villages being identified overall, increasing the dispersal of development to smaller settlements. However, it could also mean that growth is not supported by certain key services e.g. a primary school. To ensure growth is well supported by services and facilities consideration should be given to whether a Core Services approach to Service Villages is taken in the GNLP.

GNLP Option 4b – Define the benchmark for service villages as having 4 key services

Under the JCS a garage was interpreted as meaning both a petrol station with or without a shop and a mechanics workshop. However, for the purposes of the GNLP, consideration should be given to whether a mechanic or petrol station without a shop does in fact significantly increase the relative sustainability of a location. Therefore consideration should be given to tightening this definition.

GNLP Option 4c – For the purposes of identifying Service Villages, define garage as a petrol station with shop.

The number and range of community groups and activities within a settlement can be a good indicator of social sustainability. It is reasonable that this be taken into account when considering the suitability of a location for additional growth. The definition used within the JCS was however

loose . This risks unjustified decisions being made about a settlement suitability for further growth based on a limited range of community groups that might not be well established. Consideration should therefore be given to tightening the definition of Community Groups.

GNLP Option 4d – For the purposes of identifying Service Villages, redefine "Community Groups" as "A Range of Well Established Community Groups and/or Activities".

Some elements of the JCS criteria could be subtly relaxed, whilst still ensuring that settlements within the Service Villages tier are able to sustainably support future development.

GNLP Option 4e - Amended the services menu to allow criteria for Employment / GP to be met if easily accessible by public transport not just if present within the village.

It should be recognised that there are considerable variations within the service village category in terms of access to services and facilities in the different villages. However, under the JCS there is only one level of allocation: 10-20 dwellings. This variability was reflected in the site allocations process, where Service Villages with a larger range of services/facilities were allocated development from the JCS NPA 'floating' requirements e.g. Mulbarton (180 dwellings) and Stoke Holy Cross (100 dwellings), whilst others in the NPA, such as Bramerton, only accommodated the minimum 10 units. Consideration should be given to whether the Service Villages with the best access to services and facilities could sustainably accommodate higher levels of growth.

GNLP Option 4f – Allocate higher levels of development to those Service Villages with the best access to services and facilities.

Part of the justification for a wide distribution of growth in the JCS was to deliver affordable units in rural locations. Given the government threshold of 10+ units for affordable housing, and the emphasis on starter homes, should the minimum level of allocation be raised to circa. 20? This may also help the delivery of housing to some extent.

GNLP Option 4g –Make the minimum level of a single allocation in Service Villages circa. 20 dwellings.

5. **Other Villages**

The Other Villages tier of the hierarchy contains around 40 settlements that have few local facilities and are therefore considered to be unsustainable locations for significant new development. However, Other Villages do have a defined settlement boundary and therefore, in certain instances, can experience infill and, within the JCS NPA, small allocations at levels consistent with the current minimum allocation in Service Villages. Consideration should be given to whether only settlements that are deemed sustainable should have a defined settlement boundary, thereby minimising further development in locations deemed unsustainable. Such a change would mean that the only residential development deemed appropriate in Other Villages would be affordable housing for which a specific local need can be shown.

GNLP Option 5a – Remove settlement boundaries from Other Villages.

It should also be recognised that some of the potential changes being considered to the Service Villages tier could increase the number of settlements falling within the "Other Villages" tier. If, as a result of changes to the Service Villages tier, significantly more settlements are defined as Other Villages, including villages with a greater range of services than is currently found within settlements in this tier, then the blanket removal of settlement boundaries could unduly restrict infill development is suitable locations. In this scenario consideration should be given to defining a minimum level of services/facilities that are required for a Settlement Boundary to be defined or a

small allocation made. This may help to avoid improper development in settlements that are poorly served with services and facilities. Consideration should be given to whether any allocations should be made in settlements without a primary school. Under this scenario it is possible that some settlements currently defined Other Villages, i.e. those with the lowest level of services, would be re-designated as part of the “Smaller Rural Communities and the Countryside” tier.

GNLP Option 5b – Define a minimum threshold of services in Other Villages that justifies the presence of a Settlement Boundary around a village or a small allocation, at a level lower than is defined for Service Villages.

Appendix 8 – Key Issues from the Stakeholder Workshops

(Please note, issues arising from the Town and Parish Council workshops have been captured under the four main themes)

Economy

The questions on the economy elicited views that Greater Norwich should continue to build on the existing research/technology and agriculture/food sectors, and continue to support development of the universities. Many also expressed the view that increased development in and around the airport should be promoted. It was felt important to consider Cambridge's economic strategy, and to investigate the business plans of major employers/infrastructure providers to ensure the GNLP is supportive of business needs and considers the impact of changing work patterns.

Rural employment opportunities were also considered to be important. To encourage small scale businesses to establish and grow, start-up office space (in villages and in the city centre) should be made available, along with provision for home-working (with acknowledgment that high speed broadband and mobile phone signals facilitate this).

There was a recognition that all elements of the plan are linked – houses, jobs, transport all depend on each other, and the availability of staff, parking or traffic levels can affect business decisions.

The area's heritage was regarded as a valuable resource, and a means to attract new investment. As such, it is important to retain what makes a place special, but replicate successes elsewhere.

Some attendees felt that traders are moving out of the city centre and the view was expressed that policies need to be flexible to allow retail or food uses to locate without restriction.

Whilst it was recognised that employment can drive the desire to live at a particular location, it was stated that as economic development tends to be developer led, it may not be actually possible to shape where developers want to go. There was a view that Enterprise zones may help in this respect and the use of criteria-based policies (not commercial allocations) may be suitable in market towns.

The importance of land values and returns on investment was also raised, with a number of attendees stating that speculative development is not happening in the area at present due to low land values in comparison with Cambridge. The importance of the A11 corridor for businesses and connectivity to Cambridge was raised.

Environment

When considering environmental issues, protection of the best and most versatile agricultural land from development was raised, as was protection of valued landscapes including river valleys and strategic gaps (which some felt needed to be reconsidered). Many felt that locally- and non-designated assets should have stronger protection.

There was a feeling that we should try to achieve much higher environmental standards in new buildings (domestic solar panels are supported), and that self-builders could help to achieve this, as they have a vested interest in producing an efficient building to reduce their future bills.

Maintenance of open space was seen as a burden on the precept which requires financial planning by some parish councils, who would like more involvement in these decisions. There was support for more street trees, and larger commons rather than fragmented open spaces, with

recognition that connectivity of habitat and footpaths is important and larger spaces can be self-funding through car parks, cafes etc. The view was expressed that existing large open spaces should be protected.

Water pressure was highlighted as an issue in some areas, and waste water capacity in others. Concerns were raised about surface water drainage, and it was felt that a more forceful policy is needed to address this issue, and also to deal with sewage and grey water recycling. Difficulties of securing adoption of SuDS were raised as a problem.

A number of attendees felt that wind turbines should be promoted through neighbourhood plans, or be offshore. Views were expressed that solar farms should allow grazing, and should not be allowed on the best quality agricultural land. Air quality improvement in Norwich, and monitoring of air quality in Greater Norwich, were raised as issues.

Housing

There was a recognition that funding early infrastructure is critical to support housing; timely provision of schools, GPs, roads and bus services make developments work. The view that broadband is important in rural areas was expressed by a number of attendees and the key role of schools in supporting new communities was emphasised.

Differing views were expressed on the distribution of development. There was some disagreement over whether it was appropriate to concentrate growth around Norwich, but also concern to avoid dormitory developments around Norwich in places with few services of their own – local jobs were felt to be particularly important. The potential for allocating sites near public transport facilities, e.g. train lines, was discussed.

A number of attendees expressed the view that it is more sustainable to locate growth in concentrated patterns as this allows provision of sustainable transport options, green infrastructure, SuDS etc. Others stated that there is a critical mass which makes a village sustainable, and smaller sites can be easier to deliver, therefore some villages would need housing growth (but 20-30 per village is not enough), and this depends on local circumstances.

For those favouring dispersal, there was support for allowing smaller developments to happen by windfall and for allocating employment alongside housing. Views were expressed that smaller developments, or sites where a housebuilder is already involved, are more deliverable. There was a view that market forces drive location. However, there was some support for the settlement hierarchy/development boundary approach, although a review of the hierarchy criteria may be needed.

Affordability in its widest sense was considered to be very important. A robust policy for developers to provide affordable rented housing should continue, but it could be difficult to meet the full need without flexibility/cross-subsidy. First time buyers also need affordability, but starter homes were not thought to be the solution, as the discount is only temporary. There was more support for self-build, with a suggestion that allocations should include an element of this, and allow some within exception sites, but that we should also consider alternative forms of housing such as temporary or prefabricated buildings.

The view was stated that developments should offer a balanced mix of housing which considers the needs of an ageing population, with general support for appropriate densities of housing, space standards, adaptable homes and local distinctiveness. It was stated by a number of attendees that the shortage of housing is due to developers not building rather than a lack of allocations/permissions. It was also suggested that the 5 year land supply deficit is undermining a plan-led approach and causing resentment in local communities. Second homes were identified as

a localised issue in some places. A standard s106 for the whole area was identified as having potential to speed up the planning process.

Transport

It was suggested that any new settlement would need to be at some distance from Norwich, with enough services so that it had its own ‘gravity’ and self-containment. It would be important to look at transport first, including establishing road infrastructure early (public sector borrowing was thought to be needed) and building in capacity for future growth. There was some support for the NDR and its facilitation of growth to the north of Norwich and support for development around the airport, and also some concern that cross valley traffic will result and that a “western link” road may be necessary in the future, although others opposed this potential approach. Regarding existing roads, there was a call for improvements to the A140, the A47 and local roads and radial routes which are already under pressure (e.g. Costessey, Drayton). Thickthorn roundabout upgrade was considered to be essential by many. The view was also expressed that traffic management policies should be considered.

Many stated that Park and ride is important to support a vibrant city centre, and there was support for additional P&R in Taverham, better links to employment areas, and cheaper prices (compared to city centre car parks). The view was also stated that good car parking is more important in market towns.

There was support for other bus services, including BRT and networks between villages and market towns, between different market towns, and from market towns to Norwich. However, integrated ticketing and more buses and shelters are needed, routes and timetables are unclear and bus services are not good enough in the evening. Generally, poor transport is a problem in rural areas, but flexi-bus is felt to work well for older residents.

Mixed views were expressed on city centre transport improvements – some felt them to be disjointed, but others felt that they play an important role in continuing to promote active travel options. Provision and maintenance of cycling facilities and better integration of cycling with other transport modes was suggested repeatedly, while some attendees felt that walking and cycling can be dangerous in rural areas.

A number of people expressed the view that rail needs to be better integrated with other modes such as bus. Overall rail is considered to be very important to the area. While there was some support for new rail stops, and for reopening closed lines/stations, better connections to London and Cambridge were also stated to be important.

Norwich International Airport is generally thought to be helpful to major businesses (not just the oil and gas sector), important for economic growth, and there was some support for airport expansion and new routes.

Community Engagement: Norwich Pumpkin Rescue

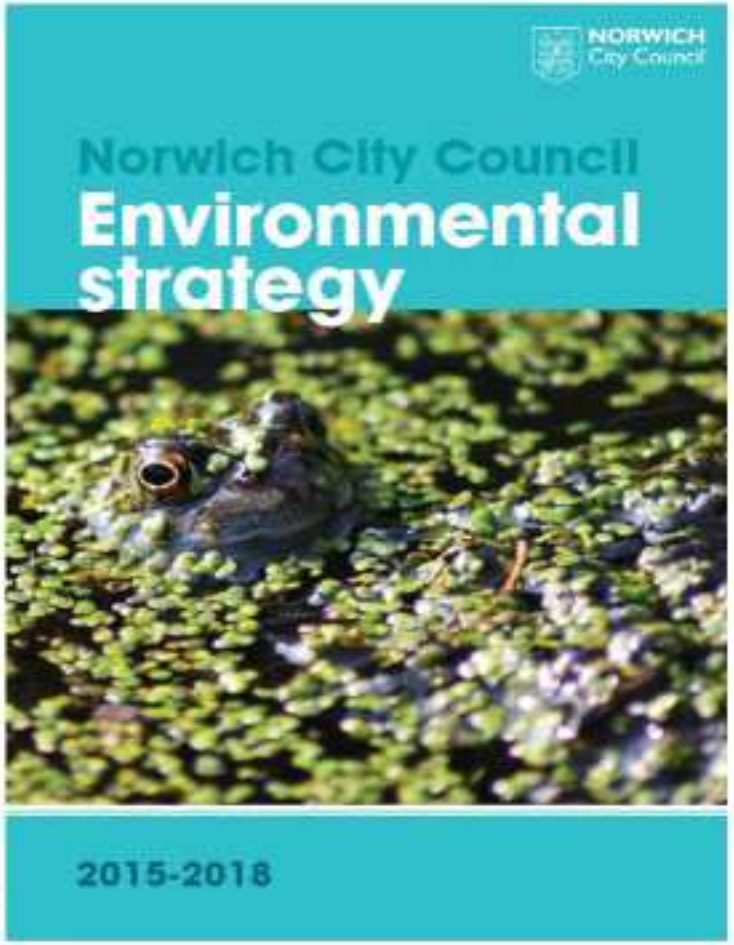
8. How will we engage and communicate?

8.1 The council will carry out a range of work to engage and communicate with residents, voluntary and community organisations, businesses, academic institutions and other statutory bodies on the progression of this environmental strategy.

8.2 Engagement and communication activities will draw on the latest research and approaches in community engagement and environmental psychology (a discipline concerned with effective communication and behaviour change with regards to environmental issues) and utilise concepts and principles such as:

- Making sustainability meaningful for citizens (focusing on factors such as the wider environment and community and communicating with people based on their environmental values.
- Habit discontinuity (taking advantage of existing lifestyle opportunities to encourage behaviour change e.g. promoting energy efficiency when people move homes).
- Using social networks and norms (utilising what other people do and/or is the expected behaviour e.g. most people in this area now recycle).
- Two way participatory engagement/communications (engaging others in discussions and work on the issues and the solutions to deliver the environmental priorities for the city e.g. the development of community energy projects through the use of grants).
- Using existing engagement and communication activities wherever possible (to ensure a holistic approach, maximise the use of resources and prevent engagement/ communication overload)
- Pre-testing and evaluating different engagement and communications (to ensure that they are as well designed as possible and that lessons are learnedfor future activities).

8.3 A detailed supporting engagement and communication plan will be developed as part of the action programme.



NORWICH PUMPKIN RESCUE

NORWICH City Council

NORWICH SCIENCE FESTIVAL 10-30 OCTOBER 2016

NORWICH PUMPKIN RESCUE – 29TH OCTOBER

- **9 organisations** involved including local community groups, local businesses and Local Authority
- 75 Pumpkins rescued
- Approx. **1,500 visitors**
- **50 pumpkins donated** by Sainsbury's and Waitrose
- **1 crate of bread donated** by Greggs, courtesy of FoodHub
- **978 portions** of soup served
- **100 pumpkin spiced smoothies** served
- **£185.73 raised** for charity: FoodCycle Norwich, Norwich FoodHub and WaterAid UK (enough for a village pump in Nepal)

Summary of the Norwich Pumpkin Rescue

- Part of the national Pumpkin Rescue campaign by Hubbub – 40 other events in UK
- Also part of the Norwich Science Festival
- Two events and a week-long pumpkin recycling campaign

NORWICH PUMPKIN RESCUE AT SPOOKY CITY – 31ST OCTOBER

- Working with the Recycling and Waste team we arranged three pumpkin drop-off points at Sainsbury's, Waitrose and Morrison's
- We hosted an information stand at Spooky City to promote the pumpkin recycling scheme
- 150 flyers were given out to with pumpkin recipes, free stock cubes and information regarding the drop-off points

Pumpkin Recycling Points – 2nd to 9th November

- Working with the Recycling and Waste team we arranged pumpkin drop-off points at Sainsbury's, Waitrose and Morrison's.
- Approx. 75 pumpkins were dropped off and rescued from landfill
- Taken to the anaerobic digestion plant

SOCIAL MEDIA COVERAGE - FACEBOOK

- Total event reach 24,765
- 579 interested
- 738 responded
- All stallholders directed their network to the event page

SOCIAL MEDIA COVERAGE - TWITTER

- Twitter posts (NCC account)
  - Impressions: 24,893
  - Engagement: 464
  - Retweets: 58
  - Likes: 74

Norwich City Council

Check out this 'plumpkin'! Proud winner Bob Cornish takes prize, kindly donated by @ThomsDIY , for biggest #pumpkin #pumpkinrescue

Norwich City Council

Don't bin your Halloween pumpkin! Cook, compost or recycle it instead! Find out more tinyurl.com/juym973

Norwich City Council

Gorgeous day for #pumpkinrescue @planeatsave @FoodCycleNRW @TheForumNorwich @NorwichSciFest @hubbubUK

Norwich City Council @NorwichCC · Oct 31

#pumpkinrescue on hand at #SpookyCity16 to give top tips on what to do with your #jackolantern post Halloween goo.gl/W4ocNw

One Planet Norwich
19 September

(drum roll…) Our poster has arrived! Please share this as widely as you can and get friends and family along to this gourd-eous FREE pumpkin event!

Jenny Reynolds, Aisha Cattermole and 33 others 2 Comments 43 Shares

Like Comment Share

James 'Bert' Bremner
29 October at 17:03

What a brilliant event. Loved it, the Pumpkin seeds from the NorwichFoodHub and the wonderful Pumpkin soup from the Food Cycle. Well done to the officers afrom city Hall who made it happen!

Like Comment Share

One Planet Norwich, Avril Wilkinson, Kayleigh Baddeley-Read and 11 others

1 share

Joelene Short The soup was LUSH
Like · Reply · 29 October at 22:05

Write a comment...

QUOTES

- **Josephine Laing, Hubbub** – "I am very excited about how great the Norwich event is shaping up to be! The event sounds amazing and the pumpkin drop off box is an enlightening idea"

- **Wendi, FoodCycle** – "Thank-you for asking Food Cycle to be a part of this wonderful event. We all loved it …the icing on the cake was when the actual day came and we began serving the soup. The response we got was lovely and the interest in stopping food waste was refreshing"

- **Nick Leverett, Waitrose** – "This sounds like a fantastic idea and initiative, which I will be only to willing to support"

NEXT STEPS

How to report back to members on OPN activity?

- Via Annual Environmental Statement?
- Via SDP presentation or report after each event?
- Annual One Planet Norwich report?
- Members news letters?

HOME
RECYCLING
TRANSPORT
FOOD
WATER
NATURE
PLACE
HEALTH

ONE PLANET
NORWICH