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North Norfolk District Council

# Background Paper 4

# Infrastructure Position

# Statement

Setting out the potential infrastructure requirements to support the housing and employment growth set out within the emerging North Norfolk Local Plan 2016-2036

Published to support Regulation 18 First Draft Local Plan (Part 1) consultation.

**May 2019**

<b>Background Paper No 4</b>	<b>Infrastructure Position Statement</b>
National Legislation and Guidance	National Planning Policy Framework (NPPF) February 2019 National Planning Policy Guidance Planning Acts
Related Evidence	Full list in Appendix B
Related Background Papers / Evidence	Paper 2 - Distribution of Growth Paper 3 - Approach to Employment

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## Introduction

- I. This background paper forms part of the Council's evidence base to inform plan making in relation to potential infrastructure requirements to support the proposed growth as set out within the emerging Draft Local Plan. The Council is not seeking comments specifically on this background paper although you may wish to refer to it in making any comments on the Draft Local Plan.
- II. The purpose of the paper is to establish the current infrastructure provision and capacity, to identify the strategic infrastructure requirements arising from planned growth and to identify potential funding and delivery mechanisms. Infrastructure, in planning terms, can be defined as 'any facility, service or physical structure that supports or enables proposed development, whether privately or publically funded'. This stage of the report will outline the state of infrastructure provision in North Norfolk, allowing infrastructure providers to update future investment plans.
- III. This is one of a number of background papers which have been prepared to help explain and justify various aspects of the new draft Local Plan which is being prepared by North Norfolk District Council.
- IV. The background papers include:
  - Paper 1 - Approach to setting the Housing Target
  - Paper 2 - Distribution of Growth
  - Paper 3 - Approach to Employment
  - Paper 4 - Infrastructure Position Statement (This paper)
  - Paper 5 - Interim Green Infrastructure Strategy
  - Paper 6 - Development Sites Selection Methodology
  - Paper 7 - Housing Construction Standards

# 1. Purpose and Summary of key findings

1.1. In order to ensure new development delivers sustainable communities, the infrastructure, facilities and service needs of these populations must be properly planned for. This Interim Infrastructure Position Statement (IPS) is designed to inform the development of the North Norfolk Local Plan 2016-2036, and provide evidence to support preparation of strategic policies to deliver:

- The provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, the provision of health, security, community and cultural infrastructure and other local facilities; and,
- climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

1.2. The IPS will support the first Draft Local Plan Regulation 18 Consultation during 2019 and is intended to be a living document which reflects the current stage of the Local Plan according to the latest available data. It seeks to provide the most accurate picture of current infrastructure requirements and costs.

1.3. The purpose of the statement is:

- To establish current infrastructure provision and capacity;
- to identify the strategic infrastructure needs arising from new residential and economic development for the District for the plan period to 2036; and
- identify, in broad terms, potential funding and delivery mechanisms.

1.4. The information in this report will be used to inform the preparation of the emerging Local Plan and will inform the Infrastructure Development Plan (IDP). Specifically, at this stage in the process, the document will:

- Outline the current state of Infrastructure provision in North Norfolk;
- provide the basis to work with and inform partners of future infrastructure requirements that may inform future investment plans;
- assist in the identification of appropriate infrastructure requirements and the locations of new development;
- help to address the requirements of planning policy as set out in the NPPF; and
- provide evidence to support the production of the Local Plan.

1.5. This report does not identify specific costs, funding sources or delivery mechanisms, as these issues will be included in an IDP. Moreover, the Local Plan Viability Study provides further information on mechanisms to support infrastructure delivery (sought through developer contributions in the form of Section 106 agreements), particularly in relation to the delivery of affordable housing.

1.6. The following table sets out a summary of the key, known infrastructure constraints within the Large Growth Towns, Small Growth Towns and Large Growth Villages as defined within the settlement hierarchy of the emerging Local Plan.

Settlement	Infrastructure summary
North Walsham	<ul style="list-style-type: none"> <li>• Potential energy grid constraints that may require interventions to overcome. <b>(Section 4.1)</b></li> <li>• Traffic management constraints regarding the railway bridges on the western approaches to the town along the Cromer Road, Aylsham Road &amp; Norwich Road and the impact of large or heavy goods vehicles travelling through the town. A western 'link road' is proposed between the B1150 (Norwich Road), the B1145 (Aylsham Road) and the A149 (Cromer Road) would alleviate these issues. <b>(Section 4.4)</b></li> <li>• Potential localised flood risk from un-named drains. <b>(Section 5)</b></li> <li>• Within the first tranche of settlements looking at opportunities for green infrastructure improvements in the Green Infrastructure Position Statement. <b>(Section 5)</b></li> <li>• Minerals Resource allocation MIN 15 – Land at Lord Anson's Wood. <b>(Section 5)</b></li> <li>• The growth levels proposed in the emerging local plan will necessitate the provision of a new primary school. It is proposed that this will be delivered through the North Walsham Western Extension allocation. <b>(Section 6)</b></li> <li>• GP capacity <b>(Section 6)</b></li> </ul>
Fakenham	<ul style="list-style-type: none"> <li>• Potential energy grid constraints that may require interventions to overcome. <b>(Section 4.1)</b></li> <li>• Potential improvements required to Fakenham WRC identified within Anglian Water's Water Recycling Long Term plan <b>(Section 4.2)</b></li> <li>• Congestion hotspots identified with improvements to the A148/B1105 junction and the A148/A1065 roundabout set out by Norfolk County Council. <b>(Section 4.4)</b></li> <li>• Within the first tranche of settlements looking at opportunities for green infrastructure improvements in the Green Infrastructure Position Statement. <b>(Section 5)</b></li> <li>• Fluvial flood risk from River Wensum and tributaries to the south of the town. <b>(Section 5)</b></li> <li>• A new 2 Form Entry Primary School is proposed through the Core Strategy allocation at Rudham Stile Lane, which is now being considered through a planning application. <b>(Section 6)</b>.</li> <li>• Potential to re-provide a swimming pool in Fakenham at Fakenham Academy. <b>(Section 6)</b></li> </ul>

Settlement	Infrastructure summary
Cromer	<ul style="list-style-type: none"> <li>• Potential energy grid constraints that may require interventions to overcome. <b>(Section 4.1)</b></li> <li>• Congestion hotspots within the Town, specifically during the peak tourist season. <b>(Section 4.4)</b></li> <li>• Within the first tranche of settlements looking at opportunities for green infrastructure improvements in the Green Infrastructure Position Statement. <b>(Section 5)</b></li> <li>• Not shown to be at risk of fluvial or tidal flooding but a number of un-named drains with potential to present a flood risk. Surface water flooding issues. <b>(Section 5)</b></li> <li>• Norfolk County Council Education Authority has indicated the potential need for a new primary school site as residential development in the Town is likely to put pressure on existing local schools. A 2ha site would be required. <b>(Section 6)</b></li> </ul>
Holt	<ul style="list-style-type: none"> <li>• Potential energy grid constraints that may require interventions to overcome. <b>(Section 4.1)</b></li> <li>• Congestion and poor public transport provision / car parking. <b>(Section 4.4)</b></li> <li>• Minerals Resource allocation MIN 71 – Land at Holt Road. <b>(Section 5)</b></li> <li>• GP capacity <b>(Section 6)</b></li> <li>• Holt does not have a secondary school and there is limited capacity at the existing primary school in the town. The Education Authority has indicated that the town will require additional primary school capacity to meet the proposed growth. The proposed allocation on Land South of Beresford Road (HO4) proposes to reserve two hectares of land for a new two-form entry school in Holt. <b>(Section 6)</b></li> </ul>
Sheringham	<ul style="list-style-type: none"> <li>• Congestion, particularly during the peak tourist season <b>(Section 4.4)</b></li> <li>• Not shown to be at risk of fluvial or tidal flooding but a number of un-named drains with potential to present a flood risk. Surface water flooding issues. <b>(Section 5)</b></li> <li>• GP capacity <b>(Section 6)</b></li> </ul>
Stalham	<ul style="list-style-type: none"> <li>• Lack of public transport options <b>(Section 4.4)</b></li> </ul>



Settlement	Infrastructure summary
	<ul style="list-style-type: none"> <li>• GP capacity (<b>Section 6</b>)</li> </ul>
Wells-next-the-sea	<ul style="list-style-type: none"> <li>• Congestion, particularly during the peak tourist season &amp; lack of car parking (<b>Section 4.4</b>)</li> <li>• Flood risk primarily driver by tidal/coastal influences. Residual risk should defences fail. Tidal locking has potential to increase levels upstream not draining effectively during high tide. (<b>Section 5</b>)</li> <li>• Lack of public transport options (<b>Section 4.4</b>)</li> <li>• GP capacity (<b>Section 6</b>)</li> </ul>
Hoveton	<ul style="list-style-type: none"> <li>• Anglian Water is currently preparing a position statement related to the Hoveton catchment. (<b>Section 4.2</b>)</li> <li>• Congestion on A1151 on bridge through Wroxham, which could become worse as a result of Norwich Growth Triangle development. (<b>Section 4.4</b>)</li> <li>• GP capacity (<b>Section 6</b>)</li> </ul>
Briston & Melton Constable	
Mundesley	<ul style="list-style-type: none"> <li>• Flood risk from fluvial influences of the Mundesley Beck combining with the tidal forces of the North Sea. (<b>Section 5</b>)</li> <li>• Mundesley Coastal Management Scheme to refurbish and improve coastal defences. (<b>Section 5</b>)</li> <li>• GP capacity (<b>Section 6</b>)</li> </ul>
Blakeney	<ul style="list-style-type: none"> <li>• Seasonal congestion and parking issues and a lack of public transport options (<b>Section 4.4</b>)</li> </ul>
Ludham	<ul style="list-style-type: none"> <li>• GP capacity (<b>Section 6</b>)</li> </ul>

## 2. Background and Methodology

### What is infrastructure?

2.1. Infrastructure, in planning terms, can be defined as ‘any facility, service or physical structure that supports or enables proposed development, whether privately or publically funded’. This report divides each element into three categories, although in practice there can be significant overlap between different subjects. This report is structured in this manner:

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

### Infrastructure and Planning

2.2. The recent consultation on a National Infrastructure Assessment highlights the importance of infrastructure in the delivery of new development.<sup>1</sup> This has a focus on seven key priorities:

- Building a digital society: fast, reliable data services everywhere.
- Connected, liveable city-regions: linking homes and jobs.
- New homes and communities: supporting delivery of new homes.
- Low-cost, low-carbon: ending emissions from power, heat and waste.
- Revolutionising road transport: seizing the opportunities of electric and autonomous vehicles.
- Reducing the risks of extreme weather: making sure the UK can stand up to drought and flooding.
- Financing infrastructure in efficient ways: getting the right balance between public and private sectors.

2.3. It has long been recognised that in facilitating growth and sustainable development supporting infrastructure must also be provided. Over the years, various governments have introduced mechanisms in an attempt to achieve better integration. Since 1990 (Town and Country Planning Act) local planning authorities have been able to secure planning obligations from new development often known

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<sup>1</sup> National Infrastructure Commission (2019) National Infrastructure Assessment [Online] [https://www.nic.org.uk/wp-content/uploads/CCS001\\_CCS0618917350-001\\_NIC-NIA\\_Accessible.pdf](https://www.nic.org.uk/wp-content/uploads/CCS001_CCS0618917350-001_NIC-NIA_Accessible.pdf) [Accessed 23/04/2019]

as planning gain or Section 106 agreements. This allows for some funding to be provided for infrastructure such as transport, education provision and affordable housing directly from appropriate developments. In the mid-2000s, the Government considered a number of alternative options for raising money from development for infrastructure and community benefits including another national tax (the Planning Gain Supplement), and the formalisation of tariffs. The option for Local Planning Authorities to establish a Community Infrastructure Level (CIL), was introduced in April 2008. The principle behind this Levy is that those responsible for new development should make a reasonable contribution to the costs of providing additional infrastructure to meet the needs arising from that development. Since then there have been numerous amendments to the regulations and the take up has been uneven across the country.

## The Community Infrastructure Levy

2.4. The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. Where the CIL is introduced, charging authorities must set out what infrastructure is required to support the level of development in the local plan, identify if a funding gap exists, and establish a “123 list” to set out how the funding raised will be spent. The CIL charging schedule must undergo an examination to establish how the charging level will impact on the viability of developments.

2.5. The Community Infrastructure Levy system remains under review. “A new Approach to Developer Contributions”<sup>2</sup> published in February 2017 set out some of the shortcomings of the current system and recommended a number of changes, including the introduction of a mandatory Local Infrastructure Tariff to capture contributions from all development, alongside continuation of the section 106 regime for larger developments. In the November Autumn budget statement, the Government stated that DCLG will launch a consultation with detailed proposals on the following measures:

- Removing restriction of Section 106 pooling towards a single piece of infrastructure where the local authority has adopted CIL, in certain circumstances such as where the authority is in a low viability area or where significant development is planned on several large strategic sites. This will avoid the unnecessary complexity that pooling restrictions can generate;
- speeding up the process of setting and revising CIL to make it easier to respond to changes to the market. This will include allowing a more proportionate approach than the requirement for two stages of consultation and providing greater clarity on the appropriate evidence base. This will enable areas to implement a CIL more quickly, making it easier to set a higher ‘zonal CIL’ in areas of high land value uplift, for example around stations;
- allowing authorities to set rates which better reflect the uplift in land values between a proposed and existing use. Rather than setting a flat rate for all development of the same type (residential, commercial, etc.), local authorities will have the option of a different rate for different changes in land use (agricultural to residential, commercial to residential, industrial to residential). All the protections for viability from CIL, such as the Examination in Public, will be retained;

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<sup>2</sup> Gov.uk (2016) A new approach to Developer Contributions [Online] [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/589637/CIL\\_REPORT\\_2016.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589637/CIL_REPORT_2016.pdf) [Accessed 23/04/2019]

- changing indexation of CIL rates to house price inflation, rather than build costs. This will reduce the need for authorities to revise charging schedules. This will ensure CIL rates keep up with general housing price inflation and if prices fall, rates will fall too, avoiding viability issues; and
- giving Combined Authorities and planning joint committees with statutory plan-making functions the option to levy a Strategic Infrastructure Tariff (SIT) in future, in the same way that the London Mayoral CIL is providing funding towards Crossrail. The SIT would be additional to CIL and viability would be examined in public.

2.6. The consultation document Supporting Housing Delivery through Developer Contributions was published in March 2018 alongside the revised NPPF which includes a new approach to viability. The paper suggests that the Government could consider setting contributions at a national level, but this is not currently proposed. The objectives of the short term reforms were:

- Reducing complexity and increasing certainty;
- Supporting swifter development through focusing viability assessment on plan making rather than decision making;
- Increasing market responsiveness so that local authorities can better target increases in value, while reducing the risks for developers in an economic downturn;
- Improving transparency for communities and developers over where contributions are spent and expecting all viability assessments to be publicly available; and
- Allowing local authorities to introduce a Strategic Infrastructure Tariff to help fund or mitigate strategic infrastructure.

2.7. The proposals included:

- Reducing the statutory consultation requirements on setting and reviewing CIL;
- align the evidence for local plans and CIL;
- removing the restrictions on section 106 pooling for authorities that have adopted CIL, where authorities fall under a threshold based on the tenth percentile of average new build house prices, meaning CIL cannot feasibly be charged, or where development is planned on several strategic sites;
- improve viability assessment in plan making;
- expecting all viability assessments to be conducted on an open book basis, and be publically available;
- allow CIL charging schedules to be set based on the existing use of land
- index residential development to regional or local authority house prices. For non-residential development the Government could index commercial development to a factor of house prices and Consumer Price Index (CPI),<sup>36</sup> or to CPI alone;
- remove regulatory requirements for Regulation 123 lists;
- amend the CIL Regulations to require the publication of Infrastructure Funding Statements; and
- allow combined authorities and joint committees, where they have strategic planning powers, to introduce a Strategic Infrastructure Tariff.

2.8. The Government response to the consultation, published in October 2018 set that a further consultation document would be required to address many of the concerns raised. In December 2018 the Government published a further consultation

document entitled 'Reforming developer contributions: technical consultation on draft regulations. This proposed the following:

- Removing the current statutory requirement for two separate rounds of consultation in every circumstance;
- Removing the restriction which prevents local authorities using more than five section 106 obligations to fund a single infrastructure project ("the pooling restriction");
- Allowing a grace period for developers to submit a Commencement Notice in order to confirm exemption of relief;
- Setting out the approach to abatement;
- Indexation of community Infrastructure Levy rates in line with the value of the development rather than the cost of building infrastructure;
- Removing regulation 123 requirements and ensuring that local authorities set out how they propose to use developer contributions through Infrastructure Funding Statements;

2.9. The Government, at the time of writing this Infrastructure Position Statement, have not responded to the consultation and the Community Infrastructure (Amendment) (England) Regulations 2019 are still in draft form.

#### Current position in North Norfolk

2.10. North Norfolk District Council undertook work in 2010 regarding the possible introduction of CIL across the District. Evidence did not support the viable introduction of such a Levy at the time and the Council decided not to take forward the introduction of a Community Infrastructure levy. The Council may consider the introduction of such a levy in the future.

2.11. Currently infrastructure in North Norfolk is delivered through developer contributions in the form of S.106 contributions. S.106 planning obligations are bespoke legal agreements made between the Council and the developer and any other parties with an interest in the land, to secure the delivery of new infrastructure, improve existing infrastructure or to make a financial contribution towards its provision. These contributions are necessary only to make the development acceptable in planning terms.

2.12. Most of these Section 106 agreements are agreed through the County Council's Planning Obligations Standards<sup>3</sup> and other contributions are negotiated on a case by case basis. The Norfolk Planning Obligations Standards includes standard requirements per dwelling for Children's Services, Libraries, and fire hydrants and may require contributions subject to negotiation towards Adult Care, Green Infrastructure and Public Rights of Way.

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<sup>3</sup> Norfolk.gov.uk (2018) Planning Obligations [Online] <https://www.norfolk.gov.uk/rubbish-recycling-and-planning/planning-applications/planning-obligations> [Accessed 23/04/2019]

## Infrastructure in the Local Plan

- 2.13. Paragraph 20 of the National Planning Policy Framework (NPPF) requires that local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:
- Housing (including affordable housing), employment, retail leisure and other commercial development;
  - infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
  - community facilities (such as health, education and cultural infrastructure); and
  - conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.
- 2.14. Paragraph 22 of the NPPF sets out that strategic policies should look ahead over a minimum 15-year period from adoption in order to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure.

## Infrastructure in the Current Local Plan

- 2.15. Infrastructure improvements through the Core Strategy have been delivered through S106 agreements, investment from utility providers and statutory bodies including the Council. As North Norfolk has not introduced a Community Infrastructure Levy, contributions to local infrastructure requirements are sought through S106 agreements.
- 2.16. Preparing an Infrastructure Position Statement and Infrastructure Delivery Plan aids the understanding of what demands may be made on developers in terms of contributing to infrastructure provision needs whether those arising from their particular development or those arising due to the cumulative impacts of development across the plan area or parts of it. This can then be considered alongside inherent development costs to calculate whether and inform Local plan development through viability considerations.

## Policy Context

- 2.17. The Local Plan review will provide the planning policy framework for the District to 2036 and provide the strategic priorities and objectives. Infrastructure constraints and requirements are based on the emerging policies continued in the First Draft Plan consultation version summer 2018.
- 2.18. The population is set to grow from 102,900 in 2014 to 115,800 in 2036 (ONS) representing a 13% growth. The 2011 Census demonstrates that, of the resident population of 101,449, approximately 46% live in the Market towns, 18% in designated Service Villages, with the rural areas accounting for 37% of the District's population. A full list of population figures can be found in **Appendix A**.
- 2.19. The Government's objective is to significantly boost the supply of homes. National planning policy sets out that the starting point for local planning authorities to meet their local housing as identified through the standard methodology<sup>4</sup>. This

should be the basis for strategic policies unless exceptional circumstances justify an alternative approach which also reflect current and future demographic trends and market signals. National planning policy is also clear that additional needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for.

2.20. The starting point of the standard methodology is the nationally produced housing projections which are published biennially by the Office for National Statistics (ONS). These statistics provide a trend-based projection of new homes required for each District over the next 30 years in order to address projected demographic growth. This demographic growth trend is then subject to a standard adjustment (uplift) with the size of the adjustment determined by the local ratio between incomes and house prices, with required uplifts being greatest in those areas where housing is least affordable. This uplift in North Norfolk is substantial and results in around a 35% increase in the housing requirement.

2.21. The current standard national methodology is based on ONS projections from 2014. Using these for calculating housing need, the result for North Norfolk is 10,860 dwellings over the 20-year period between 2016 and 2036. This equates to an annual average requirement of 543 net new dwellings.

2.22. The emerging Local Plan proposes to distribute this growth in the following locations through the plan period:

	Settlement	Dwellings With Planning Permission at January 2019	Dwelling Completions (01/04/16 - 30/01/19)	Proposed New Allocations	Total Growth (2016 - 2036)
<b>Large Growth Towns</b>	North Walsham	218	222	2,160	2,600
	Fakenham	1,163 Inclusive of approx 900 dwellings on the Trinity College site at Fakenham (decision on planning application pending).	129	600	1,892
	Cromer	244	73	592	909
<b>Small Growth Towns</b>	Holt	411	85	330	826
	Sheringham	255	89	115	459
	Stalham	73	80	130	283
	Wells-next-the-Sea	31	79	70	180
	Hoveton	31	2	100	133
<b>Large Growth Villages</b>	Briston & Melton Constable	113	28	80	221
	Mundesley	46	21	50	117
	Blakeney	5	19	30	54
	Ludham	9	1	35	45
<b>Small Growth Villages</b>	Villages named in Policy SD3	276	189	400 Suitable sites to be identified in a Part 2 Plan.	865

Remainder of District	All remaining settlements and countryside	377	183	0	560
Windfall Development 2019-2036 Across Entire District					2,295
<b>TOTALS</b>		<b>3,252</b>	<b>1,200</b>	<b>4,692</b>	<b>11,439</b>
Total Projected Housing Growth 2016 - 2036					

2.23. It is proposed that 4,452 dwellings will be met through dwellings that are already subject to planning permission or have already been complete or will be complete by adoption of the Local Plan. In terms of this quantum of development this Infrastructure Position Statement will detail known information regarding s.106 agreements and set out the infrastructure improvements that have been agreed to deliver this development.

2.24. 2,295 dwellings are proposed to be delivered through windfall development. It is anticipated that this would predominantly be small scale development that is delivered over the plan period. Therefore, in terms of infrastructure it is envisaged that necessary infrastructure improvements may be required through the decision making process. There are potential implications on local infrastructure depending on where the windfall comes forward. This could place an additional burden upon the infrastructure in the smaller towns and villages in the District.

2.25. 41 % of the overall growth, 4,692 dwellings, is proposed to be delivered through specific site allocations proposed through the emerging Local Plan. New infrastructure will be required to support these 4,692 dwellings. This Infrastructure Position Statement proposes to set out the infrastructure constraints in regard to the increased levels of growth and set out the proposed infrastructure improvement measures in order to overcome known constraints.

### 3. Partnerships and Funding Mechanisms

3.1. This report sets out the current state of infrastructure provision in North Norfolk based on a range of evidence, commissioned jointly as part of the Norfolk Strategic Framework (NSF) as well as specifically commissioned work for North Norfolk District Council (NNDC), and in consultation with infrastructure providers.

3.2. The provision of infrastructure is not solely provided by developers. Organisations such as Anglian Water, the Environment Agency, and NHS England also have statutory responsibilities and investment plans. In developing these plans, the growth identified through the Local Plan plays an important role in establishing their investment priorities.

3.3. The methodology used has been to gather information on each of the topics, provide a general overview of providers and partners involved, set out the existing provision, any published strategies and infrastructure plans, current capacity and any identified constraints on the basis of proposed growth. **Appendix B** gives a list of all sources of data and reports used. To provide a summary of the key issues, a table showing area-specific issues, any timing or phasing issues, etc. is provided in **Appendix C**.

3.4. Most of the infrastructure required to support new development needs to be planned and provided by service providers and other organisations.



3.5. The table below sets out the key partnerships responsible for the delivery of infrastructure in North Norfolk. The section below summarises the key plans and strategies which inform the Infrastructure Positions Statement, but further information is also provided in each topic specific section.

Organisation	Service Responsibility
Duty to Cooperate/ Norfolk Strategic Framework County Group	Coordination of joint evidence base, publication of Norfolk Strategic Framework...
Norfolk County Council	Non-strategic highways network, cycle ways, rights of way, public transport, adult social care, waste disposal, education, fire and rescue, community safety, libraries, community centres, youth clubs and surface water drainage. Advisory service archaeology and ecology/ biodiversity and Broadband.
Norfolk Constabulary	Policing
Norfolk Fire and Rescue	Fire and Rescue
North Norfolk CCG & NHS England	Health care
UK power networks and National Grid	Electricity and Gas
Anglia Water	Water supply and waste water
Environment Agency	Tidal and Fluvial Flooding and Coastal Erosion
Network Rail	National Rail Network
Natural England	Ecology
Norfolk Coastal Partnership	Landscape
North Norfolk AONB	Landscape
Norfolk Biodiversity Partnership	Ecology
Norfolk Wildlife Trust	Ecology, Biodiversity and Geodiversity
Historic England	Built and Natural Heritage Assets
Marine Management Organisation	Marine planning
Highways England	Strategic Road Network
Sport England	Recreation provision
New Anglia Local Enterprise Partnership	Economy
Open reach (on behalf of BT)	Telecommunications
Mobile UK	Telecommunications

### Local Enterprise Partnerships (LEPs)

3.6. From 2015 Local Enterprise Partnerships (LEPs) have received funding for infrastructure direct from government. New Anglia LEP is the Local Enterprise Partnership for Norfolk and Suffolk. The New Anglia LEP is a business-led collaboration between the private, public and education sectors across Norfolk and

Suffolk. Their ambition is to drive economic growth and transform the local economy into a global centre for talent and innovation. It provides a funding stream from central government via a range of initiatives including the Growth Deal, the Local Transport Body, Enterprise Zones and the Growing Places Fund. Its recently published New Economic Strategy<sup>5</sup> sets out a number of infrastructure objectives which underpin all priority places and themes:

- Strengthening the reliability of high quality mobile coverage.
- Completing the provision of high speed broadband.
- Rail improvements, driving reliability, wifi, journey times and frequency through the new franchise and capital investment.
- Further development of the A47, A14, A11, A10, bypasses to relieve congestion and last mile connectivity and commuting transport in our priority places.
- Utility provision for business and new communities, including local energy networks.

## Norfolk Strategic Framework (NSF)

3.7. In October 2015, the Norfolk planning authorities came together to establish a Norfolk Strategic Planning Forum to ensure the “duty to cooperate” (created in the Localism Act 2011, and amended in the Planning and Compulsory Purchase Act 2004) is met. This is a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an on-going basis when preparing Local Plans. The Norfolk Strategic Framework (NSF) has been prepared and is intended to inform the preparation of statutory development plans.

3.8. The Norfolk Strategic Framework Members Forum has been established, to oversee the preparation of the NSF, which seeks agreement in relation to the strategically important cross boundary issues affecting the delivery of growth in Norfolk. The draft Norfolk Strategic Framework was consulted on between August – September 2017 and the final version was published in March 2018<sup>6</sup>. North Norfolk, as well as being a contributor to the framework, has commented on it as a consultee in order to stress the importance of key sectors in the rural economy as opposed to a focus on tier one employment sites.

3.9. The final document, published in January 2018, provides an understanding of the cross boundary land use issues. The document contains 23 agreements that all of the Norfolk Authorities have agreed to, relating to strategic cross boundary issues. It is noted within the document that Norfolk’s infrastructure is comparatively under developed compared with many other parts of the wider south and east of England and will need significant enhancement if growth is to be delivered at the scale envisaged.

## Norfolk Infrastructure Plan

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<sup>5</sup> The New Anglia Local Enterprise Partnership (2017) A strategy for Growth and Opportunity [Online] <https://newanglia.co.uk/our-economic-strategy/> [Accessed 23/04/2019]

<sup>6</sup> North Norfolk District Council (2019) Norfolk Strategic Planning Framework (NSPF) [Online] <https://www.north-norfolk.gov.uk/media/4082/latest-endorsed-version-of-the-norfolk-strategic-planning-framework.pdf> [Accessed 23/04/2019]

- 3.10. The Norfolk Infrastructure Plan 2016<sup>7</sup> sets out key infrastructure in Norfolk to deliver economic development. The key strategic priorities are:
- The Norwich Northern Distributor Road (NDR): To secure a Development Consent Order (DCO) and commence construction of the NDR.
  - Transport for Norwich: To deliver key elements of the Norwich Area Transportation Strategy including the city centre measures.
  - A47: To work with Highways England (HE) to ensure expedient delivery of the improvements set out in the governments Roads Investment Strategy and lobby for further improvements.
  - Rail Improvements: To continue the high profile campaign to improve the Norwich-London route (Norwich in 90'), working with Network Rail and the franchise holder, Greater Anglia and seek improvements on the Great Yarmouth line. Also to push for improvements on Norwich-Cambridge and Cambridge-King's Lynn services.
  - Broadband: By 31 March 2015, the 'Better Broadband for Norfolk' project seeks to achieve: A minimum speed of 2 megabits per second (Mbps) for all premises and 'Superfast' Broadband (24Mbps+) for as many premises as possible.
- 3.11. The 2017 Norfolk Infrastructure Plan updates this plan with a more detailed list of schemes for the next 10 years. All of the projects in this list are judged on three criteria:
- Delivering significant housing and jobs growth
  - Identified in existing plans/programmes
  - Have a committed route to delivery
- 3.12. Most of these schemes will provide strategic network improvements to north Norfolk. The Bacton/Walcott coast protection sandscaping scheme is seen as a priority for the District. This scheme seeks to protect the cliffs at Bacton and Walcott to ensure that the Bacton Gas Terminal, a key piece of national infrastructure, is not compromised by coastal erosion. Additionally, the proposal to open a rail station at Broadland Business Park on the Sheringham-Norwich line will have a direct benefit on the residents of North Norfolk in terms of improving public transport options to a major centre of employment.

## Infrastructure Funding Mechanisms

- 3.13. A number of funding mechanisms are potentially available for infrastructure improvements associated with new development. These include developer contributions – via section 106 or planning conditions as well as through infrastructure provider funding mechanisms and Government initiatives such as the Housing Infrastructure Fund (HIF) or the Growing Places Fund (GPF).
- 3.14. £5.5 billion is available to local authorities through the HIF, specifically for infrastructure to unlock housing. This funding will unlock up to 650,000 new homes by helping to fund much needed infrastructure in areas of greatest housing need. This is being allocated to local authorities on a competitive basis to fund physical infrastructure such as roads, community facilities and utilities.

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<sup>7</sup> Norfolk.gov.uk (2017) Norfolk Infrastructure Delivery Plan [Online] <https://www.norfolk.gov.uk/.../norfolk/.../norfolk-infrastructure-plan-2016.pdf> [Accessed 23/04/2019]

- 3.15. The Council submitted a HIF Marginal Viability bid to Government to address capacity issues on the Fakenham bypass through the provision of two new roundabouts on the A148 Fakenham bypass corridor in conjunction with a proposed major residential / mixed use development to the north of the town.
- 3.16. The £730 million GPF supports key infrastructure projects designed to unlock wider economic growth, create jobs and build houses in England. The fund seeks to address schemes that have been stalled or delayed due to instances of prior lack of investment in infrastructure or land assemble through market or the planning process. This funding supports a range of projects from site access/clearance, broadband and transport infrastructure, utilities, refurbishment of building and flood defence barriers.
- 3.17. For coastal schemes there are separate funding streams, notably the Grant in Aid, partnership funding and also council's own revenue and capital budgets. Large scale coast protection schemes can potentially be funded through central government (via the Environment Agency). The benefits of a scheme are compared with the costs in a cost-benefit analysis so that schemes from across the region can be compared and prioritized. There is a limited amount of funding available and it is highly competitive, often "partnership contributions" (local contributions) are required for the scheme to go ahead. Due to the rural nature of the North Norfolk coast, few locations are likely to receive funding through this route. Each year, the Council receives funding from the government as part of an annual Revenue Support Grant to help pay for local services. Approximately £340,000 per year is allocated for the maintenance of the existing sea defences in North Norfolk. Funding for local government is in a period of change with continued pressure across council budgets.
- 3.18. A further potential funding stream is the Coastal Community Fund. The Coastal Community Fund Round 5 has £40 million available for spend from April 2019 to end of March 2021. However, this is now closed for new applications. It is anticipated that further rounds of funding will be available through the plan period.

## 4. Physical Infrastructure

### 4.1 Utilities – Energy

#### Electricity

- 4.1.1. National Grid owns and operates the national gas and electricity transmission network. It does not distribute gas or electricity to individual premises – separate companies own and operate the distribution networks. UK Power Networks (UKPN) covers the South East and East of England and they own and maintain electricity cables and power equipment. Companies who supply electricity buy electricity from UKPN. The electricity network is subject to operational constraints and UKPN will not normally provide additional unassigned capacity so that the costs of capacity upgrades falling on developers can be significant.

- 4.1.2. In the Government's Spring Statement 2019<sup>8</sup> a Future Homes Standard is to be introduced by 2025 to ensure that all new homes are built with low carbon heating and world-leading levels of energy efficiency. This has implications for the electricity as low carbon heating solutions utilise more electricity, heat pumps for example may potentially increase peak electrical demands from new housing by up to 25%. Alongside this the roll out of electric vehicles will place additional demands on electricity use.
- 4.1.3. North Norfolk's energy is supplied mainly from Sall, Thorpe and Trowse 132kV substations fed from Norwich main, whilst the west of the District is supplied from Hempton. Each of these 132/33kV substations supplies a number of further Primary substations within North Norfolk, connected by the 33kV network. The 33kV is essentially three networks with once to the west serving King's Lynn and West Norfolk, one centred in Norwich and extending to Attleborough and one serving the towns along the southern border and extending round to Great Yarmouth.
- 4.1.4. North Norfolk District Council commissioned a study to examine the implications of planned growth and the projected energy demands for new development sites to understand the likely impact of this new development and how it can be delivered. The 2019 North Norfolk Power Study looked at existing demand for electricity and gas as a baseline of energy demand across the District. Plans for development, both commercial and domestic, were also reviewed and the likely additional peak power demand was forecast, based on benchmarks and forthcoming changes to government policy.
- 4.1.5. The key findings of the study highlighted that based on existing Peak Power Demand vs. Substation Winter Spare Capacity Study, Cromer and Egmore indicate the lowest amount of spare capacity. However, at present levels there are no deficits in terms of energy capacity.
- 4.1.6. One potential barrier to new development is available capacity at 132kV in particular Trowse and Thorpe substations. Distribution Network Operators (DNOs) produce business plan submissions to OfGEM for forthcoming regulatory periods. OfGEM do not encourage DNOs to invest ahead of time and only undertake work once the load has materialised. Future reinforcement at Thorpe/Trowse was included within UKPN's RIIO-ED1' business plan (Apr 2015 – Mar 2023) submission to OfGEM. However, the load has grown more slowly than anticipated so UKPN may not undertake the works within that period.
- 4.1.7. There are no development proposals for 2018/19 outlined in the 2018 Long Term Development Statement that will increase capacity within North Norfolk. However, there are potential longer term upgrades within UKPN's business plan for asset reinforcement and replacement at higher voltages.
- 4.1.8. The study highlights a number of recommended interventions to overcome grid constraints:
- Semi-islanded approaches, utilising on-site generation and smart energy management solutions;

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<sup>8</sup> Parliament.uk (2019) Spring Statement 2019: Written Statement – HLWS1373 [Online] <https://www.parliament.uk/business/publications/written-questions-answers-statements/written-statement/Lords/2019-03-13/HLWS1373/> [Accessed 25/04/2019]

- Work with UKPN to offer demand side response services, where on-site generation could be turned up or load reduced in response to network signals; and
- Investment in infrastructure on these sites could be delivered through an Energy Services Company model, which can then provide a steady revenue stream for those involved.

## Gas

4.1.9. National Grid owns and operates the high pressure gas transmission system in England. Local suppliers then supply gas to homes and premises. Developments to the network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers. Generally, network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.

4.1.10. Some 60% of properties in North Norfolk are not supplied with gas.<sup>9</sup> These households are more likely to have to rely on more expensive forms of energy such as oil or Liquid Petroleum Gas. The towns within the District have the lowest percentage of properties that are not supplied with gas. The rural parishes within the District have the highest percentage of homes that are not supplied with gas.

4.1.11. Bacton Gas Terminal is one of six reception terminals in Britain and is a complex of 6 gas terminals, providing up to a third of the UK's gas supply. Five gas pipelines connect the terminal to other parts of the UK. It is a nationally significant infrastructure. Developments adjacent to pipelines are governed by the Planning Advice for Developments near Hazardous Installations (PADHI). The current Local Plan includes a policy to enable ancillary development within the defined Bacton Gas Terminal. Also there are proposals for coastal defence works to protect the terminal. See section 5.2.

## Renewables

### *On shore*

4.1.12. Renewable energy developments include wind, solar and biomass. Currently there are 10 solar power developments in the district which combined generate some 158.65 Mega Watts (MW), enough to power approximately 41,500 households. There is one on-shore wind turbine at East Ruston and three biomass sites which together generate 5MW, enough to serve about 2,500 dwellings. For full list see **Appendix D**

4.1.13. The ministerial statement of June 2015 amended Government policy regarding on-shore wind turbine development, requiring that planning permission should only be granted in areas identified as suitable. This was then subsumed into the updated NPPF published in 2019, which sets out that plans should:

- Provide a positive strategy for energy from renewable sources that maximises the potential for sustainable development, while ensuring that

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<sup>9</sup> Nongasmap.org.uk (2019) The non-gas map [Online] <https://www.nongasmap.org.uk/> [Accessed 23/04/2019]



adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);

- consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and
- identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

4.1.14. In 2018 North Norfolk District Council commissioned two new studies: a revised Landscape Character Assessment and a new Landscape Sensitivity Assessment. The Landscape Sensitivity Assessment has particular reference to renewable energy and low carbon development. The emerging Local Plan includes a positively worded criteria based policy approach to aid in the determination of applications on a case by case basis ensuring that there is no impact upon the landscape, the historic environment or would cause adverse negative impacts upon residential amenity.

#### *Off shore wind*

4.1.15. Large scale off shore wind developments are nationally significant infrastructure as defined by Section 15(3) of the Planning Act 2008, and determined by the National Infrastructure Commission. Off-shore wind developments off the north Norfolk coast are shown in the table below.

<b>Development</b>	<b>No turbines &amp; Capacity (MW)</b>	<b>and no of homes supplied</b>	<b>Status</b>	<b>Owner</b>	<b>Landfall/ connection to the grid</b>
Sheringham Shoal 10-15 miles north off Sheringham	88 (317)	220,000	Operational Opened 2012	Statoil/Sta tkraft	Weybourne. Cable link to sub-station at Sale near Cawston
Dudgeon Shoal 20 miles north off Cromer	67 (402)	410,000	Operational Opened 2017	Statoil/Sta tkraft	Weybourne Hope. Cable link to Necton near Swaffham sub-station
Race bank 17 miles north of Blakeney Point	91 (573)	400,000	Operational Opened 2018	DONG	Sutton Bridge
Triton Knoll 28 miles off north Norfolk coast	288 (900)	800,000	Approved Under Construction	Innogy Renewabl es Ltd	Anderby Creek, Grid connection Bicker Fen near Boston
Vanguard 29 miles north-east of Winterton	Up to 257 (1.8GW)	1.3million	Planning stage	Vattenfall	Cart Gap area, east of Happisburgh. Grid connection at Necton. Possible relay station at Ridlington or East Ruston

Boreas 29 miles off north Norfolk coast	TBC (1.8GW)	1.3million	Planning stage	Vattenfall	Cart Gap area, east of Happisburgh. Grid connection at Necton
Hornsea Project 3 75 miles north off North Norfolk coast	(2.4GW)	2million	Planning stage	DONG	Weybourne area. 3 possible cable routes. 3 potential booster station sites

4.1.16. The implications of the development of the ‘Energy Coast’ on North Norfolk are significant as the proposals each require landfall development, as well as on-shore cable routes, cable relay stations and sub stations.

4.1.17. Similarly, the increase in the number of Anaerobic Digesters in rural locations could have impacts on the road networks. The need to grow certain crops could impact the agricultural landscape. Meanwhile, the reduction in solar subsidy may result in a reduced demand for new solar farm developments.

**Energy Summary**  
 There are a number of significant issues related to energy developments which are likely to impact on north Norfolk during the plan period, particularly in relation to off-shore wind developments and their landfall and connection to the grid. The absence of mains gas in large parts of the district continues to impact on residents. The 2019 North Norfolk Power Study highlights potential partial constraints regarding some of the proposed development within the plan, setting out a range of potential solutions and actions to overcome these constraints.

## 4.2 Utilities – Water

4.2.1. Water and sewerage companies including Anglian Water prepare business plans on a 5-year investment cycle. Customer charges will be set following submissions from Anglian Water about what it will cost to deliver the business plan. Anglian Water’s business plan for the next Asset Management Plan period (2020 to 2025) was submitted in August 2018 to their economic regulator Ofwat.

4.2.2. As part of which Anglian Water have considered the implications of growth outlined in adopted and emerging Local Plans for Anglian Water’s existing infrastructure.

4.2.3. To assist Anglian Water in making future investment decisions they have prepared two key long term strategies relating to the provision of water and water recycling infrastructure managed by Anglian Water as follows:

- Water Resource Management Plan (WRMP) for Defra’s approval and
- Water Recycling Long Term Plan (WRLTP)



## Water resource availability

- 4.2.4. North Norfolk, like many parts of Norfolk and wider East Anglia, experiences low levels of rainfall and is defined by the Environment Agency as an area of serious water stress.<sup>10</sup> The region is the driest in the UK with just two thirds the average national rainfall. Going forward there are significant challenges in regards to water regarding climate change and increased population growth. These issues are highlighted in Water UK's publication, "water resources long-term planning framework" (2016)<sup>11</sup>, which takes a 50-year perspective and draws attention to the significant and growing risk of severe draught impacts arising from climate change, population growth and environmental drivers (such as the need to reduce water abstraction for water quality reasons).
- 4.2.5. Anglian Water has a statutory duty under Section 106 of the Water Industry Act 1991 to meet the needs of new development. Anglian Water produces Asset Management Plans (AMPs) in five year cycles, currently 2020 to 2025, which take into account projected population growth and proposed new development and set out the services and improvements they intend to provide and how much they will cost. They submit their AMPs to Ofwat, the industry regulator, which sets price limits for the next five years based upon these plans. The Water Act 2003 also requires the water companies to publish Water Resource Management Plans (WRMP) every five years and review annually.
- 4.2.6. The proposed growth through the Local Plan feeds into the plans produced by Anglian Water to ensure that the needs of the new development can be met. The planned growth within the local plan has been factored into the revised Draft Water Resources Management Plan, which is expected to be approved by Defra in June 2019.
- 4.2.7. Anglian Water's Revised Draft WRMP 2019 sets out how sufficient water for future growth will be provided to the year 2045. The plan sets out that the population growth, climate change, sustainability reductions and severe drought are placing the increased pressure upon water resources. The plan proposes a twin-track approach whereby existing demand is managed and new supply sources are provided. Demand would be managed through a reduction of leakage within the supply network and through reduction in consumption via water efficiency measures. The supply side sets out a new potable water transfer route and proposes a series of new pumping stations, resource (desalination and winter storage reservoirs) and treatment. It is important to note that these are being considered for the longer term and not all solutions will be required.

## Water resource assets

- 4.2.8. The EU Water Framework Directive applies to surface water (including some coastal waters) and groundwater (water in underground rock). It requires member states, among other things, to prevent deterioration of aquatic ecosystems and

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<sup>10</sup> Environment Agency (2013) Water Stressed area – final classification [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/244333/water-stressed-classification-2013.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/244333/water-stressed-classification-2013.pdf)

<sup>11</sup> Water UK (2016) Water Resources Long Term Planning [https://www.water.org.uk/wp-content/uploads/2018/11/WaterUK-WRLTPF\\_Final-Report\\_FINAL-PUBLISHED-min.pdf](https://www.water.org.uk/wp-content/uploads/2018/11/WaterUK-WRLTPF_Final-Report_FINAL-PUBLISHED-min.pdf)

protect, enhance and restore water bodies to 'good' status. Local planning authorities must also have regard to the river basin management plans. The Anglian River Basin District Management Plan 2015 provides a framework for protecting and enhancing the benefits provided by the water environment. To achieve this, and because water and land resources are closely linked, it also informs decisions on land-use planning.

- 4.2.9. With the exception of a small area to the south east of the district which is served by the Broads, North Norfolk's water resources are entirely dependent on the North Norfolk Coast Cromer Ridge chalk aquifer. A large proportion of the district is in an area identified in the Environment Agency North Norfolk Catchment Abstraction Management Strategy (2017) as having no water available for further water abstraction licencing. As a result of this there is greater emphasis upon the importance of improving water efficiency.

### Water efficiency

- 4.2.10. Water availability within the District is finite and in order to compliment proposals within Anglian Water's WRMP, the Norfolk Authorities in conjunction with Natural England, the Environment Agency and Anglian Water recognise that Local Plans should contribute to long term water resilience. Through the Norfolk Strategic Planning Framework (endorsed by NNDC in 2018) and Duty to co-operate process there is an agreement to seek to introduce the optional higher water efficiency standards across all authorities in the County. The emerging draft Local Plan seeks to ensure that new development incorporates water efficiency measures including the adoption of the optional higher water efficiency standard (110 litres water use per person per day).
- 4.2.11. In parallel Anglian Water are also introducing a number of water efficiency incentives for house builders and are offering a financial incentive to developers in order to build more sustainable homes including a reduction in the standard fixed element of the Zonal Charge per plot where homes are built to a water efficiency standard of 100 litres per person per day at the time of connection.

### Water Recycling Centres (WRCs)

- 4.2.12. Water Recycling Centres (WRC) (formally Sewerage Treatment Works) are located across the district. **Appendix D** shows the location of 43 WRC as identified in the Council's Land Gazetteer.
- 4.2.13. In September 2018 Anglian Water published their Water Recycling Long Term Plan. This sets out the investment needed over the next 25-years to balance the supply and demand for water recycling services. The plan considers risk from growth, climate change, severe drought, and customer behaviours. It promotes sustainable solutions for maintaining reliable and affordable levels of service, and facilitates working in partnership to mitigate flood risk.

### Fakenham WRC

- 4.2.14. At the time of the Site allocations document 2011, there were concerns around the impacts of increased discharge into the river Wensum from the strategic allocation at Fakenham. As a result, the development was planned to be phased. The outline planning application (PO/17/0680) is currently being determined. Through the decision-taking process it has been highlighted that, although there is capacity at Fakenham Water Recycling Centre, development will lead to flooding downstream. There are concerns regarding the potential impact of flooding upon the River Wensum, a Natura 2000 Site [The River Wensum Special Area of Conservation] and the whole river Site of Special Scientific Interest. Particularly in regard to the potential impact on the water quality of the River Wensum by introducing contaminants into the water course and increasing turbidity.
- 4.2.15. Discussions between North Norfolk District Council, Anglian Water and the Environment Agency are ongoing to ensure that a solution can be reached that would not have an impact upon designated European Sites in regard to the planning application.
- 4.2.16. Further consideration is also required to consider the catchment as a whole. Anglian water is currently proposing to make further investment relating to WRC capacity in Asset Management Plan 8 (2025-2030) as outline in Anglian Water's Water Recycling Long Term plan. This would include capacity upgrades are investment to increase biological treatment capacity of the WRC. This is subject to approval by Anglian Water's economic regulator Ofwat.

#### Horning WRC

- 4.2.17. Horning Knackers Wood Water Recycling Centre discharges to the River Bure. In doing so, this Water Recycling Centre (WRC) contributes nutrient loads to the downstream watercourses as well as to the Bure Broads and Marshes Site of Special Scientific Interest (SSSI), a component of the Broads Special Area of Conservation (SAC) and Broadland Special Protection Area (SPA). The River Bure is currently of high status water quality, and it is important that this is not jeopardised by development. The Horning WRC does not currently have capacity to accommodate further foul flows.
- 4.2.18. There have been a number of recorded incidents of flooding with the Horning sewerage catchment from surface water, groundwater and fluvial sources which are the responsibility of multiple agencies. This reduces the available capacity of the foul sewerage network for additional foul flows from additional development within the catchment as outlined in the Joint Position Statement for Horning.
- 4.2.19. Anglian Water has undertaken CCTV surveys of the existing public sewerage network at Horning to investigate the causes(s) of these flooding incidences. Following the completion of surveys Anglian Water undertook repairs in February/March 2018 to mitigate surface water ingress where it interacts with the foul sewerage network in Anglian Water's ownership.
- 4.2.20. Anglian Water have also been actively working with relevant (flood) risk management authorities to address historic flooding in the Horning sewerage catchment where it relates to Anglian Water's assets. As part of which we been liaising with North Norfolk District Council to enable the removal of existing surface water connections to the foul sewerage network from existing residential and commercial properties so that existing surface water flows can be discharged to suitable alternatives e.g. watercourses.

4.2.21. The Environment Agency has also committed to undertaking threshold surveys within the sewerage catchment to establish flood risk from the Broads for every household within the catchment.

4.2.22. The Joint Position Statement for Horning is to be updated to reflect the current position relating to the investigation and works undertaken to date by Anglian Water and by other risk management authorities within the catchment.

#### Hoveton

4.2.23. Anglian Water is currently preparing a position statement relating to Hoveton catchment. It is intended to set out the current position relating to this catchment including historic issues within the network and the implications for new development.

#### Proposed development within the Local Plan and Funding of Infrastructure

4.2.24. Development in the Local Plan will reflect the constraints in regard to foul water drainage and any allocation will be supported by the need for a site-specific foul water drainage strategy. This would involve appropriate/ suitable mitigation measures to account for the new development flows discharging foul water while the existing foul water sewerage network is surcharged due to rainfall.

4.2.25. Anglian Water as a water and sewerage company seeks fair contributions through charges directly from developers under the provisions of the Water Industry Act 1991 to supply water and/or drain a site effectively. As such they would not, in most cases, make use of planning obligations or standard charges under Planning Legislation for this purpose.

4.2.26. Charging mechanisms have recently been simplified, with most companies now introducing a standard charge for all new dwellings which will be used to fund water supply and foul sewerage network improvements.

4.2.27. Anglian Water has introduced a new zonal charging scheme. Developers contribute per dwelling constructed (or equivalent for non-residential uses) towards the Foul Sewer Network and the Water Supply Network. As such there is existing mechanisms to ensure that improvements are made to the water supply and foul sewerage networks to serve new development. Further information relating to the charges which will come into effect from 1<sup>st</sup> April 2018 is available to view at the following address:

<https://www.anglianwater.co.uk/about-us/who-we-are/what-we-do/our-charges/>

4.2.28. Water and wastewater infrastructure is funded and delivered through a combination of investment made by Anglian Water through their business planning process and developer charges for water supply and foul sewerage network improvements which are sought under the provisions of the Water Industry Act 1991.

#### Surface water management/SuDS

- 4.2.29. To ensure that surface water runoff into the public sewage network is reduced, the Local Plan, in line with the NPPF and the aspirations of Anglian Water, promotes the use of SuDS on new development sites.

#### **Water Summary**

Subject to further information from Anglian Water, there are no water supply issues currently identified and no major constraints for development in the main towns as identified in the spatial strategy. There are known constraints in regard to capacity at Water Recycling Centres at Fakenham, Horning and Hoveton. The scale of proposed development has been taken into consideration through the Anglian Water's 2019 Draft Revised Water Resource Management Plan and the Water Recycling Long Term Plan.

## 4.3 Telecommunications

### **Broadband Infrastructure**

- 4.3.1. In the coming decades, fixed broadband networks will be the enabling infrastructure that drives economic growth. The Government is committed to providing the UK with world-class digital connectivity that is gigabit-capable, reliable, secure and widely available across the UK - and to do so at pace. They have set an ambitious target of making gigabit-capable networks available to 15 million premises by 2025, with nationwide coverage by 2033.
- 4.3.2. In the July 2018 'Future Telecoms Infrastructure Review'<sup>12</sup> (DCMS) it states *"there is a real opportunity for the UK to become a world leader in digital connectivity - increasing our competitiveness, boosting productivity and meeting future demands of consumers and businesses."*
- 4.3.3. The use and demand for fast internet connections will continue to grow exponentially - with increased dependency on technology in our everyday lives. Access to fast broadband is a vital component of infrastructure in today's world. It is key to growing a sustainable local economy, vital for education and home working and an increasingly central part of community cohesion and resilience, particularly in the rural areas of the district.
- 4.3.4. The July 2018 update of the NPPF revises and strengthens the policy position around how planning can support and deliver communications infrastructure. The wording has been updated to include reference to 'next generation' technologies such as 5G and full fibre broadband.
- 4.3.5. Having access to high-speed and reliable broadband is now regarded as essential by many residents and businesses. The picture regarding superfast broadband coverage is rapidly improving, 92% of the county's homes and businesses can now access superfast broadband, up from 42% in 2012 and

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<sup>12</sup> Gov.uk (2018) Future Telecoms Infrastructure Review [Online] [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/732496/Future\\_Telecoms\\_Infrastructure\\_Review.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/732496/Future_Telecoms_Infrastructure_Review.pdf) [Accessed 25/04/2019]

initiatives, led by the county aimed to make high-speed broadband available to more than 95% of Norfolk's premises by spring 2020.

### Better Broadband for Norfolk

- 4.3.6. Better Broadband for Norfolk<sup>13</sup> (BBfN) is a multi-million pound partnership funded through Norfolk County Council, BT and the Department of Culture, Media and Sport via BDUK (Broadband Delivery UK) – with additional support from the New Anglia LEP, and five of Norfolk's district councils. The project is seeking to transform Norfolk's broadband speeds across the county by installing high-speed fibre optic networks across the County.
- 4.3.7. Fast broadband will provide new opportunities for businesses in Norfolk allowing them to innovate and expand into different markets. Independent studies say that BBfN is expected to deliver an additional 1,337 jobs and £88 million Gross Value Added to Norfolk over 10 years.
- 4.3.8. The successful Better Broadband for Norfolk Programme (BBfN) has dramatically improved the availability and performance of fixed internet connectivity across the County.

### Local Full Fibre Network (LFFN) challenge fund

- 4.3.9. Norfolk County Council has developed a Local Full Fibre Networks (LFFN) bid in conjunction with all Norfolk districts, Norwich City Council, the Chamber of Commerce, the New Anglia LEP and other relevant regional groups. The bid, if successful will secure £8m from the UK Government Digital, Culture, Media & Sport department's to upgrade more than 370 of Norfolk's public-sector buildings to the latest ultrafast connection speeds. It will enable 230 schools, 108 Norfolk County Council Corporate buildings (including 38 libraries) and 34 fire stations to be upgraded to gigabit (1,000 mbps) fibre internet connections within two years.
- 4.3.10. As a result of the scheme, thousands of Norfolk businesses will be able to benefit from lower fibre connection costs by using private funding to access the upgraded fibre network. They can also apply to a voucher scheme that will provide up to £2,500 per business to fund their connection and pay the first-year running costs.

### Fibre to the Premises

- 4.3.11. Fibre to the Premises (FTTP) uses fibre-optic cable direct from the exchange to a business or home. Unlike FTTC (fibre to the cabinet), there is no use of the traditional copper wire from a street cabinet. While the copper wire from the cabinet to the premises makes for an economical alternative, it doesn't compare with the speeds that FTTP offers.

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<sup>13</sup> Better Broadband for Norfolk (2019) Securing Better Broadband for Norfolk [Online] <https://www.betterbroadbandnorfolk.co.uk> [Accessed 25/04/2019]



- 4.3.12. While an FTTC connection offers up to 76Mbps, the full fibre option reaches up to 1000Mbps or 1Gbps. Not all homes or businesses need those speeds but the ultrafast option allows for future-proofing and growth. FTTP was designed to be easily expanded and improved upon so that bandwidth has more room for growth than the hybrid FTTC option.
- 4.3.13. Openreach has committed to install Fibre to the Premises (FTTP) free of charge to all new housing developments of 30 or more homes and an improved pricing structure all the way down to two homes<sup>14</sup>. Norfolk authorities are working closely with Better Broadband for Norfolk and other bodies and providers to ensure that high-speed broadband is delivered to more parts of the county as soon as is practicable.

## Mobile Telecommunications Infrastructure

- 4.3.14. Mobile connectivity to fast, reliable data services is becoming increasingly important to residents and businesses in North Norfolk and constitutes a common expectation of everyday life. However, mobile coverage in Norfolk, particularly rural areas isn't as good as it can be with a recent independent survey suggesting only 82 percent of call attempts in Norfolk are successful<sup>15</sup>. While the survey shows Norfolk is comparable to the rest of the UK in some respects, it's clear there is still considerable room for improvement, particularly in enabling people to make phone calls wherever they are in the county.
- 4.3.15. To achieve this, Norfolk authorities, in partnership with Mobile Network Operators need to be in alignment around a shared goal to the role out of improvements and updates to the network, to vastly reduce the reception black spots prevalent within Norfolk.
- 4.3.16. Improvements in mobile connectivity will entail both the extension of 4G coverage and the introduction of 5G in due course. 4G will not only improve mobile coverage where it is currently absent but will also provide the underpinning infrastructure for 5G. They will be complementary technologies. The private sector is responsible for delivery of Norfolk's digital connectivity. Further 4G and 5G roll-out will require significant investment by private telecoms operators.
- 4.3.17. Norfolk County Council commissioned AWTG (Advanced Wireless Technology Group) to conduct an independent benchmark assessment of mobile coverage and user experience across Norfolk. The benchmarking campaign was conducted between February and March 2018 using a robust four-tier methodology to maximise the extent and breadth of data collection. This included Walk Testing at over 30 locations including museums, tourist attractions, camping and caravan sites, Rail Testing on all main rail routes in Norfolk, Drive Testing on over 5,500 kilometres of Trunk, A, B and C class roads across Norfolk and Stationary Testing at enterprise zones and 28 Norfolk Broads mooring points. The scope of the

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<sup>14</sup> Openreach (2019) Site Registration [Online] <https://www.ournetwork.openreach.co.uk/resources/site1/General/Rate%20card%20website.pdf> [Accessed 25/04/2019]

<sup>15</sup> Norfolk County Council (2019) Mobile Coverage in Norfolk [Online] <https://www.norfolk.gov.uk/mobilemap> [Accessed 25/04/2019]

campaign covered a detailed assessment of the GSM (2G), UMTS (3G) and LTE (4G) radio network (coverage) performance and received signal strength of the four main mobile network operators in the UK.

- 4.3.18. The headline results are that, where coverage is available, the quality of service is good. However, there are significant gaps in coverage across all 4 providers - such that 1 in 5 calls placed will currently fail.
- 4.3.19. The Norfolk Strategic Planning Framework sets out that all Norfolk Authorities agree to engage with the telecommunications industry to produce shared guidance on the location of base and booster stations for the 5G Network. Further to this, the Norfolk Strategic Planning Member Forum has set up an officer group with the support of Mobile UK, to explore how to improve digital roll-out in Norfolk. This group is focused on setting out what operators and Norfolk's districts need to do to improve digital connectivity.

## 5G Rollout

- 4.3.20. 5G will use a wide range of frequency bands, such as 700MHz, 3.4GHz and 30GHz. The higher frequencies of 5G will have a shorter range and achieving the levels of network capacity (where there is a very high volume of network traffic) will increasingly rely on smaller cells, situated nearer to the ground on lampposts and other street furniture, in addition to rooftop and ground-based masts.
- 4.3.21. Whilst more base stations will be required, Mobile Network Operators will use Multi-Input and Multiple-Output (MIMO) technology which can be rolled out on existing infrastructure where possible. The initial phase will be strengthening the existing infrastructure, then densification for major areas using small high frequency cells which will be rollout out in areas with high demand. The rollout of 5G commercially is expected to commence in 2020, and take several years to complete. Getting high quality 5G infrastructure rolled out across Norfolk will be important to delivering the vision of the Norfolk Strategic Planning Framework.
- 4.3.22. Mobile operator investment in mobile coverage is ongoing around the UK. In addition, Ofcom is currently consulting on the 2020 auction of further spectrum licences (in 700MHz and 3.8GHz bands). It is expected that further coverage obligations for rural coverage will be attached to the new licences. It is very important that Norfolk is well positioned to take advantage of the new rural coverage obligations and also for 5G rollout (which is expected to occur initially in urban areas, where the capacity need is greatest.)
- 4.3.23. Mobile networks are integrated entities made up of cell sites, switches, and backhaul. Backhaul is the cables that link up the cell sites to the switches that transmit data quickly around the network. Making Norfolk ready for 5G also means making it easier to roll out full-fibre connections underground. This ties in with the £8 funding bid to upgrade 372 sites across Norfolk.
- 4.3.24. Extending 4G coverage and meeting the scale of the 5G and digital roll-out challenge will require a considerably more joined-up approach than is currently the case. This means a complete alignment of Norfolk's local authorities and operators around a shared goal to improve digital connectivity, focused on meeting the specific challenges of rolling out 5G. The North Norfolk Draft Local Plan policy will support the installation of the necessary "local" infrastructure such as base stations and transmitters. However, care will need to be taken to ensure that new



telecommunications equipment is sited and located sensitively in respect of the public realm, street-scene, historic environment and wider landscapes.

### **Telecoms Summary**

Projects such as Better Broadband for Norfolk have increased the coverage of superfast broadband across the County, with 92% of properties having access to fast broadband.

The Norfolk Authorities have, through the Norfolk Strategic Planning Framework, have agreed to engage with the telecommunications industry to produce shared guidance on the location of base and booster stations for the 5G Network.

The revised NPPF (para 112) highlights the importance of reliable communications infrastructure in economic growth and social well-being and requires policies to set out how high quality digital infrastructure is expected to be delivered, authorities will engage proactively with broadband and mobile network providers to better encourage the rollout of new infrastructure at the pre-application stage of major residential and commercial planning applications, as well as through consultations on the Draft Local Plan.

The Draft Local Plan requires *high-speed broadband* (FTTP) to be delivered as part of new developments and look to include the promotion of FTTP to smaller sites. The Draft Local Plan also requires that new development should ensure that the need and demand for *mobile telecommunications* resulting from the development has been considered and take pro-active steps in engaging with service and infrastructure providers to ensure that there is mobile internet connectivity or coverage in the development's location.

## 4.4 Transport

### Strategic Transport improvements

4.4.1. Recent and planned improvements to strategic road connections in wider Norfolk, such as the dualling of the A11, dualling of sections of the A47, the Norwich Norfolk Distributor Road and the Long Stratton Bypass as well as improvements via the East Anglia rail franchise will improve strategic connectivity to north Norfolk.

4.4.2. The transport policies which cover North Norfolk are set out in the County Council's Local Transport Plan 2011-2026 (April 2011), which is currently under review. This, with the Connecting Norfolk document, sets out the priorities to maintain higher status roads, enhance the community role and add better value. The Norfolk Transport Asset Management Plan<sup>16</sup> sets out the priorities and delivering value for money in highways maintenance regimes.

4.4.3. The Norfolk and Suffolk Local Transport Body, a sub-group of the LEP and made up of representatives of the LEP and Norfolk and Suffolk County Councils has been established to manage and make decisions on major schemes in the transport programme. The County Council maintains a pipeline of infrastructure projects in the Norfolk. Those identified in north Norfolk include:

- A148/ B1105 Fakenham Junction Improvement
- B1105 Egmere Business Zone Access
- B1146/C550 Hempton Junction Improvements
- Bacton Walcott landscaping scheme
- Egmere Sustainable Transport Package
- Former General Trailers Site, North Walsham - infrastructure (surface water drainage) works necessary to unlock approximately 2 ha's of employment land
- Hoveton Network Management
- North Walsham formerly HLF foods site
- North Walsham Rail Bridges
- North Walsham Transport Interchange
- Wells Maltings Project

4.4.4. The Highway Authority has limited capital programmes for smaller highway improvement schemes. Such schemes comprise any change to the highway layout, as opposed to maintenance which is maintaining the highway as it already exists. Highway and transport improvements could include:

- New sections of footway;
- cycling infrastructure;
- bus shelter grants to Parish Councils;
- dropped kerbs for disabled accessibility;
- new traffic signs;
- traffic calming;
- speed limits and other traffic regulation orders;

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<sup>16</sup> Norfolk County Council (2018) Transport Asset Management Plan [Online] <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/roads-and-travel-policies/transport-asset-management-plan> [Accessed 25/04/2019]

- road widening; creation of passing places;
- bitmac surfacing to unbound stone surfaces;
- new street lighting schemes;
- pedestrian crossings;
- junction visibility improvements;
- junction improvements; and
- handrails, pedestrian guardrail and other safety bar.

4.4.5. The County Council have initiated a Market Town Network Improvement Strategy for the market towns in Norfolk which will identify the most effective transport improvements to support future planned growth and help address transport issues such as congestion, enhancements to safety and access to public transport. It is intended that the studies will support the economy of the area by helping to prioritise proposed schemes, assist with growth assumptions and influence potential funding opportunities in the future and ultimately facilitate planned housing and employment growth in these towns and villages.

4.4.6. North Walsham has been identified as a town in the first tranche of studies which will examine transport problems, identify future growth plans and the transport implications of this growth and develop an implementation plan. The budget for each study is £20,000 and any output from this study will inform the production of the Infrastructure Delivery Plan.

#### The Northern Distributor Road

4.4.7. Outside the district, the Norwich Northern Distributor Road (NDR) was started in 2016 and completed in 2018, provides a 20km dual carriageway link between the A47 at Postwick via the A140 at Norwich Airport to the A1067 Fakenham Road. The NDR supports the delivery of the Norwich Area Transportation Strategy, allowing the development of Bus Rapid Transit and facilities for cyclists and pedestrians. Connectivity to Norwich, Norwich Airport and the wider trunk road network will improve for much of the district when the road is opened. Norfolk County Council has also committed to delivering the whole of the road including the western section from the A140 to the A1067 Fakenham Road.

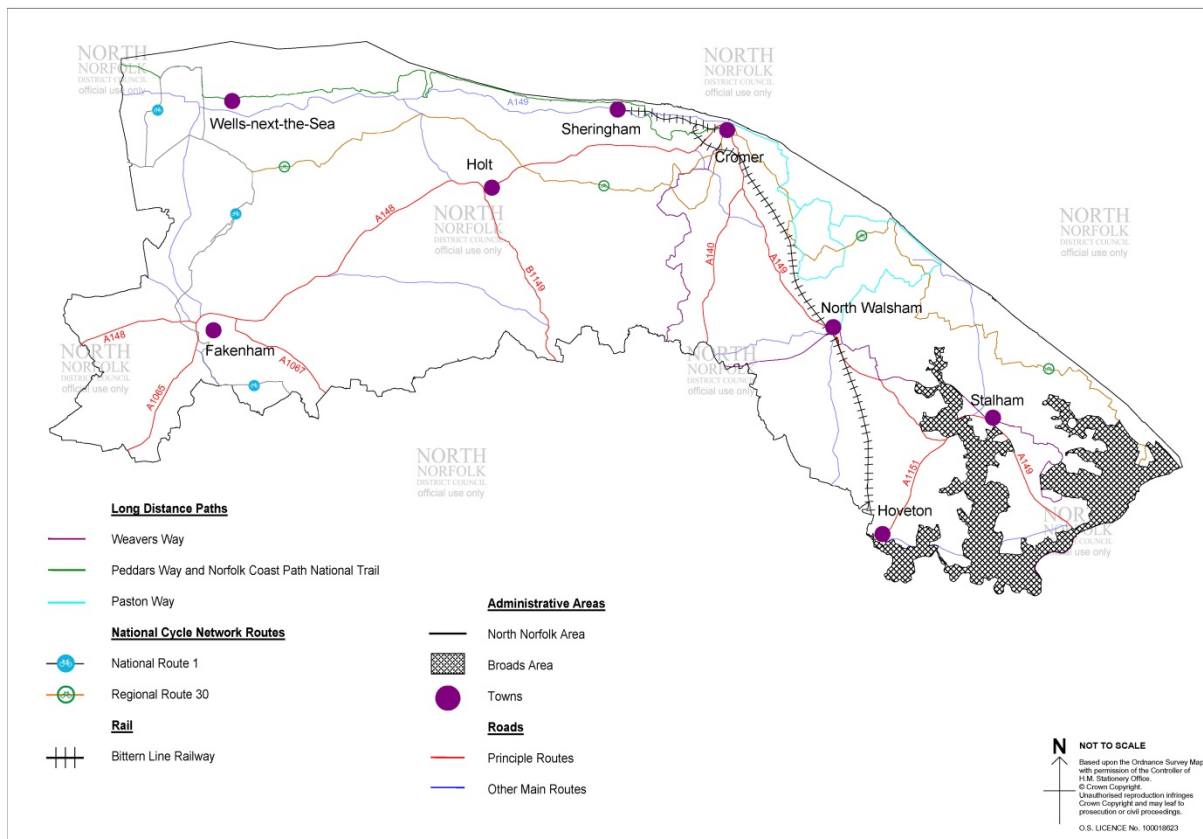
4.4.8. The NDR enables the development of the Broadland Growth Triangle, an area of development of some 7,000 dwellings to be delivered by 2026 as well as substantial levels of employment floorspace (50,000ms plus an allocation of 25ha). This development, to the south of the eastern part of the district, is likely to have a significant impact on the wider area providing increased numbers of more accessible jobs, services and facilities.

4.4.9. The following sections deal with each transport mode and the map below shows the transport networks in North Norfolk.

#### Transport within North Norfolk

4.4.10. North Norfolk is a relatively peripheral, rural district, with a low population density and an aging population. Much of the travel demand is seasonal, and tourism related. Of those who work, some 16% work from home (compared with 10% in England and Wales). Public transport use is limited (2% of commuting trips) but walking and cycling levels are similar to the national average.

4.4.11. The following map shows the main transport connections within North Norfolk.



## Roads

4.4.12. Where, as part of a development, it is proposed to construct a new estate road for residential, industrial or general purpose traffic the normal legal means by which the road becomes a public highway is via an agreement under Section 38 of the Highways Act 1980. Where a development requires works to be carried out on the existing adopted highway, an Agreement will need to be completed between the developer and the County Council under Section 278 of the Highways Act 1980.

4.4.13. There are no trunk roads in North Norfolk. Norfolk County Council is the Highway Authority for the area and the transport improvements are delivered via the Local Transport Plan for Norfolk. The Principal Primary Route Network in North Norfolk are:

- The A140, running from Norwich to Cromer;
- the A149, which links from Great Yarmouth in the east, North Walsham, Cromer and runs along the coast via Wells-next-the-Sea;
- the A148, linking Cromer to Fakenham and west to Kings Lynn and;
- the A1065 from Fakenham to Norwich.

The other non-primary principal roads are the A1067, A149, A1151, A1062 and the A1085.

4.4.14. Recent network improvements include the roundabout on A148/ Alymerton west of Cromer installed in early 2017. In addition, there has been access improvements in Wells with the development of a new carpark and access away from the Quay/ Beach road off the B1105.

4.4.15. Analysis of traffic data from the Department for Transport shows that since 2000, traffic increased significantly to 2007 when there was a decline following the

financial crisis. Since then there has been limited growth. There is considerable variation in the data across the district with more growth seen in the Fakenham area than the east of the district. The heaviest traffic flows are through Wroxham A1151 and the A148 Fakenham Bypass. See **Appendix F**.

4.4.16. The Norfolk Strategic Framework Transport Constraints report<sup>17</sup> sets out an overview of the road constraints in the county and notes that there is generally poor connectivity, and high levels of congestion across the county. In relation to traffic conditions in the towns, the NSF notes that there are a number of market towns where the primary road network (the more important class of A road) passes through the urban area, notably those in north Norfolk include: Cromer, North Walsham, Wroxham/Hoveton, Sheringham and Wells-next-the-Sea.

4.4.17. The County Council also list the following junctions as congestion “hot-spots”:

- NN1 - A140 Norwich to Cromer and B1436 Thorpe and Felbrigg roads, Roughton
- NN2 - A148 / B1436 Felbrigg
- NN3 - Grammar School Road, North Walsham
- NN4 - Cromer Morrison’s Petrol Station, Prince of Wales Road
- NN5 - A148 / High Street,
- Hempton - A1065, B1146, C550
- BD4 - Hoveton A1151, Church Road and Station Road

4.4.18. In addition to those listed above, a series of consultation workshops with town councils were undertaken in 2016, which highlighted the following specific transport issues:

Cromer:

- Congestion hot-spot resulting from the A149 one-way system through the town.
- Insufficient parking, particularly at the east end of the town and increased pressure on residential parking.

Fakenham:

- A148/A1065 Sculthorpe “Shell Garage” roundabout on the Fakenham bypass congestion and delays at peak periods particularly in summer months when there is high volumes of tourist traffic entering and leaving North Norfolk.
- A148 / B1105 Wells Road junction, Fakenham bypass – congestion and delays at peak periods.
- Poor public transport provision to surrounding area.

Holt

- Congestion.

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<sup>17</sup> Norfolk County Council (2018) Norfolk Strategic Framework [Online] <https://norfolk.citizenspace.com/consultation/norfolk-strategic-framework/> [Accessed 23/04/2019]

- Poor public transport provision and car parking

#### Hoveton

- Congestion on A1151 on bridge and through Wroxham, which could become worse as a result of Norwich Growth Triangle development.

#### North Walsham:

- Traffic management issues and congestion.
- Constrained access to industrial estates and town centre, particularly for HGVs, and bridge restrictions.
- Requirement for a bus terminus/ interchange.

#### Sheringham:

- A148 / A1082 Holway Road, Sheringham – congestion and delays Staham
- Severance caused by A149 between town and Broads.
- Poor public transport, especially off-peak.
- Operation of mini roundabouts particularly in peak holiday season

#### Wells-Next-The-Sea

- Congestion, especially Beach Road (Seasonal)
- Lack of car parking

4.4.19. The proposed 95ha North Walsham Western Extension proposes a mixed use scheme of 1,800 dwellings, 7 ha of employment land and the delivery of a link road between Norwich Road and Cromer Road. The intention of this new link road is to alleviate the concerns raised through the workshops with the Town Councils in regard to the bridge restrictions through the town. The intention would be that traffic would no longer have to go through the town centre and could avoid these traffic hotspots. Detailed work on the link road will be progressed through future iterations of the Local Plan following consultation on the proposals.

## Proposals through the Local Plan

### Rail

4.4.20. Network Rail is the statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings, viaducts, car parks and development of services.

4.4.21. The district is served by the Bittern Line which links Sheringham, Cromer, North Walsham, Hoveton, and Worstead to Norwich and main line services. Network Rail provides the infrastructure and the trains are operated by Abellio

Greater Anglia. This provides a regular hourly service allowing people to commute to and from work. There are also two private railways: The Poppy Line linking Sheringham to the outskirts of Holt and the Wells to Walsingham Steam Railway, providing a predominantly tourist services.

4.4.22. Existing services on the Bittern Line are operated by Abellio Greater Anglia as part of the East Anglia franchise. Currently services operate every hour between Norwich and Sheringham. New rolling stock will be delivered across the whole of the franchise between 2018 and 2020. This should help to address quality issues with the rolling stock. Further capacity improvements are required to accommodate passenger demand and the county council has been pressing for services every half hour (rather than hourly). Sheringham station and platform is undergoing an upgrade (April 2019) in order to accommodate anticipated new rolling stock.

4.4.23. The table below shows patronage figures for the rail stations in North Norfolk in 2010/11 and 2016/17 and 2017/18 from the Office of Rail and Road<sup>18</sup>. The full data from 2010/11 onwards can be found in **Appendix G**. This shows that the busiest station is North Walsham and that there has been a general increase at most stations over the past 8 years, with the strongest growth at Worstead.

Station Name	2010/11 Entries & Exits	2016/17 Entries & Exits	2017/18 Entries & Exits	Change 2016-17 - 2017-18	Change 2010-11 - 2017-18
<b>Cromer</b>	178,778	201,300	204,582	1.6%	14%
<b>Gunton</b>	18,714	15,848	17,008	7.3%	-9%
<b>Hoveton &amp; Wroxham</b>	109,022	125,282	129,552	3.4%	19%
<b>North Walsham</b>	215,874	251,382	257,940	2.6%	19%
<b>Roughton Road</b>	13,306	15,998	16,846	5.3%	27%
<b>Sheringham</b>	183,970	209,952	221,480	5.5%	20%
<b>West Runton</b>	23,030	26,186	24,844	-5.1%	8%
<b>Worstead</b>	18,898	24,652	26,766	8.6%	42%

4.4.24. Broadland Business Park is a strategic employment site located to the north east of Norwich. The site is adjacent to the Bittern rail line, which runs from Norwich to Cromer. Work to establish the benefits of adding a new station at the Business Park site itself has been ongoing, led by Broadland District Council and Norfolk County Council. Evidence to date suggests a good business case although further

<sup>18</sup> Office of Road and Rail (2018) Estimates of Station Usage [Online] [https://orr.gov.uk/data/assets/excel\\_doc/0007/39967/estimates-of-station-usage-2017-18.xlsx](https://orr.gov.uk/data/assets/excel_doc/0007/39967/estimates-of-station-usage-2017-18.xlsx) [Accessed 23/04/2019]



development work needs to be undertaken alongside identification of the estimated £6.5m funding<sup>19</sup>.

### Bus and community transport

4.4.25. Bus services are relatively limited in the district, with Sanders Coaches<sup>20</sup>, Norfolk Green (Stagecoach) and CoastHopper providing the majority of services. Coasthopper provides an hourly service along the coast road from Kings Lynn to Cromer, with connecting services to Norwich through the wider Sanders coaches network. The coastal route is well used by locals and tourists. There are regular services between Cromer, Sheringham, Holt and Fakenham. However, off the main roads rural services are generally limited to daily and or weekly connections. Services to Norwich from some main towns especially in the west of the District are limited to one a day and not supportive for commuting purposes. Services from North Walsham and Hoveton link into Norwich on significantly higher frequencies. The only formal bus station in the district is Cromer with two departure bays, and a large covered bus shelter.

4.4.26. Community Transport schemes operate within the district included a Flexi bus service known as the 'poppybus' This provides weekly services to North Walsham, Stalham, Wroxham and Aylsham from the following villages Gimingham, Ridlington , Edingthorpe, Happisburgh , Happisburgh Common, Lessingham , Hempstead, Ingham, Eccles, Horsey and Waxham, Worstead and Sloley Tunstead Sea Palling , Hickling, Potter Heigham, Catfield and Ludham, Horning, Barton Turf and Neatishead, Swanton Abbott and Skeyton, Badersfield, East Ruston and Honing, Coltishall and Horstead, Buxton, Burgh, Brampton, and Tuttington.

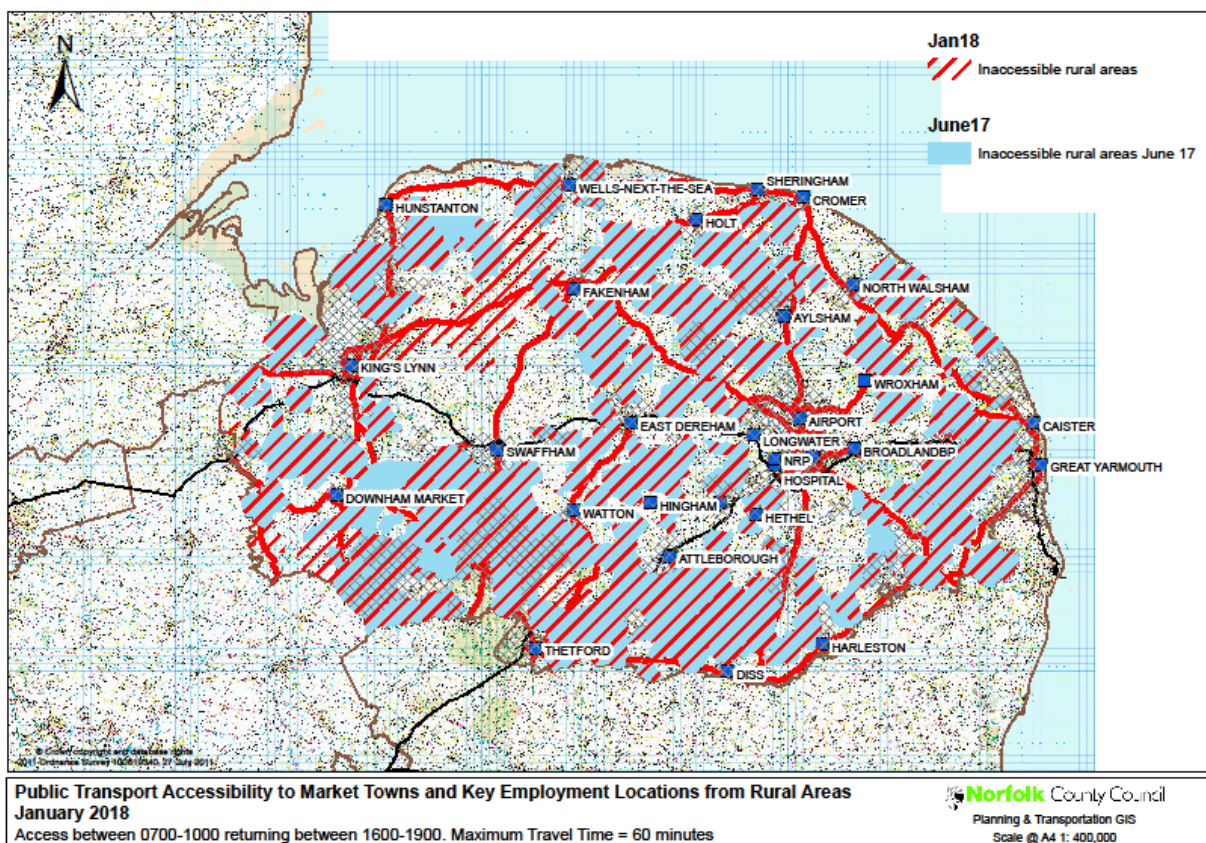
4.4.27. The following map, provided by Norfolk County Council illustrates the sustainability of the transport system in Norfolk.

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<sup>19</sup> Norfolk Infrastructure Delivery Plan (2018) [Online] <https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/business/norfolk-infrastructure-delivery-plan-2018-2028.pdf> [Accessed 23/04/2019]

<sup>20</sup> Sanders Coaches Ltd (2019) Bus times [Online] <https://www.sanderscoaches.com/times> [Accessed 23/04/2019]





## Walking and Cycling

4.3.25. Although walking and cycling are not transport choices for longer journeys, they provide both health and environmental benefits as well as playing an important role in the tourism offer for the District. The District's towns have relatively good levels for walking and cycling to work. Sustrans long-distance cycle routes cross the district (route 1 from and route 30)<sup>21</sup> form the Norfolk Coast Cycleway, which runs from Kings Lynn to Great Yarmouth.

4.3.26. There is an extensive Public Right of Way (PROW) network in the district and ensuring this links well into new development is an objective of the Green Infrastructure Project. There is one national trail in the district, the Norfolk Coast Path, which now runs along the coast from Hunstanton to Hopton on Sea. This provides an important tourism and economic benefit to the district.

4.3.27. The County Council's Norfolk Walking and Cycling Action Plan (2016)<sup>22</sup> identifies a potential cycling network for the county including a link along the coast from Wells via Cromer to Great Yarmouth, a link between Cromer and

<sup>21</sup> Norfolk County Council (2019) Norfolk Trails [Online] <https://maps.norfolk.gov.uk/trails/?tc=PRO/905> [Accessed 23/04/2019]

<sup>22</sup> Norfolk County Council (2016) Norfolk Cycling and Walking Action Plan [Online] [https://norfolk.citizenspace.com/consultation/norfolk-cycling-and-walking-action-plan/supporting\\_documents/Norfolk%20Cycling%20and%20Walking%20Action%20Plan\\_ALL\\_optimised\\_NORWICH%20MAP%20HIGHER%20%20FINAL.pdf](https://norfolk.citizenspace.com/consultation/norfolk-cycling-and-walking-action-plan/supporting_documents/Norfolk%20Cycling%20and%20Walking%20Action%20Plan_ALL_optimised_NORWICH%20MAP%20HIGHER%20%20FINAL.pdf) [Accessed 23/04/2019]

Alysham to Wroxham and proposed link between Hoveton and Wroxham to Potter Heigham, (the Three Rivers Way). A similar schematic map for long-distance walking routes also includes routes between Bacton and North Walsham (Paston Way) and North Walsham to Potter Heigham via Stalham. The Green Loop is a new trail for walkers and cyclists is made up of the Marriotts Way, the Bure Valley Path and a new path through the Growth Triangle between Norwich and Wroxham that has been provisionally called the Broadland Way. This will provide a circular route of about 50 miles linking Wroxham, Alysham and Norwich.

4.3.28. The NCC Action plan includes a list of projects, but no specific cycling or walking projects are listed for North Norfolk. In terms of PROW improvements, the document refers to extensions to and creating circular walks from the Norfolk Coastal Path, links with the Deep History Coast Project and links to the CoastHopper bus service.

4.3.29. The emerging Local Plan proposes a specific policy in regards to Green Infrastructure, which is supported by a Green Infrastructure Position Statement that will provide a detailed scheme for the provision and delivery of new green infrastructure and the mitigation and enhancement of existing green infrastructure and improve green infrastructure connectivity.

#### **Transport Summary**

North Norfolk is, predominantly, a rural area with limited public transport services covering the District. Existing public transport follows the main road network connecting the main towns and some service villages. Many of these connections are not suitable for commuting. Therefore, the District therefore has a high reliance on private vehicles, and creates accessibility issues for those without access to a car or unable to drive. Rural areas also suffer from an absence of footpaths in many areas, making walking a less acceptable mode and thus significant new development in rural areas would increase this car-dependency.

The road network is less congested than many other parts of Norfolk, but there are congestion hot-spots at particular locations, particularly during the summer holiday season. There is peak hour congestion in many of the District's Market Towns, and this is exacerbated by the absence of by-passes and the existing one-way systems in many of the towns. New development will require provision of junction improvements at a number of locations, depending on the scale of development. In North Walsham a longer term solution to traffic flows and limitations is through the construction of a new link road.

There is significant peak-hour overcrowding travelling into Norwich on the Bittern line service. The current lack of rail services to the Broadland Business Park and the wider Norwich Growth Triangle is of concern in terms of limiting access to jobs.

## 5. Environment and Green Infrastructure

### Flood Protection

- 5.1. Flood protection is the responsibility of a number of organisations. The Environment Agency is responsible for managing the risk of flooding from main rivers and regulating reservoirs. The Agency takes a strategic overview for all forms of flooding at national level, has developed a National Strategy for Flood and Coastal Erosion Risk Management (FCERM) to cover all forms of flooding and manages the working of the Regional Flood and Coastal Committees who take funding decisions.
- 5.2. Norfolk County Council as Lead Local Flood Authority is responsible for managing the following types of flooding:
- Surface water flooding – this includes flooding from rainfall run off from surfaces such as roads, roofs, and patios
  - Ordinary Watercourses – this includes drains which can be easily overwhelmed after heavy rain, but excludes main rivers that are managed by the Environment Agency.
  - Groundwater flooding – this includes flooding caused by heavy and sustained levels of rainfall capable of increasing the groundwater table.
- 5.3. Norfolk County Council is the Lead Local Flood Authority for the county. It must prepare a Local Flood Risk Management Strategy (LFRMS) and also required to:
- Manage the risk of flooding from surface water, groundwater and smaller watercourses
  - Investigate significant flood incidents
  - Maintain a register of significant drainage assets, and
  - Act as the approved body for adopting and maintaining Sustainable Drainage Systems (SUDs) on new developments
- 5.4. Water and Sewerage Companies manage the supply and quality of drinking water, as well as the disposal and treatment of sewage and, in urban areas, the disposal of surface water runoff from properties. Anglian Water is the Distribution Network Operator (DNO), covering North Norfolk District Council.
- 5.5. Internal drainage boards are responsible for ordinary watercourses within their boundaries. They manage an extensive network of drainage channels, pumps and sluices which combine to maintain low-lying, high-quality agricultural land, as well as managing water levels. IDBs operating in North Norfolk district include:
- .1. The North Norfolk Rivers Internal Drainage Board: River Wensum, River Bure, Scarrow Beck, Blackwater Beck, North Walsham and Dilham Canal and the River Stiffkey.
  - .2. The Broads Internal Drainage Board: Catchments managed by the IDB within the authority include the River Ant and Candle Dyke
- 5.6. Under the Water Framework Directive, a management plan must be produced for each river basin covering the catchment area that drains into a major river system. The Environment Agency published the Anglian River Basin Management Plan in 2015.<sup>23</sup> This document sets out the current state of the water environment,

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<sup>23</sup> Gov.uk (2016) Anglian River Basin District River Basin Management Plan [Online] <https://www.gov.uk/government/publications/anglian-river-basin-district-river-basin-management-plan> [Accessed 23/04/2019]

pressures on that environment and a programme of measures to achieve the objective of improving water quality. Within the Anglian River area, the Broadland Catchment Partnership (BCP) has been formed to work together for healthier water and wetlands in the wider area.

- 5.7. Parts of the district are in the Broads Authority. The Broads has benefited from the Broadland Flood Alleviation Project, which is a 20-year programme of flood defence within the tidal areas of the Rivers Yare, Bure, Waveney and their tributaries. Beginning in 2001, undertaken by Broadland Environmental Services Limited (BESL) on behalf of the Environment Agency, it has upgraded 235km of flood banks. The Broadland Futures Initiative is developing a strategy to combine the Broadland, Great Yarmouth and Eccles to Winterton area in a single long-term strategy to address the impact of sea level rise and climate change in the future.
- 5.8. Surface water flooding happens when the ground, drainage and water courses are not able to absorb heavy rainfall. In May 2013 NCC published part 1 of the Surface Water Management Plan and they are currently undertaking detailed assessment for North Norfolk, including Cromer, Sheringham and North Walsham.

## Strategic Flood Risk Assessment

- 5.9. A Level 1 Strategic Flood Risk Assessment has been prepared across the Norfolk local planning authorities by JBA consulting and was published in January 2018. Produced in close co-operation with the Environment Agency the study provides a comprehensive assessment of flood risk from all sources across North Norfolk, taking into account the latest flood risk information and current state of national policy. The study appraised flood risk from tidal, fluvial, surface water, and groundwater sources taking into account updated coastal modelling including the 2017 Anglian Coast modelling outputs, sea defences, fluvial hydraulic modelling and historical events.
- 5.10. The study provides the mapping outputs showing the extent of flooding including the impact of climate change on flood risk and the extent of functional flood plain 3b, as well as detailed consolidated advice around managing flood risk, guidance for developers including the requirements for site specific flood risk assessments, FRA's and general advice on the requirements and issues associated with Sustainable Drainage Systems (SuDs). The mapped fluvial and tidal outputs are the most up to date information available and will help inform the next iteration of the EA's Flood Risk for Planning (Rivers and Sea), in due course.
- 5.11. The study identifies that flooding in North Norfolk is predominantly a combination of fluvial and tidal flooding particularly in the Broads river system that lies to the east and south of the district. Significant rivers and their tributaries within the district that contribute towards flood risk include but are not limited to the: River Wensum, River Bure, River Stiffkey, River Glaven, the River Ant and River Thurne. Tidal flooding however remains the most significant hazard in the district. A summary of the Flood Risk in towns and villages is provided in the table below.

<b>Settlement</b>	<b>Fluvial /Tidal /Coastal Flood Risk</b>	<b>Surface Water Flood Risk</b>
Wells-next-the-Sea	Flood risk primarily driven by tidal/coastal influences. Residual risk should defences fail.  Tidal locking has potential to increase levels upstream not draining effectively during high tide.	Surface water flood risks, however, generally restricted to roadways and gardens.

Eccles on Sea, Lessingham and Ingham Corner	Flood risk primarily driven by tidal/coastal influences. Residual risk should defences fail. Tidal locking has potential to increase levels upstream not draining effectively during high tide.	Surface water flood risks, however, generally restricted to roadways, open spaces and gardens.
Sea Palling	Northern half of settlement in flood risk zone 3, with southern half in zone 2. Residual risk should defences fail. Tidal locking has potential to increase levels upstream not draining effectively during high tide.	Predominantly isolated surface water ponding on roads, gardens and open space.
Hickling, Hickling Green, and Hickling Heath	Significant number of properties in Zone 2. Risk stems from fluvial and tidal influences in Broads river network.	Predominantly isolated surface water ponding on roads, gardens and open space.
Potter Heigham	Risk stems from fluvial and tidal influences associated with the River Thurne.	Predominantly isolated surface water ponding on roads, gardens and open space as well as floodplains of existing watercourses.
Horning	Risk associated with combination of fluvial and tidal influences along the River Bure.	Predominantly isolated surface water ponding on roads, gardens and open space.
Hoveton	Risk associated with combination of fluvial and tidal influences along the river Bure to the south of the settlement. Much of this area is zone 3. Tidal locking has potential to increase levels in the River Bure at Hoveton.	Predominantly isolated surface water ponding on roads, gardens and open space.
Fakenham	Fluvial flood risk stems from River Wensum and tributaries to south of settlement.	Predominantly isolated surface water ponding on roads, gardens and open space.
Mundelsey	Risk stems from fluvial influences of the Mundesley beck combining with the tidal forces of the North Sea.	Predominantly isolated surface water ponding on roads, gardens and open space.
North Walsham	Not show to be at risk of fluvial flooding but a number of un-named drains with potential to present a flood risk.	Predominantly pockets of water ponding on roads, gardens and other open spaces.
Cromer	Not show to be at risk of fluvial or tidal flooding due to presence of high cliffs, but unnamed drains to south of Cromwell Rd may present a flood risk	Predominantly pockets of water ponding on roads, gardens and other open spaces. 2011 PFRA identified Cromer as being one of the most at risk settlements from surface flooding in NNDC.
Sheringham	Not show to be at risk of fluvial flooding but a number of un-named drains with potential to present a flood risk.	Predominantly pockets of water ponding on roads, gardens and other open spaces. 2011 PFRA identified Sheringham as being one of the most at risk settlements from surface flooding in NNDC.
Walcott	Walcott itself is not located with a Flood Zone, but Zone 3a to west of settlement. Tidal surges have caused flooding in Walcott in 2007,2013 and 2017.	Surface water risks along B1159.
Bacton	Bacton is not shown to be at flood risk, but several un-named drains in vicinity of settlement have potential to present a flood risk.	Surface water risks from un-named drains and along Coast and Walcott Rds.
Witton and Ridlington	Not shown to be at flood risk, but several un-named drains in vicinity of settlement have potential to present a flood Risk	Surface water risks follows the unnamed drains in the area.

Source – Table 6.5 NNDC SFRA November 2018



- 5.12. The study identifies 38 dry islands across the District. These are areas of 0.5 hectares or greater in size, identified as being in Flood Zone 1 and completely surrounded by land which falls within Flood Zone 2 (i.e. the extreme 1 in 1,000-year extent). Dry islands can present specific hazards, primarily the provision of safe access and egress during a flood event. A site-specific Flood Risk Assessment may be required if a proposed development is located within a dry island. The identified dry islands are scattered across the district and affect predominantly rural communities. Further details can be found from the SFRA mapping.
- 5.13. Developers will need to work closely with the relevant risk management authorities to reduce flood risk from all sources through urban design, green infrastructure and the use of Sustainable Urban Drainage Systems (SuDs).

## Marine Planning and Coastal Management

- 5.14. The East Inshore and East Offshore Marine Plans cover the marine area from Flamborough Head in Yorkshire to Felixstowe in Suffolk. The plans set out a strategy and suite of policies to manage activities in the marine area over the period to 2034. The plans come up to the high water mark so there is a small overlap with the terrestrial planning system. Paragraph 254 looks at integration with the terrestrial planning system. Integrated Coastal Zone Management (ICZM) is recommended as a format for integrating with terrestrial planning<sup>24</sup>. This is re-iterated through Paragraph 166 of the National Planning Policy Framework (NPPF).
- 5.15. The North Norfolk coastline is susceptible to coastal erosion and flooding and the nature of coastal change and management measures will continue to impact on the district's coastal communities. Responsibility for the coast is split between the Environment Agency and the district under the Coast Protection Act 1949. The long term strategy for the coast is set out in the Shoreline Management Plan for Sub cell 3a and 3b. Development control guidance<sup>25</sup> sets out the current approach to planning in the areas at risk from coastal erosion. The impacts of coastal erosion are likely to be felt across the North Norfolk coastal frontage with consequences for beach access, tourism, community viability and infrastructure provision.
- 5.16. The Norfolk Strategic Framework Infrastructure Group published a report on Coastal Evidence (Flooding and Coastal Erosion)<sup>26</sup> which sets out the current policy position regarding and identifies schemes currently in the EA programme. The report notes that there is currently no funding mechanism for coastal adaptation.

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<sup>24</sup> Gov.uk (2015) East Inshore and East Offshore Marine Plans [Online] <https://www.gov.uk/government/publications/east-inshore-and-east-offshore-marine-plans> [Accessed 23/04/2019]

<sup>25</sup> North Norfolk District Council (2016) Coastal Erosion Development Control Guidance <https://www.north-norfolk.gov.uk/info/planning-policy/current-local-plan/coastal-erosion-development-control-guidance/> [Accessed 23/04/2019]

<sup>26</sup> Norfolk.Citizenspace.com (2017) Norfolk Strategic Framework Infrastructure Group: Flooding and Coastal Erosion [Online] [https://norfolk.citizenspace.com/consultation/norfolk-strategic-framework/supporting\\_documents/Infrastructure%20Group%20Coastal%20Paper%20DRAFT%20V7%201.docx](https://norfolk.citizenspace.com/consultation/norfolk-strategic-framework/supporting_documents/Infrastructure%20Group%20Coastal%20Paper%20DRAFT%20V7%201.docx) [Accessed 23/04/2019]

5.17. Further to this the Norfolk and Suffolk Coastal Authorities have signed a Statement of Common Ground (SofCG)<sup>27</sup> in regards to Coastal Zone Planning. The full text of the SofCG is set out in **Appendix F**. Within the SofCG all of the coastal authorities within Norfolk and Suffolk agree to work together on coastal planning issues to:

- a) Implement the principles of Integrated Coastal Zone Management;
- b) Develop shared **understanding** of coastal processes and the development planning implications of these;
- c) Share experience, **best practice** (including planning policies) and ideas for innovation;
- d) Use the adopted **Shoreline Management Plans** as a basis for development planning, recognising that defined areas may change in future and giving appropriate regard to emerging replacement Shoreline Management Plans, updated predictions of the impact of climate change or other relevant evidence;
- e) Acknowledge the importance of **coastal communities and their economies**, and foster their resilience, innovation and vitality;
- f) Recognise the need to **relocate or protect infrastructure** likely to be adversely affected by coastal change;
- g) Note the need for strategic policies on coastal change, in order to guide **neighbourhood planning**.
- h) Encourage development which is consistent with anticipated coastal change and its management, and facilitates **adaptation** by affected communities and industries.
- i) Consider adopting policies to facilitate **rollback and/or relocation**, potentially including local plan site allocations or facilitating 'enabling' development;
- j) Consider adopting policies which require the use of **risk assessments** to demonstrate that a development on the coast will be safe for its planned lifetime, without increasing risk to life or property, or requiring new or improved coastal defences; and
- k) Consider adopting policies that seek to ensure that new or replacement **coast protection schemes** are consistent with the relevant Shoreline Management Plan and minimise adverse impact on the environment or elsewhere on the coast.

5.18. In terms of major coastal infrastructure projects, stage 1 of the Cromer Coast Protection Scheme has recently been completed with stage 2 in preparation. The district now works as part of the coastal Partnership East, established in January 2016 to manage the coast in North Norfolk, Great Yarmouth, Waveney and Suffolk Coastal councils. Coastal Management schemes are funding through a range of funding mechanisms, including via the Environment Agency's Regional Flood and Coastal Committee (RFCC) for CERM Grant in Aid and Local Levy funding.

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<sup>27</sup> Norfolk.gov.uk (2018) Norfolk and Suffolk Coastal Authorities Statement of Common Ground: Coastal Zone Planning [Online] <https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/policy-performance-and-partnerships/partnerships/strategic-member-forum/nspmf-statement-of-common-ground-coastal-zone-planning-report-180712.pdf?la=en&hash=D7CB1469D47F452A86E49888588ACC3307B8B131> [Accessed 23/04/2019]

5.19. Schemes in North Norfolk currently in development developed from the Cromer to Winterton Ness Coastal Management Study (2013)<sup>28</sup> include:

- Bacton to Walcott Coastal Management Scheme<sup>29</sup> (£17.9m innovative “sandscaping” scheme as used in the Netherlands to deliver approximately 1.5million m3 of sand to build up the beach to provide natural protection to the coastline, particularly the Gas terminal)
- Mundseley Coastal Management Scheme<sup>30</sup> (£3m scheme to refurbish timber groynes and sea wall aprons, deck and scour protection above the sea wall and placement of rock armour to support groynes and sea wall)
- Weybourne to Cart Gap: removal of redundant coast defences
- Overstrand: coastal infrastructure

### Green Infrastructure and the Natural Environment

5.20. North Norfolk has a wide range of international and national nature conservation designations. Designated sites are those areas which are particularly important for their features, flora or fauna. Some are designated under the terms of international or European agreements such as the Ramsar convention and the EC Habitats Directive. Others are protected by national law such as SSSIs and National Nature Reserves. All are specially managed to protect and preserve those features for which they are particularly valued. Many of them are open to the public and bring in large amounts of income to the local economy through tourism.

Designation	No of sites	Area (ha)
<b>Ramsar Sites</b> International Ramsar convention	2 (Broadland and NN Coast)	6862
<b>Special Areas of Conservation (SACs)</b> Sites protected under the EC Habitats Directive	8	6807
<b>Special Protection Areas (SPAs)</b> EU Birds Directive Natura 2000	3	6886
<b>Sites of Special Scientific Interest (SSSIs)</b> National statutory protection under the Wildlife and Countryside Act 1981 as amended by the CROW Act 2000 and the NERC Act 2006	44	8066
National Nature Reserves (NNRs)	12 Ant Broads & Marshes, Blakeney, Bure Marshes, Calthorpe Broad, Hickling Broad, Holkham, How Hill, Ludham & Potter Heigham Marshes, Martham Broad, Paston Great Barn, Swanton Novers Wood, Winterton Dunes.	5491
<b>Local Nature Reserves (LNRs)</b> are designated for the benefit of both people and wildlife. Designated and controlled by Local Authorities in	5 Knapton Cutting, Wiveton Down, Hindringham Meadows, Felmingham	28

<sup>28</sup> North Norfolk District Council (2019) Find out more about the North Norfolk Coast [Online] <https://www.north-norfolk.gov.uk/tasks/coastal-management/find-out-more-about-the-north-norfolk-coast/> [Accessed 23/04/2019]

<sup>29</sup> North Norfolk District Council (2019) Bacton to Walcott Coastal Management [Online] <https://www.north-norfolk.gov.uk/tasks/coastal-management/bacton-to-walcott-coastal-management/> [Accessed 23/04/2019]

<sup>30</sup> North Norfolk District Council (2019) Mundesley Coastal Management Scheme [Online] <https://www.north-norfolk.gov.uk/tasks/coastal-management/mundesley-coastal-management-scheme/> [Accessed 23/04/2019]



consultation with Natural England,	Cutting and Southrepps Common.	
<b>County Wildlife Sites (CWSs)</b> Non-statutory, important for wildlife in a county context.	255	3099
<b>Roadside Nature Reserves (RNRs)</b> were established to protect and promote those road verges in Norfolk containing rare and scarce plant species designated by Norfolk County Council.	25	6090
County Geodiversity Sites (CGSs)	2 Rising Hill and Hempton Quarry	
Geodiversity Sites Norfolk Geodiversity Partnership	45	

Source: <http://www.nbis.org.uk/reports-publications> North Norfolk State of the Environment Update Report 2015

## Green Infrastructure

5.21. The NPPF defines green infrastructure (GI) as “a network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities”. Developers are required to contribute to green infrastructure in line with NPPF and local plan policies. The NPPF<sup>31</sup> requires that LPA’s set out the strategic approach in Local Plans, planning positively for the creation, protection and enhancement and management of networks of biodiversity and green infrastructure. For Green Infrastructure to be effective in meeting the needs arising from emerging growth pressures, it should form a connected and joined up network. Consequently, it needs to be delivered at all spatial scales from sub-regional to local neighbourhood levels, accommodating both accessible natural green spaces within local communities and much larger sites in the wider countryside.

5.22. The protection and development of strategic green infrastructure is necessary to meet needs arising from existing and emerging growth pressures. GI is a strategically planned and delivered network comprising the broadest range of high quality green spaces and other natural environmental features. It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and to underpin sustainability. In producing a strategy, it is first important to understand the existing provision as new GI can mitigate the impact on sensitive sites.

5.23. A Natural England report of June 2010<sup>32</sup> detailed the analysis of Accessible Natural Greenspace provision for Norfolk and mapped the county against the Accessible Natural Greenspace Standard (ANGSt). This revealed that for North Norfolk has a below Norfolk average proportion of households meeting all the ANGSt. The ANGSt (from the Nature Nearby Report) recommends that everyone should have one accessible natural greenspace of

- at least 2 hectares in size , no more than 300metres from home;
- at least one accessible 20 hectare site within 2 kilometres of home
- one accessible 100 hectare site within five km of home

<sup>31</sup> National Planning Policy Framework (NPPF) [Online]

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/779764/NPPF\\_Feb\\_2019\\_web.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf) [Accessed 23/04/2019]

<sup>32</sup>Natural England (2019) Accessible Natural Greenspace Standard (ANGSt) [Online]

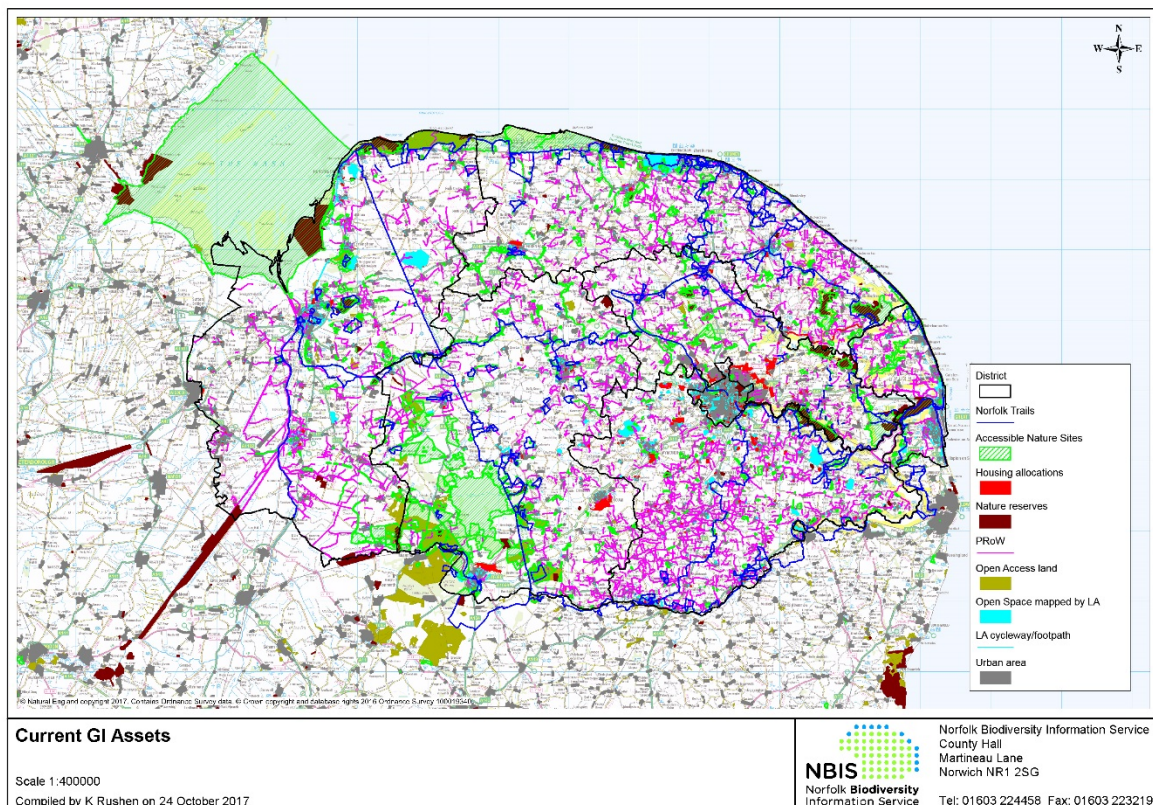
[http://webarchive.nationalarchives.gov.uk/20140605111422/http://www.naturalengland.org.uk/regions/east\\_of\\_england/ourwork/gi/accessiblenaturalgreenspacestandardangst.aspx](http://webarchive.nationalarchives.gov.uk/20140605111422/http://www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessiblenaturalgreenspacestandardangst.aspx) [Accessed 23/04/2019]

- one accessible 500 hectare site within 10km of home, plus
- a minimum of 1 hectare of statutory Local Nature Reserves per 1000 population.

The table below shows the ANGSt analysis results from 2010 for North Norfolk.

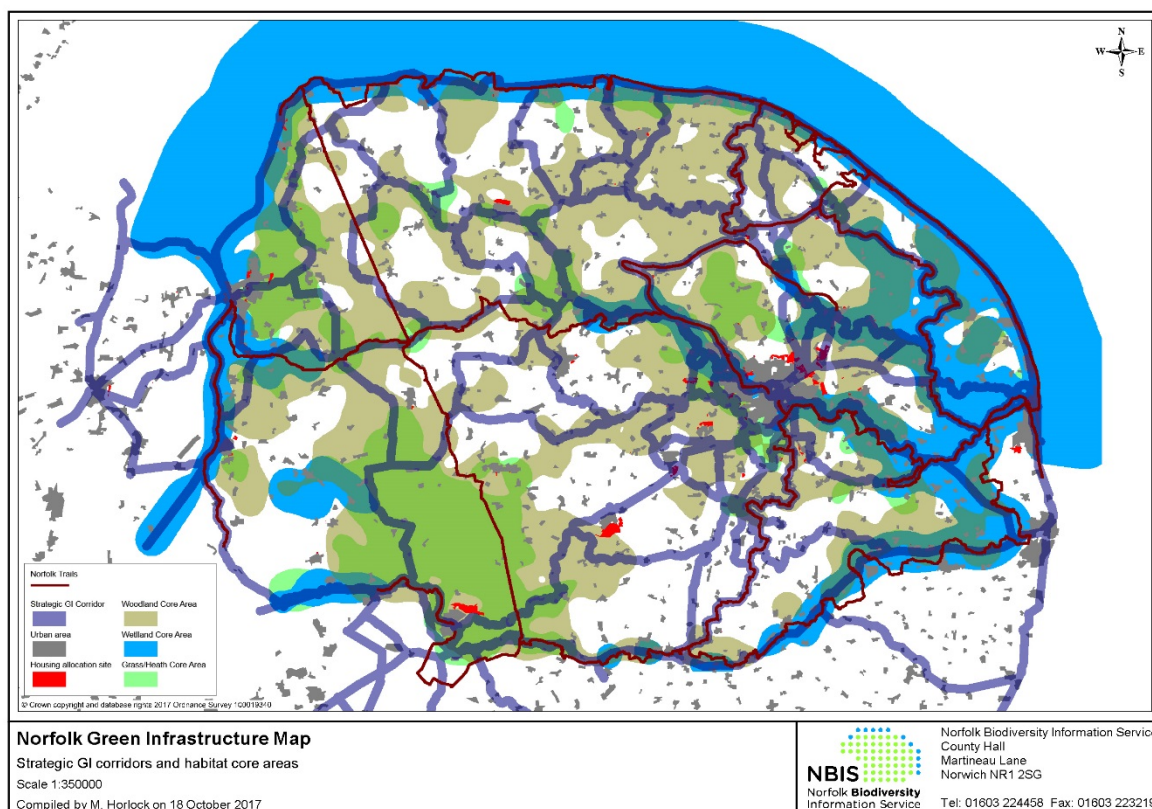
Planning Authority	No households	% of households					
		Within 300m of 2ha+ site	Within 2km of a 20ha+ site	Within 5km of a 100ha+ site	Within 10km of a 500ha+ site	Meeting all the ANGSt (%)	Meeting none of the ANGSt (%)
North Norfolk	53,811	14.6	52.8	59.4	5.8	1.3	25.8
Norfolk	407,153	18.1	48.9	36.2	16.1	3.2	29.7

The NSF has identified Norfolk’s current GIS assets which are shown in the map below



Source: NSF 2017 (based on adopted Core Strategy position)

5.24. As part of producing the NSF, preparation of a county-wide GI strategy for Norfolk has commenced, working with the Environment Agency, Natural England and the Norfolk Wildlife trust. This project has produced accessible public open space and Countryside Access Maps, Ecological Network Maps and identified possible Green Infrastructure Corridors throughout the county (the ‘GI network’). The map below shows the emerging early draft of the identified potential Green Infrastructure Corridors which will be developed further for inclusion in the Norfolk Green Infrastructure Strategy as set out in Agreement 22.



5.25. Since the strategic, infrastructure mapping project was undertaken by Norfolk County Council, further work has been undertaken by North Norfolk District Council. The Interim Green Infrastructure Position Statement, which accompanies the publication of the First Draft Plan (Part1) as Background Paper 5, sets out the GI enhancement opportunities across North Norfolk. The study focuses on three Major Growth Towns within the District (Cromer, Fakenham and North Walsham) and details the green infrastructure opportunities in each of these locations.

5.26. The interim overarching strategic objectives of the North Norfolk Green Infrastructure Approach and Position Statement are as follows:

- Green Infrastructure in North Norfolk will be a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
- The Green Infrastructure network will be protected and enhanced taking into account the unique characteristics of North Norfolk.
- Habitats will be created, connected and enhanced with particular focus on the sensitive and protected habitats.
- Green Infrastructure provision will take into account visitor pressures and the recreational impact of visitors on sensitive sites.
- Development Proposals will deliver benefits to the Green Infrastructure network including the provision of new green infrastructure.
- New green spaces and open spaces will be created as part of the network of green infrastructure taking into account the principles of the Open Space Study.
- The Trail network, public rights of way and access routes will be protected and enhanced including the provision of new routes and links, particularly in the west of the district, which is poorly served by access routes.

- Rights of way and access routes will be provided through attractive green corridors. Access routes will be available for walkers and cyclists and those with mobility challenges.

5.27. In relation to on site open space provision the Council is committed to ensuring that there are a wide range of high quality open spaces across the District and through development proposals will seek to reduce identified deficiencies, protect and enhance the quality of, and access to existing open space. A review of existing Amenity land of one type or another was undertaken by the Council in 2018. This included an assessment of play areas, sports ground and other important green spaces identified from the existing proposals map and also as nominated for review by Town and parish Councils. The First Draft Plan (part1) designates open land Areas, Education / Formal Recreation Areas and Local Green Space in the selected growth settlements and proposes a policy approach to these as well as non-designated sites. The Amenity Green Space Study assessment forms part of the evidence documents.

5.28. Following on from the Joint strategic work the Norfolk Authorities have jointly commissioned further work to inform a joint Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy. Collectively the Authorities are working with Norfolk County Council, Natural England and other relevant partner bodies through a Norfolk Strategic Planning Framework, NSPF. This study will form part of the evidence base for each Local Plan and provide the basis for future agreements through the Norfolk Strategic Planning Framework.

5.29. Accepting that there will be additional pressure on Natura 2000 sites from planned growth this commission therefore has two elements:

- The identification of new / enhancement opportunities for Green Infrastructure.
- A strategic approach to the mitigation of recreational pressures.

5.30. These two elements are clearly interrelated. An appropriate GI strategy for the county will need to identify opportunities for new open space and enhancements to existing as well as reviewing existing management of the Natura 2000. The aim of the study is to ensure sites making new opportunities to growth will likely reduce immediate pressures on the Natura 2000 sites.

5.31. The study is due to report in the summer 2019 and will form future iterations of the emerging Local Plan and opportunities for enhancement and provision of Green infrastructure throughout the District.



## Minerals, Waste and Recycling

- 5.32. The adopted Norfolk Core Strategy Minerals and Waste Development Management Policies and the adopted Norfolk Minerals and Waste Development Framework Mineral Site Specific Allocations set out a spatial vision for future mineral extraction and associated development and waste management facilities in Norfolk. A single Issue Silica Sand Review of the Norfolk Minerals Site Specific Allocations DPD was adopted by Norfolk County Council on 11 December 2017.
- 5.33. Existing mineral working sites include Hunworth Quarry and Beeston Regis. The minerals resources site allocations in North Norfolk are all for sand and gravel extraction and are:
- MIN 69: Land at Holt Road, Aylmerton
  - MIN 71: Land to the west of Norwich Road, Lodge Farm, Holt
  - MIN 84 – Land off Gibbet Lane, East Beckham
  - MIN 115 – Land at Lord Anson’s Wood, near North Walsham
- 5.34. The only land-fill site in north Norfolk was at Edgefield but this has now closed. There is a new extraction site outside Sheringham on the A148.
- 5.35. The NPPG notes that driving waste up the Waste Hierarchy is an integral part of the national waste management plan for England and national planning policy for waste. All local planning authorities must have regard to the Plan and national policy in preparing their Local Plans. National waste planning policy is capable of being a material consideration in decisions on planning applications for waste management facilities.
- 5.36. Waste recycling facilities, run by Norfolk County Council exist at Hempton (near Fakenham), Sheringham, Well-next-the-Sea and Worstead. All non-recyclable waste from the district is transported out of the district. The County Council as part of its Planning Obligations Standards may require contributions to Household Waste Recycling Services to deal with the cumulative impact of development.

### **Environment Summary**

North Norfolk has a wealth of environmental assets which must be protected and enhanced. The district faces a number of environmental challenges in the future, including coastal erosion and flood risk. Of particular concern are the current lack of mechanisms and funding arrangements to address coastal adaptation.

## 6. Social Infrastructure

### Education

6.1. Norfolk County Council has a statutory duty to ensure there are sufficient places for all children aged 4 to 16 in the county. Additionally, all three and four-year-old children are currently entitled to 15 hours funded part-time nursery education and for eligible children an additional 15 hours can be claimed. The County Council has a statutory responsibility to ensure a sufficient supply of pre-school places. The responsibility for the planning and funding of post-16 education rests with the Education Funding Agency (EFA). The County Council is now a commissioner of new schools, setting out the characteristics of a school needed for a new community which will all be Free Schools, although these can be approved by the Secretary of State.

6.2. There are 49 Primary schools (including infants and junior and special schools) and 7 secondary schools in North Norfolk. There are a number of small rural schools; 23 of the primary schools have less than 100 pupils on roll. The table below lists the schools in North Norfolk, with the recorded number on roll and a view from Norfolk County Council Children's Services as to the likely capacity issues taking into consideration known and future commitments. It must be noted that this is a snapshot in time and is correct as at January 2019.

<b>Capacity of North Norfolk Schools (January 2019) Norfolk County Council</b>						
SCHOOL	Status	Age Range	No on roll (Jan19)	Planned admission no 2018/19	Capacity issues NCC comments	New School Site required with Local Plan Growth?
<b>AYLSHAM HIGH SCHOOL AREA</b>						
Aldborough Primary School	Foundation	4-11	124	20	Spare capacity	
Colby Primary School	Community	4-11	138	20	Limited spare capacity	
Erpingham VC Primary School	Voluntary Controlled	4-11	54	8	Limited spare capacity	
<b>CROMER HIGH SCHOOL AREA</b>						Consideration for new primary phase facilities.
Cromer Academy	Academy	11-16	587	144	Spare capacity	
Cromer Junior School	Community	7-11	271	75	Spare Capacity	
Northrepps Primary School	Community	4-11	31	10	Spare capacity	
Suffield Park Infant & Nursery School	Community	3-7	157	90	Spare capacity	
Overstrand, The Belfry, CE VA Primary School	Voluntary Aided	4-11	135	24	Spare capacity	
St. Mary's (Endowed) VA CE Primary School, Roughton	Voluntary Aided	4-11	81	14	Limited spare capacity	
Gresham Village School	Academy	3-11	119	20	Spare capacity	
<b>FAKENHAM HIGH SCHOOL AREA</b>						<b>New Primary phase</b>
<b>school in response</b>						To housing.
Fakenham Academy	Academy	11-18	781	150	Spare capacity	
Fakenham Junior School	Academy	7-11	311	90	Limited spare capacity	

Little Snoring Community Primary Academy	Academy	4-11	70	13	Limited spare capacity	
Blenheim Park Academy	Academy	4-11	80	22	Spare capacity	
Fakenham Infant & Nursery School	Academy	3-7	234	90	Limited spare capacity	
Astley Primary School, Briston	Academy	4-11	220	30	Spare Capacity	
West Raynham Church of England Primary Academy	Academy	4-11	39	10	Spare capacity	
Stibbard All Saints CE VA Primary School	Voluntary Aided	4-11	193	26	No spare capacity	
Sculthorpe CE Primary Academy	Academy	4-11	55	9	Limited spare capacity	
<b>BROADLAND HIGH SCHOOL AREA – expansion plans for both Broadland High School and St John’s, Hoveton.</b>						
Broadland High Ormiston Academy	Academy	11-16	701	140	Spare capacity once expansion takes place	
Horning Community Primary School	Community	4-11	58	10	Spare capacity	
Tunstead Primary School	Community	4-11	103	15	No Spare capacity	
St. John's Community Primary School, Hoveton	Community	3-11	192	30	Limited Spare capacity but school has expansion plans.	
Neatishead VC Primary School	VC	4-11	41	7	Spare capacity	
<b>NORTH WALSHAM HIGH SCHOOL AREA</b>						Potential new school site to be considered depending on scale of growth in area.
North Walsham High School	Community	11-16	682	190	Spare capacity	
Antingham & Southrepps Primary School	Academy	4-11	52	16	Spare capacity	
Bacton Primary School	Community	4-11	72	15	Spare capacity	
Mundesley Infant School	Community	4-7	99	40	Spare capacity	
North Walsham Infant School & Nursery	Academy	3-7	249	90	Limited spare capacity	
Millfield Primary School, North Walsham	Community	4-11	275	56	Spare capacity	
Swanton Abbott Community Primary School	Community	4-11	105	15	No spare capacity	
Mundesley Junior School	Community	7-11	112	40	Spare capacity	
North Walsham Junior School	Academy	7-11	297	75	Limited spare capacity	
Worstead Church of England Primary School	Voluntary Controlled	4-11	108	15	No spare capacity	
<b>REEPHAM HIGH SCHOOL AREA</b>						
Corpusty Primary School	Academy	4-11	82	15	Spare capacity	
<b>SHERINGHAM HIGH SCHOOL AREA</b>						

Sheringham High School	Academy	11-18	712	134	Limited spare capacity	
Holt Community Primary School	Community	4-11	182	30	Limited spare capacity	Site to re-locate existing primary school required.
Kelling CE Primary School	Voluntary Aided	4-11	56	14	Spare capacity	
Sheringham Community Primary School & Nursery	Community	3-11	544	90	Spare capacity	
<b>STALHAM HIGH SCHOOL AREA</b>						
Stalham High School	Academy	11-16	344	120	Spare capacity	
Ludham Primary School and Nursery	Community	3-11	99	15	Limited spare capacity	
Stalham Community Infant and Pre School	Community	3-7	87	30	No spare capacity	
Stalham Academy School	Academy	7-11	247	90	Spare capacity	
East Ruston Infant and Pre School	Community	3-7	33	15	Spare capacity	
Happisburgh CE VA Primary and Early Years School	Voluntary Aided	4-11	99	16	Limited spare capacity	
Hickling CE VC School	Voluntary Controlled	4-7	16	15	Spare capacity	
Sutton CE VC School	Voluntary Controlled	4-7	58	25	Spare capacity	
Catfield VC CE Primary School	Voluntary Controlled	4-11	64	11	Spare capacity	
<b>WELLS HIGH SCHOOL AREA</b>						
Alderman Peel High School	Academy	11-16	501	105	Limited spare capacity	
Langham Village School	Community	5-11	90	15	No spare capacity	
Walsingham CE VA Primary School	Voluntary Aided	5-11	33	8	Spare capacity	
Wells-next-the-Sea Primary & Nursery School	Academy	3-11	201	30	No spare capacity	
Hindringham CE VC Primary School	Voluntary Controlled	5-11	28	10	Spare capacity	
Blakeney CE VA Primary School	Voluntary Aided	5-11	43	10	Spare capacity	

6.3. Overall, Norfolk's school population is expected to grow in the next 10-15 years. The secondary sector is currently experiencing an increase in numbers with larger cohorts now leaving the primary sector. This is being seen particularly in the more populated areas.

6.4. In relation to the local plan proposed housing numbers and spatial strategy, the table above gives the current capacity status of schools in North Norfolk. As shown, while there is limited capacity in many schools, the only areas where the proposed housing development suggests the potential need for a new school and/or the relocation of an existing school are in Cromer, Holt and North Walsham. It must be noted that these figures are indicative and are based on Norfolk County Council predictive modelling and are updated on an annual basis.



## Fakenham

- 6.5. In recent years, the Transforming Education in Norfolk (TEN) group (a multi-academy trust) has rationalised the Fakenham Academy on one site with a new £750,000 6<sup>th</sup> form facility. The adopted Site Specific Proposals DPD allocated land north of Rudham Stile Lane for 950 dwellings and this includes proposals for a new 2 Form Entry Primary School, including the transfer of 2ha of land. As part of the current planning application on the site (PO/17/0680), Norfolk County Council consider that a site of 2.5ha needs to be safeguarded in the event that any future school needs expanding to a three form entry school.
- 6.6. There is sufficient capacity at the high school for development in the existing Core Strategy and future planned growth.

## Cromer

- 6.7. Norfolk County Council Education Authority has indicated the potential need for a new primary school site as residential development in the Town is likely to put pressure on existing local schools. A 2ha site would be required.
- 6.8. Proposed allocation Land at Runton Road / Clifton Park (C10/1) proposes two hectares of land and a potential reserve site for future expansion. The Education Authority has expressed a preference for this site for education provision as the catchment area could then serve East and West Runton and bring related benefits to the wider town.

## Holt

- 6.9. Holt does not have a secondary school and there is limited capacity at the existing primary school in the town. The Education Authority has indicated that the scale of already planned growth in the town will require additional primary school capacity and has also concluded that the existing primary school, which operates from a split site, is not regarded as suitable for school expansion. A replacement larger primary school with capacity to expand in future years is the preferred approach and this should be located within, or close to, the residential areas of the town which it would serve. The precise date for delivery of a new school remains to be determined as this would largely depend on future development rates and the take up of new homes by families with primary school age children.
- 6.10. The Education Authority's preferred option is through the proposed allocation, Land South of Beresford Road (HO4). The proposed allocation proposes to reserve two hectares of land for a new two-form entry school in Holt.

## North Walsham

- 6.11. Although there is current capacity at primary schools in North Walsham, the growth levels proposed in the emerging local plan will necessitate the provision of a new primary school. The proposed allocation, the North Walsham Western Extension (NW62) sets out that a new primary school would be required as part of the proposal. The exact location of the school within the site has not yet been determined and would be influenced by catchment areas the suitability of sustainable connections. Further consideration to this will be given through the proposed master planning approach in the subsequent stages of the development of the emerging Local Plan.

## Hoveton

- 6.12. Although limited growth is proposed in Hoveton through the emerging Local Plan, and it is demonstrated that with the proposed expansion Broadland High Ormiston Academy School is sufficient to meet this future demand. However, it also must be noted that the Norwich Joint Core Strategy proposed significant growth within the Thorpe St. Andrew Growth Triangle and that some of this growth would fall within the catchment of the Broadland High Ormiston Academy School. The Growth Triangle Area Action Plan<sup>33</sup>, adopted in 2016, sets out that as part of the planned growth in housing there will be a need for a new high school, which will serve the Growth Triangle as a whole. Close consideration of this will be given through the Duty to Co-operate.

## Across the District

- 6.13. In addition to the requirements for new school sites, provision for school places is provided via the Norfolk Planning Obligations Standards for education. The Norfolk Strategic Framework (NSF) agreement 21 supports the implementation of Norfolk County Council's Planning Obligations as a means of justifying any s106 payments needed to mitigate the impact of housing growth.

### **Education Summary**

The County Council assessment of current school capacity and the likely requirements for new schools as a result of new development proposed in the Local plan indicates the potential need for new primary schools in Cromer, Holt and North Walsham. Land is proposed for the purpose of supporting this need through the emerging Local Plan. This is in addition to the school site that is currently being sought in Fakenham through the existing planning application.

Elsewhere in the District, school places are provided/funded through Section 106 agreements between developers, Norfolk County Council and North Norfolk District Council based on the Norfolk Planning Obligations Standards for education.

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<sup>33</sup> Broadland Council (2016) Growth Triangle Area Action Plan [Online]  
[https://www.broadland.gov.uk/download/downloads/id/1143/growth\\_triangle\\_area\\_action\\_plan\\_adopted\\_july\\_2016.pdf](https://www.broadland.gov.uk/download/downloads/id/1143/growth_triangle_area_action_plan_adopted_july_2016.pdf) [Accessed 23/04/2019]

## Health

- 6.14. New development and an aging population place additional burdens on health care facilities. The Health Profile for North Norfolk 2018<sup>34</sup> notes that life expectancy is higher than the England average for both men and women. North Norfolk's aging population will have significant impacts on the need for particular housing, transport and service delivery solutions. Further, the life expectancy gap between men and women is closing which may later affect the size of older person households over time. Since the creation of the NHS in 1948 it has constantly adapted and must continue to do so to reflect as our district and health needs change. As life expectancy increases there are more people with chronic conditions such as heart failure and arthritis and these changes in health and the need to promote healthy lifestyles need to be taken into account when planning for new development. It is recognised that greater collaboration between local planning authorities, health service organisations and public health agencies is required to plan for future growth and to promote health. In order to improve care there are also practical changes that the NHS can implement on how the NHS works, e.g. by making it easier to see a GP and reducing the diagnostic time for certain diseases such as cancer and offering access to services faster with people with mental health issues.
- 6.15. The Sub-national population projections show that North Norfolk has one of the highest over 65 populations as a proportion of total population and that this age cohort is growing rapidly. The 2014 (and 2016) subnational population statistics coupled with the 2014 household projections all show that North Norfolk has a significantly aging population. Each statistical data set shows that there will be a significant increase in both numbers and proportion of the population aged over 65 as well as households. Overall the 2014 sub national population forecasts project that the percentage of people aged over 65 will increase from 31.2% in 2014 to 39.4% by the end of the plan period, 2036 and remain the fastest growing age cohort. Conversely those of working age 20 – 65 are projected to significantly decrease by 2036, falling from 52,100, 50.6% of total population to 50,799, 44% of total population between 2014 and 2036.
- 6.16. NHS England sets the direction of the NHS, commissions the contracts for GPs, pharmacists, optometrists and dentists and supports local health services that are led by groups of GPs through North Norfolk Clinical Commissioning Group (CCG). CCGs plan and pay for local services such as hospitals and ambulance services.
- 6.17. In order to deliver the improvements above Fifteen health and care organisations came together in October 2015 to form the Norfolk and Waveney Health and Care Partnership (NWHCP). The Partnership are working together to prepare a Norfolk and Waveney [Sustainability and Transformation Plan](#)<sup>35</sup> ( NW STP) which reflects the move towards a more integrated care system and develop a programme to transform health and social care over the next five years called the *In Good Health Strategy*. It is recognised that collaboration between relevant

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<sup>34</sup> Gov.uk (2019) Local Authority Health Profiles 2018 [Online]

<https://www.gov.uk/government/statistics/local-authority-health-profiles-2018> [Accessed 17/04/2019]

<sup>35</sup> Sustainability and Transformation partnership <https://www.england.nhs.uk/integratedcare/stps/view-stps/norfolk-and-waveney/> [Accessed 27.04.19]

organisations offers the best chance to improve services and meet the needs of future growth and generations.

6.18. In November 2016, Norfolk County Council and the NHS published “*In Good Health: our proposals for changing health and social care in Norfolk and Waveney*”<sup>36</sup>. This document sets out how the two organisations are working together on key health issues in the area. The increasing and aging population, illnesses associated with more sedentary lifestyles, obesity, mental health issues, as well as funding challenges, staff shortages, all mean that there is a need to redesign health and social care and much of the focus is on increasing the range of services provided through GP surgeries.

6.19. The NW STP identifies five priorities as below and in December 2017 the Norfolk and Waveney STP published its Five year forward view implementation Plan<sup>37</sup>.

- Preventing illness and promoting well-being – supporting people to live longer, healthier lives by targeting lifestyle risk factors. Aligning community services with local authorities and the third sector, supporting people to live independently.
- Care closer to home – people living independently with better access to primary, and secondary care, as well as the third sector, thereby reducing demand on hospital and residential services.
- Integrated working across physical, social and mental health, delivering holistic care, improved patient experience and better outcomes. Services focusing on social care and mental health parity of esteem.
- Developing sustainable hospital services.
- Delivering cost-effective, high quality services within the funds available

#### Delivering Improvements

6.20. The responsibility for planning and purchasing healthcare services is now split between Clinical Care Groups (CCGs who control the majority of the NHS budget), and NHS England who commission primary care. Public Health England (PHE), an executive agency of the Department of Health also provides an advisory role to protect and improve the nation's health and to address health inequalities through local public health departments. In Norfolk this is part of Norfolk County Council. NHS Property Services manages NHS property on behalf of the Secretary of State for Health. Across Norfolk there are 5 CCG's. North Norfolk wholly falls under the direction of North Norfolk CCG. The Norfolk and Waveney Sustainable and Transformation Partnership, (STP) was established to provide an integrated system of leadership in the provision of health services. The STP works across all health and care sectors, including primary care, community care, acute hospitals, mental health,

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<sup>36</sup> Norfolk County Council (2016) *In Good Health: Our Proposals* [Online] <https://www.healthwatchnorfolk.co.uk/wp-content/uploads/2016/10/In-good-health-our-proposals-final.pdf> [Accessed 23/04/2019]

<sup>37</sup> NW STP Delivery Plan (online) <https://www.healthwatchnorfolk.co.uk/ingoodhealth/stp-reports-and-papers/> [accessed 27.04.19]

social care, district councils and the voluntary & community sectors. It has the brief of producing an estates strategy reflecting the needs of the whole of the health economy, including both providers and commissioners across Norfolk and Waveney.

- 6.21. Spatial planning can have a major positive impact on improving the environment in which people live or, if the health impacts of developments are not adequately considered, adversely impact on people's physical and mental health. The National Planning Policy Framework (NPPF) requires local planning authorities to ensure that health and wellbeing and the health infrastructure are considered in Local and Neighbourhood Plans and in planning decision making.
- 6.22. The Council is a signatory of the Joint Norfolk Health Protocol<sup>38</sup> which was first introduced in 2017 and subsequently updated December 2018. Developed through partnership working across the Norfolk Strategic Framework and relevant NHS organisations and Public Health agencies the Protocol is an engagement tool containing a documented process outlining the input and linking of relevant NHS organisations and Public Health agencies with local planning authorities for planning for housing growth and the health infrastructure required to serve that growth.
- 6.23. The objectives of the engagement protocol are:
- To establish a working relationship and set a protocol for engagement between Norfolk Local Planning Authorities (LPAs), and relevant health and social care partners, commissioning bodies and Norfolk County Council (NCC) Public Health;
  - To outline a process for obtaining robust and consistent health and social care and Public Health information to inform plan making and planning decisions;
  - To support appropriate health infrastructure, with technical input from appropriate public health, health and social care information teams;
  - To ensure that the principles of health and wellbeing are adequately considered in plan making and when evaluating and determining planning applications;
  - To establish a collective response to planning consultations from relevant health and social care partners and commissioning organisations through the appropriate mechanism;
  - To agree a defined threshold indicator for Planners to contact health and NCC Public Health for input into planning applications and spatial plans.
- 6.24. The protocol includes the following requirements:
- for the Council to consult with healthcare planning and commissioning bodies on applications for 50 homes or more and for those schemes including care homes, housing for the elderly, student accommodation and any proposals which would lead to the significant loss of public open space;

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<sup>38</sup> Available at <https://www.north-norfolk.gov.uk/documentlibrary>

- The submission of Health Impact Assessments, HIA by developers for larger scale housing development, currently 500 dwellings and above and;
- For all planning applications to be informed the Healthy Planning Checklist for Norfolk, which is available as Appendix 1 in the Health Protocol.

6.25. The Checklist is a practical tool to assist developers and their agents when preparing development proposals and local planning authorities in policy making and in the application process. It also provides a framework for Norfolk County Council Public Health when considering health and wellbeing impacts of development plans and planning applications.

### Health Infrastructure

6.26. The main A&E Hospitals for the District are the Norfolk & Norwich University Hospital (Norwich) which services the central part of the District, the Queen Elizabeth Hospital at Kings Lynn serving the west. Cromer hospital provides acute out-patients, day care services and has a minor injuries unit. For those in the east of the District the James Paget University Hospital is located outside the District in Gorleston on Sea outside Great Yarmouth.

6.27. There are five Clinical Commissioning Groups (CCGs) in Norfolk who are responsible for commissioning the majority of health services in its area. North Norfolk CCG covers all of North Norfolk administrative area and most of Broadland and is made up made up of 19 GP practices, of which 13 are in North Norfolk as shown in the table below. There is a working assumption by CCG's and NHS England that 1 doctor is required for every 1,800 population. The Council has liaised closely with the NN CCG in the preparation of this Position Statement and has provided the information below. The table shows that across the District Most GP surgeries are working at or near to capacity.

Practice Name	Actual List Size	Weighted List Size	Capacity	Potential Investment plans
Aldborough Surgery	3,426	3,828	No	
Birchwood Medical Practice, North Walsham	11,673	12,624	No	
Coltishall Medical Practice	8,817	9,513	No	
Cromer Group Practice	12,874	15,227	Potential	New build
Fakenham Medical Practice (with branch at Little Walsingham)	14,966	17,026	Potential	
Holt Medical Practice	14,005	17,494	No	
Hoveton & Wroxham	9,260	10,648	No	Extension and new build
Ludham & Stalham Green	5,755	7,271	No	
Mundesley Medical Centre (with branch at Bacton)	5,650	7,290	No	
Paston Surgery, North Walsham	6,720	7,421	No	Extension and new build
Sheringham Medical Practice	9,383	10,982	No	

The Staithe Surgery, Stalham	7,580	8,811	No	
Wells Health Centre	3,075	3,811	No	

Source: NNCCG Oct 2017

6.28. The district has benefitted in recent years from new medical centres at Hoveton, Fakenham, Holt and Cromer, which opened in 2018

6.29. The current Core strategy and emerging First Draft Local Plan(Part1) identifies designated Health and Social Care Campuses at Cromer (Cromer Hospital and Benjamin Court), Fakenham (Cramner House), Kelling, North Walsham (Rebecca House and Rose Meadow) and Wells-next-the-Sea. As part of the proposed policy SD6proposals that would result in the loss of of healthcare facilities will not be permitted on these sites unless the proposal enables the delivery of replacement facilities of equal or greater community benefit in the locality.

### Dentists

6.30. There are dental practices in Cromer Fakenham, Holt, North Walsham, Sheringham, Stalham, and Wells-next-the-Sea. The list of practices provided by the CCG is shown in the table below.

Dental Surgery Name	Town
Corner House Dental Practice	Cromer
Enslin Limited	Cromer
Corner House Dental Surgery	Cromer
Wensum Dental Practice	Fakenham
Brooklyn House Dental Surgery	Fakenham
Bridge Street Dental Surgery	Fakenham
<i>Holt Dental Practice</i>	<i>Holt</i>
<i>Wansbeck Dental Practice</i>	<i>Holt</i>
<i>Compass Clinic</i>	<i>High Kelling</i>
Oasis Dental Care North Walsham	North Walsham
Grovefield Dental Surgery	North Walsham
Carlton Lodge Dental Surgery	Sheringham
Station House Dental Surgery	Stalham
Compass Dental Clinic	Wells Next The Sea

Source: NNCCG Oct 2017 (and NNDC) NB: Holt was not included in NNCCG

### Pharmacies

6.31. There are 16 Pharmacies in the District as shown in the table below:

Pharmacy	Town
Boots	Cromer
Lloyds Pharmacy	Cromer
Cromer Pharmacy	Cromer
Well Fakenham - Holt Road	Fakenham



Fakenham Pharmacy	Fakenham
Boots	Holt
Reads Pharmacy	Hoveton
Roys Pharmacy (Wroxham Ltd)	Hoveton
Coastal Pharmacy	Mundesley-On-Sea
North Walsham Pharmacy	North Walsham
Well North Walsham - Market Place	North Walsham
Lloyds Pharmacy	Sheringham
Boots	Sheringham
Boots	Stalham
David Jagger Ltd	Wells-Next-The-Sea

Info correct as of April 2018

## Adult Social Care and an aging population

6.32. Local Government Association report Housing our Ageing Population<sup>39</sup> shows that forecasts suggest that 1 in 4 people by 2050 in the UK will be over 65 and that between 2008 and 2039 74% of household growth will be in households with someone aged 65 or over. It points to the lack of suitable age-friendly accommodation and notes that only 0.6% of people over 65 live in housing with care, much lower than other comparable countries.

6.33. North Norfolk had the largest proportion of people aged 65 and over in the Eastern Region (29%), the smallest proportion of people aged 19 and under (19%) and the smallest increase in under fives (4%). The proportion aged 65 and over was the third highest of all local authorities in England and Wales. The 2011 census showed that in North Norfolk 18% of households were one person households with a person over 65, compared with 12% in England. Population forecasts suggest that by 2036 the population will have increase by 11.6% from 2016. However, the proportion of the population over 65 will have increased from 33% to 46%. Moreover, the proportion of over 85 year olds will have increased by 110%. This suggests the need for a dramatic increase in age-friendly accommodation in north Norfolk.

6.34. The NSF notes that if sufficient Class C bed spaces are not provided in the future, these people will not vacate existing dwellings and the housing requirement may be higher. It notes that by 2036 the estimated need in Norfolk, if the proportion of people live in care homes remains static, is some 17,949 beds, this is 8,028 more beds than the current supply and is equivalent to 382 per year.

6.35. Norfolk County Council's report Norfolk Accommodation Needs of the Elderly 2016<sup>40</sup> show that between 2015 and 2036 there will be an increase of 67% of people aged 75 and over in north Norfolk. Current unmet care bed need in North Norfolk is not as acute as some other Norfolk authorities at 1,621 beds and only 4% of unmet needs. But by 2036 future unmet need could be some 1,179. In terms of specialist housing (including sheltered housing schemes, enhanced sheltered housing or

<sup>39</sup> Local Government Association (2017) Housing our Ageing Population [Online] [https://www.local.gov.uk/sites/default/files/documents/5.17%20-%20Housing%20our%20ageing%20population\\_07\\_0.pdf](https://www.local.gov.uk/sites/default/files/documents/5.17%20-%20Housing%20our%20ageing%20population_07_0.pdf) [Accessed 23/04/2019]

<sup>40</sup> Norfolk Accommodation Needs of the Elderly 2016



Housing with Care) the study estimates unmet needs of 2,302 for Sheltered housing units and 1,076 for Housing with Care/Enhanced Sheltered housing.

- 6.36. The living Longer, Living well Strategy<sup>41</sup> sets out the priority is for people to remain in their own homes, where possible. The Norfolk County Council Living Well Housing Strategy<sup>42</sup> sets out that the priority within Norfolk is to improve access to Extra Care accommodation (Housing with Care).
- 6.37. The County Council as part of its Planning Obligations Standards may require contributions to adult social care which is not a fixed charge but negotiated on a site by site basis and in the case of care homes or housing with care may be based on a land contribution.
- 6.38. The emerging Local Plan seeks to ensure that a proportion of all new homes are suitable, or easily adaptable for occupation by the elderly and infirm. However, the plan also seeks to meet the need as set out within the Norfolk Strategic Housing Market Assessment. This need is to be addressed primarily through a housing mix policy, which seeks specialist elderly /care provision of a minimum of 80 bed spaces on all application of more than 150 dwellings.

#### **Health and Social Care Summary**

There are clearly capacity constraints in the current health service provision in North Norfolk. The increasingly aging population will continue to place strain on the health and social care sectors and these are identified in the NSF Health Protocol. Planning for future health services is undertaken by the NHS and through the Sustainability and Transformation Plan. The council will work closely with partners to ensure health and social care services are provided to meet the needs arising from local plan development.

The emerging policies within the Local Plan seek to ensure that opportunities are maximised for both the ability to remain in one's own home and to provide further extra care bed spaces throughout the plan period.

## Community facilities

- 6.39. Community facilities exist in various forms across the district, such as village halls and church halls and larger facilities such as the Atrium in North Walsham. There may be occasions when it is appropriate for development to contribute towards community facilities but community facilities are not regarded as an absolute constraint on development.

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<sup>41</sup> Norfolk Older People's Strategic Partnership Board (2016) Living Longer Living Well <http://www.norfolkolderpeoplespartnership.co.uk/strategy2016-18.pdf> [Online] [Accessed 25/04/2019]

<sup>42</sup> Norfolk County Council (2018) Living Well: Homes for Norfolk [Online] <file:///C:/Users/James.Mann/Downloads/Extra%20care%20housing%20strategy.pdf> [Accessed 25/04/2019]

### Libraries

6.40. There are public libraries at Cromer, Holt, Fakenham, Mundseley, North Walsham, Sheringham, Stalham and Wells-next-the-Sea. The County Council as part of its Planning Obligations Standards requires contributions to the library service from proposals.

### Police, Ambulance and Fire Services

6.41. Policing is provided by Norfolk Constabulary. There are police stations at Cromer, Fakenham, Holt, Hoveton/Wroxham, North Walsham, Sheringham, Stalham and Wells. There are currently Safer Neighbourhood Teams in the areas of Cromer, Fakenham, Holt North Walsham, Sheringham and Stalham. The provision and neighbourhood priorities are shown in the table below.

Area and provision	Neighbourhood Priorities <sup>43</sup>
The <b>Cromer</b> team provides policing cover to 18 parishes around Cromer with 3 sergeants, 5 teams of patrol PCs, 1 beat managers and 3 PCSOs.	<ul style="list-style-type: none"> <li>• Speeding in Poppyland area</li> <li>• High-visibility patrols to target anti-social behaviour in the Poppyland area</li> </ul>
The <b>Fakenham</b> team covers Fakenham and 23 Parishes all within a large rural location.	<ul style="list-style-type: none"> <li>• Focus on Night Time Economy and drug use in Fakenham.</li> <li>• Increased patrols along the main roads around the area during the hours of darkness due to transient criminality</li> </ul>
The <b>Holt</b> Safer Neighbourhood Team covers Holt and 23 Parishes all within a large rural location.	<ul style="list-style-type: none"> <li>• Rural Crime incorporating fly tipping, hare coursing and oil/diesel thefts.</li> <li>• Officers will be engaging with the local youths.</li> </ul>
The <b>North Walsham</b> Safer Neighbourhood Team provides policing cover to 20 parishes around North Walsham with 2 sergeants, patrol PCs, two beat managers and 3 PCSOs.	<ul style="list-style-type: none"> <li>• To deal with issues of anti-social behaviour and littering at North Walsham Memorial Park</li> </ul>
The <b>Sheringham</b> SNT provides policing cover to 8 parishes around Sheringham with 1 beat manager and 3 PCSOs. Patrol officers based at Cromer provide cover for the area.	<ul style="list-style-type: none"> <li>• ASB at The Putting Green, Sheringham.</li> <li>• Parking issues at Station approach and Station loading bay.</li> <li>• Vehicle anti-social behaviour</li> </ul>

<sup>43</sup> Norfolk Police (2019) Your Area [Online] <https://www.norfolk.police.uk/your-area> [Accessed 17/04/2019]

<p>The <b>Stalham</b> SNT provides policing cover to 21 parishes around Stalham with 1 sergeant, patrol PCs, a beat manager and 3 PCSOs. Covering HMP Bure</p>	<ul style="list-style-type: none"> <li>• To carry out speed checks on and around The Street in Lessingham - reduce speeding and raise awareness of dangers</li> <li>• To combat reports of anti-social behaviour in Horning involving young people</li> </ul>
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6.42. Ambulance services are provided by the NHS East of England Ambulance service provides accident and emergency services and also provides non-emergency patient transport services to and from hospitals and treatment centres. Ambulance stations are in Cromer, Fakenham, North Walsham and Potter Heigham.

6.43. The Norfolk Fire and Rescue Service is provided by Norfolk County Council through the Norfolk Fire Authority. It is accountable to the communities committee for NCC. There are retained fire stations at Cromer, Fakenham, Holt, Hoveton/Wroxham, North Walsham, Sheringham, Stalham, and Wells.

6.44. The County Council as part of its Planning Obligations Standards expects developers to provide fire hydrants to the relevant water main at one hydrant per 50 dwellings and there is a standard charge per dwelling delivered through a planning condition. The location must be agreed with the Norfolk Fire Service.

## Sport and Leisure, cultural facilities and public art

### *Indoor Sport and Leisure*

6.45. Current sports facilities in the district are as follows:

<b>Indoor Facility</b>	<b>Location</b>
Main Sports Halls (4+ courts)	Cromer, Fakenham, Greshams, Holt, North Walsham Sheringham, Stalham.
Swimming Pools	Cromer High School, Fitness Express at Kelling Heath, Gresham's High School, Holt, Pinewood Leisure Club, Splash at Sheringham, Victory at North Walsham, Alderman Peel at Wells Broadland HS at Hoveton, Cromer Country Club, Links Country Park Hotel, Runtons, Rossis North Walsham
Studios	4 purpose built studios
Squash	4 venues, 11 courts

Indoor Tennis	No indoor tennis facilities
Indoor Cricket	8 clubs
Indoor bowls	2 purpose built facilities with 18 rinks

Source: NN District Indoor Leisure Facilities August 2015<sup>44</sup>

6.46. North Norfolk District Council commissioned Neil Allen Associates to undertake a needs assessment of Indoor Leisure Facilities in the district in 2015 looking forward to 2026. The report notes that although there will be an increase in the overall population, due to the age profile, the active population will only increase by 2- 3% by 2026. Consequently the nature of leisure facilities may change in the future. The report also notes the need for a number of existing facilities to work together. The report suggests ways in which a proportion of the costs of new facilities could be funded from developer contributions. This identified a range of actions under the headings of “Protect, Enhance and Provide”. In relation to provision of new facilities, the report made the recommendations set out in the table below.

**Table: Indoor Leisure Facilities Assessment Report Recommendations for provision of new facilities**

Facility	Recommendation	Indicative Costs
Main Sports Halls	Consider the provision of new sports halls (or a large flexible indoor sports space such as a studio) in both Sheringham and Wells.	1 court £855k 2 court £975k
Swimming Pools	Investigate the scope to (re) provide a swimming pool in Fakenham by the re-opening of the Fakenham Academy swimming pool, to provide for learn to swim programmes and potentially wider community use.	Subject to feasibility but say £500k for improvement,
Swimming Pools	Maintain the provision of swimming in the Sheringham area by replacing or modernising the Splash Centre swimming pool Investigate to provide a swimming pool in Fakenham by re-opening Fakenham Academy swimming pool.	New build £4.7m Modernise subject to feasibility say £3m
Studios	Consider the scope for studios as part of new development projects at Alderman Peel School, and Sheringham High School/ Splash Centre.	£135k each
Indoor	Consider the provision of an indoor tennis centre of 2 courts, at Cromer Hub (this relates to	£1.45m

<sup>44</sup> Neil Allen Associates (2015) Indoor Leisure Facilities Strategy [Online] <https://www.north-norfolk.gov.uk/tasks/sports/indoor-leisure-facilities-strategy/> [Accessed 23/04/2019]

Tennis	recommendation G3) or Gresham's School	
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Source: NN District Indoor Leisure Facilities August 2015 <https://www.north-norfolk.gov.uk/tasks/sports/indoor-leisure-facilities-strategy/>

6.47. The District Council has recently announced plans for a £10.7m new leisure centre with a swimming pool at the Splash site in Sheringham and a £2.6m indoor tennis centre with gym at a new North Norfolk Community Sports Hub in Cromer, with satellite tennis facilities at Fakenham, Wells and North Walsham.

6.48. The North Norfolk Community Sports Hub would be created in partnership with Cromer Academy and grant funded by the Lawn Tennis association (LTA) and should be built by mid-2019 if councillors approve the proposals. The new facility will include:

- Three indoor tennis courts
- Changing rooms
- Toilets
- Reception area
- New bar/lounge and viewing gallery
- 20 station-gym with an area for free weights and fitness
- Studio space for fitness classes

6.49. The Council has commissioned a Playing Pitch and Open Space Study, which is expected to be completed in 2019. This study will provide an up to date and appropriate and delivery sports pitch strategy up to 2036. This study will examine demand and catchment areas to identify deficiencies within the District and set out how these should be addressed. This will provide the basis for future planning obligations and policy wording within the emerging Local Plan.

### Leisure

6.50. There are cinemas at Cromer (4 screens) and Fakenham and the Atrium in North Walsham and Sheringham Little Theatre also screen films on a regular basis. The Retail and Main Town Centre Uses Study<sup>45</sup> identifies theoretical capacity to support additional facilities such as additional cinema provision in the east of the district at North Walsham, although access to cinemas in Norwich may restrict operator demand. The report also identifies capacity for health and fitness clubs directed towards Holt and Cromer and for tourism related activities such as 10 pin bowling in Sheringham or Cromer, although the report does not suggest the need to allocate for such uses.

### Public realm improvements and public art

6.51. There may be opportunities for improvements to the public realm as part of new development. Contributions to public art can also be required. These tend to relate to commercial and retail developments in town centres.

<sup>45</sup> Litchfields (2017) Retail and Main Town Centre Uses Study [Online] <https://www.north-norfolk.gov.uk/tasks/planning-policy/retail-and-main-town-centre-uses-study> [Accessed 23/04/2019]



## 7. Moving Forward

- 7.1. This document has set out the baseline position for infrastructure affecting the North Norfolk Local Plan. This document has been written to accompany the consultation on the Draft Local Plan which details preferred options and the alternatives considered. The consultation seeks views on the proposed strategy including any infrastructure requirements.
- 7.2. The next stage will involve the development of an Infrastructure Delivery Plan which will set out more specific infrastructure projects required to support development in the local plan including likely delivery mechanisms.
- 7.3. At this stage the key infrastructure issues to be addressed through the local plan are as set out in **Appendix C**.

## APPENDICES

### APPENDIX A: 2011 CENSUS

North Norfolk Population: All usual residents 2011 Census						
Parish	All usual residents	Males	Females	Schoolchild or full-time students	Area (Hectares)	Density (number of persons per hectare)
Cromer	7,683	3,634	4,049	61	434.7	17.7
Fakenham	7,617	3,647	3,970	58	903.6	8.4
Holt	3,810	1,757	2,053	58	1218.9	3.1
Hoveton	1,759	830	929	11	1009.2	1.7
North Walsham	12,634	6,015	6,619	99	1727.3	7.3
Sheringham	7,367	3,453	3,914	100	371.5	19.8
Stalham	3,149	1,506	1,643	24	729.9	4.3
Wells-next-the-Sea	2,165	1,029	1,136	22	1083.4	2.0
<b>Total Town Population</b>	<b>46,184</b>	<b>21,871</b>	<b>24,313</b>	<b>433</b>	<b>7,478</b>	<b>64</b>
Bacton	1,194	586	608	8	917.5	1.3
Aldborough & Thurgarton	578	273	305	11	714.7	0.8
Blakeney	801	385	416	14	1237.9	0.6
Briston	2,439	1,197	1,242	19	1196.3	2.0
Catfield	943	485	458	8	968.7	1.0
Corpusty and Saxthorpe	697	342	355	9	1273.2	0.5
Happisburgh	889	434	455	10	963.0	0.9
Horning	1,098	518	580	13	1072.5	1.0
Little Snoring	619	305	314	7	730.9	0.8
Ludham	1,276	625	651	9	1205.5	1.1
Melton Constable	618	305	313	6	696.1	0.9
Mundesley	2,758	1,269	1,489	37	259.4	10.6
Overstrand	1,030	503	527	12	157.4	6.5
Roughton	934	461	473	14	722.7	1.3
Southrepps	815	400	415	14	845.3	1.0
Walsingham	819	395	424	13	1897.5	0.4
Weybourne	543	265	278	3	679.8	0.8
<b>Total Service Village Population</b>	<b>18,051</b>	<b>8,748</b>	<b>9,303</b>	<b>207</b>	<b>15,538</b>	<b>32</b>
Alby with Thwaite	245	122	123	6	581.2	0.4
Antingham	355	169	186	2	612.0	0.6
Ashmanhaugh	189	97	92	1	482.4	0.4
Aylmerton	458	240	218	12	686.2	0.7
Baconsthorpe	215	105	110	2	553.1	0.4



Barsham	232	110	122	8	1940.4	0.1
Barton Turf	467	229	238	8	1083.6	0.4
Beeston Regis	1,062	500	562	10	278.4	3.8
Binham	292	145	147	3	1152.2	0.3
Bodham	484	232	252	4	680.4	0.7
Briningham	130	72	58	7	496.2	0.3
Brinton	222	101	121	9	612.5	0.4
Cley Next The Sea	437	209	228	12	818.7	0.5
Colby	494	244	250	8	833.8	0.6
Dilham	319	149	170	2	654.7	0.5
Dunton	126	60	66	4	1555.1	0.1
East Ruston	595	299	296	18	1335.1	0.4
Edgefield	385	178	207	7	1006.7	0.4
Erpingham	700	354	346	16	1220.6	0.6
Felbrigg	193	97	96	5	630.4	0.3
Felmingham	561	269	292	8	767.7	0.7
Field Dalling	285	135	150	15	1286.9	0.2
Fulmodeston	442	215	227	12	1504.1	0.3
Gimmingham	513	252	261	7	600.0	0.9
Great Snoring	143	75	68	3	684.8	0.2
Gresham	401	212	189	16	869.5	0.5
Gunthorpe	244	124	120	3	881.7	0.3
Hanworth	169	86	83	5	873.8	0.2
Helhoughton	346	169	177	7	683.4	0.5
Hempstead	177	87	90	4	719.1	0.2
Hempton	505	247	258	3	215.4	2.3
Hickling	935	453	482	11	1620.2	0.6
High Kelling	536	243	293	11	145.6	3.7
Hindolveston	598	295	303	12	1674.9	0.4
Hindringham	457	226	231	10	1371.9	0.3
Holkham	220	110	110	4	2220.2	0.1
Honing	312	154	158	6	880.5	0.4
Ingham	374	184	190	6	613.4	0.6
Itteringham	125	56	69	2	819.9	0.2
Kelling	177	88	89	1	800.0	0.2
Kettlestone	197	97	100	5	755.2	0.3
Knapton	364	184	180	5	580.0	0.6
Langham	372	184	188	5	706.6	0.5
Lessingham	566	289	277	6	747.8	0.8
Letheringsett with Glandford	232	97	135	0	818.6	0.3
Little Barningham	111	57	54	0	505.4	0.2

Matlaske	139	66	73	1	544.6	0.3
Neatishead	565	261	304	7	771.3	0.7
Northrepps	886	420	466	11	1064.8	0.8
Paston	239	122	117	2	554.0	0.4
Plumstead	128	70	58	5	517.1	0.2
Potter Heigham	1,043	518	525	6	993.7	1.0
Pudding Norton	252	116	136	7	594.6	0.4
Raynham	330	162	168	6	1675.2	0.2
Runton	1,667	813	854	29	505.7	3.3
Ryburgh	694	364	330	12	1003.8	0.7
Salthouse	201	105	96	6	602.3	0.3
Scottow	1,424	985	439	11	859.4	1.7
Sculthorpe	751	361	390	7	851.7	0.9
Sea Palling	655	335	320	2	1906.9	0.3
Skeyton	207	106	101	4	527.9	0.4
Sloley	257	132	125	1	304.3	0.8
Smallburgh	509	250	259	2	502.4	1.0
Stibbard	346	155	191	8	668.0	0.5
Stiffkey	209	100	109	0	875.7	0.2
Stody	185	97	88	2	798.6	0.2
Suffield	129	64	65	1	593.9	0.2
Sustead	215	106	109	4	683.8	0.3
Sutton	1,163	571	592	12	633.9	1.8
Swafeld	315	161	154	5	643.3	0.5
Swanton Abbott	565	284	281	10	963.5	0.6
Swanton Novers	239	117	122	10	545.3	0.4
Tattersett	962	485	477	3	1137.5	0.8
Thornage	192	97	95	7	512.1	0.4
Thorpe Market	289	146	143	6	589.4	0.5
Thursford	205	103	102	5	601.8	0.3
Trimingham	485	242	243	6	363.2	1.3
Trunch	909	441	468	10	548.9	1.7
Tunstead	744	377	367	11	1131.8	0.7
Upper Sheringham	209	92	117	0	611.9	0.3
Warham	193	93	100	11	1320.8	0.1
West Beckham	289	144	145	5	614.5	0.5
Wickmere	158	85	73	4	707.5	0.2
Wighton	222	109	113	4	1193.5	0.2
Witton	318	153	165	6	976.6	0.3
Wiveton	127	57	70	4	424.9	0.3
Wood Norton	217	109	108	3	699.3	0.3

Worstead	922	451	471	9	1064.5	0.9
Walcott	548	259	289	3	72.4	7.6
Rest of District Population	37,264	18,584	18,680	579	73,316	62
Total Population	101,499	49,203	52,296	1,219	96,333	158

## APPENDIX B: Evidence Base

Owner	Document	Publication date
<b>GENERAL</b>		
National Infrastructure Commission	National Infrastructure Assessment	2017
Norfolk County Council	Planning Obligations Standards	2018
New Anglia LEP	New Economic Strategy for Norfolk and Suffolk	2017
Norfolk County Council	Norfolk Strategic Framework (NSF) /Norfolk Strategic Planning Framework (NSPF)	2018
Norfolk County Council	Norfolk Infrastructure Delivery Plan	2017
Gov.uk	National Planning Policy Framework	2019
<b>UTILITIES</b>		
Egnida	North Norfolk Power Study	2019
Non-gas map	<a href="http://www.nongasmap.org.uk">www.nongasmap.org.uk</a>	2019
Environment Agency	Water Stressed area – final classification,	2013
Water UK	Water Resources Long Term Planning	2016
Anglian Water	Building a Resilient Future: Futureproofing our region against the risks of extreme rainfall	June 2016
Anglian Water	Water Resources Management Plan	2019
Environment Agency	The Anglian River Basin Management Plan	2015
Better Broadband for Norfolk	Securing Better Broadband for Norfolk	2019
Gov.uk	Future Telecoms Infrastructure Review	2018
Openreach	Site registration	2019

Norfolk Council	County	Mobile Coverage in Norfolk	2019
<b>TRANSPORT</b>			
Norfolk Council	County	Norfolk Local Transport Plan: Connecting Norfolk	2011
Norfolk Council	County	LTP Implementation Plan 2015-21	2014
Norfolk Council	County	Norfolk Infrastructure Plan	2017
Norfolk Council	County	Norfolk Strategic Framework : infrastructure group	2017
Norfolk Council	County	Norfolk Transport Asset Management Plan	2016
New Anglia LEP		New Anglian LEP – Strategic Economic Plan Transport	2014
Norfolk Council	County	County Council's Norfolk Walking and Cycling Action Plan	2016
Norfolk Council	County	Norfolk Trails	2019
<b>ENVIRONMENT</b>			
		Strategic Flood Risk Assessment	<b>2017</b>
Environment Agency		The Anglian River Basin Management Plan	2015
Gov.uk		East Inshore and East Offshore Marine Plans	2015
North Norfolk District Council		Coastal Erosions Development Control Guidance	2016
Norfolk space	Citizen	NSF Infrastructure Group: Flooding and Coastal Erosion	2017
EA/NNDC		Shoreline Management Plan 6: Kelling Hard to Winterton Ness	2012
Norfolk Council	County	Core Strategy Minerals and Waste Development Management Policies	2011
Norfolk Council	County	Norfolk and Suffolk Coastal Authorities Statement of Common Ground: Coastal Zone Planning	2018
<b>GREEN INFRASTRUCTURE</b>			
North Norfolk District Council		Green Infrastructure Position Statement	2019

Natural England		Accessible Natural Greenspace Standard	2019
Norfolk Council	County	Green Infrastructure Mapping Project (GIMP)	2018
<b>EDUCATION</b>			
Norfolk Council	County	Planning Obligations Standards	2019
Broadland Council	District	Growth Triangle Area Action Plan	2016
<b>HEALTH</b>			
Norfolk Council	County	Projected NHS Norfolk and Waveney Healthcare Requirements	2015
Gov.uk		Health Profile for England	2017
Norfolk Council	County	Planning in Health – An engagement protocol between Local Planning Authorities, Public Health and health sector organisations in Norfolk	2017
Norfolk Council	County	NSPF	2019
Norfolk Council	County	In Good Health: Our Proposals	2016
Local Government Association		Housing our Aging population	2017
<b>COMMUNITY FACILITIES</b>			
Norfolk Police		Your Area	2019
<b>LEISURE</b>			
Neil Associates	Allen	North Norfolk Indoor Leisure Facilities	August 2015
North Norfolk Council	District	Retail and Main Town Centre Uses Study	March 2017
<b>RETAIL</b>			
Litchfields		Retail and Main Town Centre Uses	2017

## APPENDIX C: Summary of Infrastructure Capacity Constraints by Type

<b>Physical Infrastructure</b>
<b>Energy</b>
There are potential grid constraints that may have an impact upon the short term delivery of housing at Fakenham, Holt, Cromer and North Walsham and employment development at Tattersett. However, these constraints are not considered to be critical and can be overcome through various interventions.
<b>Water</b>
Potential constraints at Fakenham WRCs, Horning WRC and Hoveton. Further discussions are ongoing with Anglian Water to ensure that solutions are available in these locations to ensure that these constraints can be addressed.
<b>Transport / Road</b>
New development will require provision of junction improvements at a number of locations, depending on the scale of development.  A longer term solution is considered to be required in North Walsham. The railway bridges on the western approaches to the town along the Cromer Road, Aylsham Road & Norwich Road provide a challenge for large or heavy goods vehicles travelling through the town and force the traffic through residential areas and along unsuitable residential streets. A western 'link road' between the B1150 (Norwich Road), the B1145 (Aylsham Road) and the A149 (Cromer Road) would alleviate these issues.
<b>Environment and Green Infrastructure</b>
<b>Flood Protection</b>
There are a number of areas of flood risk within the District, from fluvial, tidal and surface water flooding. This is exacerbated when taking into account climate change. The Strategic Flood Risk Assessment (2017) has influenced the emerging site selection process, seeking to ensure that new development is located in Flood Zone 1.
<b>Coastal Erosion</b>
The Council, as part of all other coastal partners in Norfolk and Suffolk, have signed a Statement of Common Ground setting out the approach to coastal planning issues. One of the key priorities for North Norfolk is the Bacton to Walcott Coastal Management Scheme which seeks to protect the Bacton Gas Terminal from further coastal erosion.
<b>Green Infrastructure</b>
On the back of the County Wide Norfolk Green Infrastructure Mapping Project (GIMP) North Norfolk District Council have produced a Green Infrastructure Position Statement which looks at the opportunities through growth to improve connectivity in Cromer,

Fakenham and North Walsham in the first tranche of Market Towns. The intention is that this will identify opportunities for improvements to the green infrastructure network in the District. Further to this there is ongoing work in relation to wider GI enhancement opportunities across the region. Development will be required to provide open space within qualifying schemes

**Social Infrastructure**

**Education**

Taking into consideration planned growth through the planned period a number of new primary phase facilities may be required at: Cromer, Holt and North Walsham. A new primary school is being sought in Fakenham through the current planning application on Rudham Stile Lane.



## APPENDIX D: Approved Renewable Energy Schemes in North Norfolk

<b>Scheme</b>	<b>Planning ref</b>	<b>Description of Proposal</b>	<b>Type of scheme</b>	<b>Date of Approval</b>	<b>Area of proposal</b>	<b>Size of output</b>	<b>Approximate No. Households power will generate</b>	<b>Operational</b>
N Walsham Carlton Farm	PF/11/0418	Construction of 5mw solar generating facility.	Solar	24 May 2011	15ha.	5 MW	1,000	Yes
Northrepps	PF/12/0816	Construction of solar photovoltaic generating facility.	Solar	16 Nov 2012	27ha.	10 MW	2,000	Yes
Egmere	PF/12/1318	Construction of 20 mw solar photovoltaic farm and associated works including inverter housing, landscaping and security measures.	Solar	07 Feb 2013	42ha.	20 MW	4,000	Yes
East Beckham	PF/13/0772	Installation of a 10.15mw solar development.	Solar	23 Sept 2013	25 ha.	10.15 MW	1,671	Yes
Bodham	PF/13/0960	Installation of 3.6mw solar development.	Solar	15 Nov 2013	8ha.	3.6 MW	610	Yes
West Raynham	PF/13/1166	Installation of 49.9MW solar farm with plant housing and perimeter fence.	Solar	16 Jan 2014	96.5ha.	49.9 MW	10,212	Yes
Scottow	PF/14/1334	Installation and operation of a ground mounted solar photovoltaic array to generate electricity of up to 50MW capacity comprising photovoltaic panels, inverters, security fencing, cameras and other association infrastructure.	Solar	09 Jan 2015	122.8ha.	50 MW	11,000	Yes
N Walsham: Bunns Hill	PF/15/0936	Development of ground mounted solar photovoltaic panels and associated works.	Solar	16 Oct 2015	12.6ha.	5 MW	1,060	Yes
N Walsham: Frogs Loke	PF/15/0938	Proposed development of ground mounted solar photovoltaic panels and associated works.	Solar	16 Oct 2015	9.1ha.	5 MW	1,060	Yes
N Walsham: Wayside Farm	PF/15/1536	Installation of 5MW solar farm with ancillary buildings, security fencing, CCTV, access tracks and landscaping.	Solar	17 Feb 2016	15ha.	5 MW	955	No
					<b>Total</b>	<b>158.65 MW</b>	<b>41,508</b>	
Scottow	PF/11/1426	Construction of biomass (renewable energy) facility	A.D plant	25 May 2012	2.8ha	2 MW	Not Specified	Yes
Hempton	PF/12/1079	Erection of buildings to house anaerobic digester plant and formation of vehicular access	A.D plant	09 Jan 2013	13.7ha	1.5 MW	Not Specified (gas)	Yes
Egmere	PF/12/1256	Construction of biomass renewable energy facility with associated landscaping and vehicular access.	A.D plant	05 Feb 2013	3.3ha	1.5MW	2,500 (gas)	Yes
					<b>Total</b>	<b>5MW</b>	<b>2,500+(gas)</b>	
East Ruston	11/1313	Erection of wind turbine with a hub height of 24.6m and overall blade height of 34.2m.	Turbine	22 March 2012	0.0142ha	Not Specified	N/A	Yes

## APPENDIX E: Water Recycling Centres in North Norfolk

<b>CU07 Commercial: Utilities: Water/Sewage 45</b>		
100091556903	Anglian Water Services Ltd, Holt Road, Letheringsett	Holt
10010494962	Stalham Sewage Treatment Works, Wayford Road, Stalham	Stalham
10023449537	Anglian Water Services, Frogshall, Northrepps, Cromer, NR27 0LJ	Northrepps
10023451986	Anglian Water Services, Bale Road, Sharrington	Brinton
10023451987	Anglian Water Services, Water Lane, East Barsham	Barsham
10023452083	Anglian Water Storm Lagoon, Cromer Road, Trimmingham	Trimingham
10034792647	Anglian Water Sewage Division, Dereham Road, Pudding Norton	Pudding Norton
10034795937	Anglian Water Services, Post Office Lane, Saxthorpe	Corpusty and Saxthorpe
10034795942	Rear Of 1 Coronation Corner, School Lane, Skeyton, Norwich, NR10 5BA	Skeyton
10034795943	Anglian Water Authority, Aylsham Road, Swanton Abbott, Norwich, NR10 5DW	Swanton Abbott
10034796053	Sewage Works Adjacent 1, School Road, Barton Turf	Barton Turf
10034796070	Sewage Works, Upper Street, Horning	Horning
10034796107	Anglian Water Sewage Division, Rear Of, 6 Church Road, Ashmanhaugh	Ashmanhaugh
10034796125	Anglian Water Sewage Division, The Furze, East Ruston	East Ruston
10034796132	Anglian Water Sewage Div, Union Road, Smallburgh	Smallburgh
10034796143	Anglian Water Sewage Division, Church Lane, Hindolveston	Hindolveston
10034796145	Anglian Water Sewage Division, The Street, Barney	Fulmodeston
10034796149	Anglian Water Sewage Division, Moor End Lane, Stibbard	Stibbard
10034796160	Anglian Water Sewage Division, The Drove, West Raynham	Raynham
10034796161	Anglian Water Sewage Division, Swaffham Road, South Raynham	Raynham
10034796240	Sewage Works, Wells Road, Walsingham	Walsingham
10034796260	Anglian Water Sewage Division, Freeman Street, Wells-next-the-Sea	Wells-next-the-Sea
10034796282	Anglian Water Sewage Division, The Street, Warham	Warham
10034796287	Anglian Water Sewage Division, Church Street, Stiffkey	Stiffkey
10034796289	Anglian Water Sewage Division Rear of 1, Springfield, Gunthorpe	Gunthorpe

<b>10034796311</b>	Sewage Works, The Croft, Swanton Novers	<b>Swanton Novers</b>
<b>10034796358</b>	Sewage Works, Hollow Lane, Langham, Holt, NR25 7BY	<b>Langham</b>
<b>10034796391</b>	Anglian Water Sewage Division, Glandford Road, Cley-next-the-Sea	<b>Cley-next-the-Sea</b>
<b>10034796503</b>	Anglian Water Services, Middlebrook Way, Cromer	<b>Runton</b>
<b>10034796525</b>	Anglian Water, Sewage Division Rear Of, 1-6 Highfields, Felmingham	<b>Felmingham</b>
<b>10034796598</b>	Anglian Water Sewage Division, School Close, Knapton	<b>Knapton</b>
<b>10034796647</b>	Sewage Works, Marshgate, North Walsham, NR28 9LG	<b>North Walsham</b>
<b>10034796658</b>	Sewage Disposal Works, East Ruston Road, Honing	<b>Honing</b>
<b>10034796665</b>	Anglian Water Sewage Works, Woodview, Worstead	<b>Worstead</b>
<b>10034796674 A</b>	W Sewage Div Rear Of 4, Highbanks, Rectory Road, Edingthorpe, North Walsham, NR28 9TL	<b>Bacton</b>
<b>10034796691</b>	Anglian Water Sewage Division, Catfield Road, Ludham	<b>Ludham</b>
<b>10034797107</b>	Anglian Water Sewage Division, The Street, Ridlington	<b>Witton</b>
<b>10034805398</b>	Anglian Water Authority Sewage Div, Thwaite Road, Aldborough	<b>Aldborough</b>
<b>10034812040</b>	Sewage Works, Chequers Road, Gresham	<b>Gresham</b>
<b>10034812048</b>	Sewage Works, Topps Hill Road, Thorpe Market	<b>Roughton</b>
<b>10034812049</b>	Anglian Water Authority Sewage Div, Warren Road, Southrepps	<b>Southrepps</b>
<b>10034812397</b>	Anglian Water Sewage Division, Great Snoring Road, Little Snoring, Fakenham, NR21 0HT	<b>Fakenham</b>
<b>10034812567</b>	Sewage Works, High Road, Briston	<b>Briston</b>
<b>10034812904</b>	Anglian Water Sewage Division Rear of 11, The Glebe, Honing	<b>Honing</b>
<b>10034812913</b>	Anglian Water Sewage Division, Binsley Close, Horsey	<b>Horsey</b>

## APPENDIX F: Traffic Growth in North Norfolk

Traffic Data North Norfolk			All vehicles																	Change	Change
Count Site	Road	Ref	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2000-2016	2007-2016
Ludham	A1092	7492	2,719	2,773	2,585	2,697	2,726	2,721	3,029	2,975	2,950	2,995	2,916	2,918	2,863	2,904	2,973	2,709	2,804	3%	-6%
Morston	A149	56734	2,761	2,819	2,811	2,933	2,972	2,956	3,454	3,383	3,345	3,387	3,285	3,279	3,219	3,254	3,319	2,946	3,053	11%	-10%
Weybourne	A149	6696	2,645	1,779	1,853	3,064	3,101	3,079	3,119	3,544	3,498	3,537	3,428	3,417	3,356	3,388	3,450	3,519	3,206	21%	-10%
North Walsham, Bengate	A149	6659	5,911	6,289	6,010	6,244	5,867	5,899	5,791	5,849	5,706	5,806	5,715	5,815	5,853	5,894	6,015	6,276	6,347	7%	9%
Cromer Pr of Wales Rd	A149	74968	10,105	10,511	10,772	11,001	11,065	11,145	11,230	11,484	11,235	10,003	9,903	9,883	9,840	6,081	6,206	6,474	6,543	-35%	-43%
Fakenham	A1067	37571	5,626	5,387	5,664	6,100	6,178	6,629	6,836	7,213	7,107	7,233	7,121	7,237	7,285	7,335	7,481	7,804	7,400	32%	3%
Fakenham	A1065	27520	7,932	8,213	8,418	8,608	8,673	8,735	8,815	7,397	7,299	7,414	7,318	7,460	7,518	7,582	7,750	8,108	7,806	-2%	6%
North Walsham, Antingham	A149	36733	5,347	5,383	7,627	6,874	6,967	7,566	7,802	7,832	7,719	7,870	7,740	7,862	7,912	7,965	8,119	8,190	7,946	49%	1%
Sheringham Holway Rd	A1082	47543	6,857	7,292	7,650	7,953	8,030	8,066	8,322	8,324	8,147	7,355	7,228	7,343	7,384	7,426	7,565	7,878	7,953	16%	-4%
Hindringham	A148	36729	5,511	5,549	7,200	7,454	6,886	6,902	7,837	7,900	7,345	7,483	7,671	7,798	7,844	7,898	8,057	8,138	8,284	50%	5%
Cromer, Runton Rd	A149	26715	6,804	6,842	7,331	7,693	7,502	7,540	8,151	7,927	7,765	7,935	7,795	7,903	7,946	7,993	8,144	8,188	8,322	22%	5%
Cromer, Church St	A149	46724	9,718	10,100	10,359	7,769	7,810	7,865	7,923	8,156	7,976	7,738	7,590	7,695	7,727	7,765	7,908	8,217	8,340	-14%	2%
Cromer, Felbrigg jnt	A149	46719	7,995	8,311	7,672	7,234	7,279	7,543	7,604	7,684	8,017	7,983	7,855	7,987	8,041	8,066	8,107	8,192	8,344	4%	9%
Potter Heigham	A149	46723	9,116	9,585	9,507	8,465	9,063	8,989	9,070	8,309	9,787	9,741	9,662	9,649	7,724	7,769	7,924	8,256	8,399	-8%	1%
Cromer, North Repps	A149	16681	7,797	8,839	9,070	9,267	8,239	8,305	8,378	8,592	8,412	8,378	8,328	8,320	8,641	8,656	8,689	8,754	8,903	14%	4%
Hoveton	A1151	17489	10,686	10,843	11,114	10,348	10,421	10,067	10,141	9,260	9,077	9,038	8,973	8,972	8,955	8,988	9,045	9,148	9,485	-11%	2%
Cromer, Loudon Rd	A149	70255	10,324	10,732	11,009	11,270	11,354	11,440	11,551	11,855	9,793	9,763	9,671	9,654	9,831	9,848	9,881	9,931	10,092	-2%	-15%
Little Snoring	A148	16676	8,540	8,535	9,117	8,633	8,696	9,522	9,616	9,447	9,255	9,193	9,129	9,113	9,093	9,126	9,178	9,297	10,138	19%	7%
North Walsham, Bypass	A149	28233	10,755	10,524	10,612	10,395	10,651	10,339	10,151	10,044	9,889	10,045	9,959	10,097	9,991	10,000	10,326	10,560	10,907	1%	9%
Holt	A148	26710	10,533	11,804	10,551	11,552	10,224	11,279	12,351	9,891	10,468	10,426	10,331	10,320	10,702	10,730	10,777	10,873	11,070	5%	12%
Fakenham Sculthorpe	A148	56692	8,771	9,082	9,901	10,140	10,619	10,714	11,432	11,744	10,861	10,781	10,703	10,676	11,199	11,232	11,283	11,404	11,611	32%	-1%
Fakenham	A1067	28393	8,859	9,200	9,448	9,513	9,607	9,686	9,796	10,089	9,905	9,839	12,249	12,219	12,182	12,213	12,221	12,293	12,498	41%	24%
Fakenham Bypass	A148	58042	8,864	10,148	10,408	10,665	11,083	11,154	11,290	11,653	11,450	12,536	12,444	12,416	12,388	12,695	12,747	12,886	13,114	48%	13%
Wroxham	A1151	56945	16,189	16,421	13,280	17,960	16,801	16,233	16,348	16,695	17,372	17,306	15,850	15,488	15,412	15,435	15,497	15,610	15,083	-7%	-10%
All Count points			190,365	196,961	199,969	203,832	201,814	204,374	210,037	207,247	204,378	203,785	202,864	203,521	202,906	200,243	202,662	205,651	207,648	9%	0.2%

<https://www.dft.gov.uk/traffic-counts/cp.php?la=Norfolk#26504>

## APPENDIX G: Estimates of Station Usage (rail) in North Norfolk 2010/11 – 2017/18

Station Name	2010/11 Entries & Exits	2011/12 Entries & Exits	2012/13 Entries & Exits	2013/14 Entries & Exits	2014/15 Entries & Exits	2015/16 Entries & Exits	2016/17 Entries & Exits	2017/18 Entries & Exits	Change 2016-17 - 2017-18	Change 2010-11 - 2017-18
<b>Cromer</b>	178,778	185,278	185,278	194,444	186,672	183,032	201,300	204,582	1.6%	14%
<b>Gunton</b>	18,714	16,740	16,740	18,400	17,290	16,138	15,848	17,008	7.3%	-9%
<b>Hoveton &amp; Wroxham</b>	109,022	113,896	113,896	119,696	122,653	131,024	125,282	129,552	3.4%	19%
<b>North Walsham</b>	215,874	222,306	242,386	242,386	241,604	239,934	251,382	257,940	2.6%	19%
<b>Roughton Road</b>	13,306	13,648	13,052	13,052	11,854	12,464	15,998	16,846	5.3%	27%
<b>Sheringham</b>	183,970	189,004	190,844	190,844	189,976	196,068	209,952	221,480	5.5%	20%
<b>West Runton</b>	23,030	23,798	25,124	25,124	23,972	26,464	26,186	24,844	-5.1%	8%
<b>Worstead</b>	18,898	21,906	21,140	21,140	21,604	24,394	24,652	26,766	8.6%	42%

[https://orr.gov.uk/\\_data/assets/excel\\_doc/0007/39967/estimates-of-station-usage-2017-18.xlsx](https://orr.gov.uk/_data/assets/excel_doc/0007/39967/estimates-of-station-usage-2017-18.xlsx)

# APPENDIX F: Statement of Common Ground: Norfolk and Suffolk Coastal Authorities

## Norfolk and Suffolk Coastal Authorities

### Statement of Common Ground

#### Coastal Zone Planning

This statement of common ground is between:

- Borough Council of King's Lynn & West Norfolk
- North Norfolk District Council
- Great Yarmouth Borough Council
- Suffolk Coastal District Council
- Waveney District Council
- The Broads Authority

The purpose of this statement is to set out an agreed approach to coastal planning in relation to:

- Demonstrating compliance with the "Duty to Cooperate";
- Agreeing shared aims for the management of the coast;
- Maintaining and develop a shared evidence base; and
- Recognising the importance of cross-boundary issues in relation to coastal management.

#### Background

The risk of coastal flooding and vulnerability to erosion along the coast does not respect local planning authority boundaries, and therefore coastal change needs to be considered across a wide geography. There are significant potential benefits to joint working across administrative and professional disciplines in addressing the issues of coastal planning.

A strategic approach to coastal land use and marine planning can benefit from the sharing of both issues and solutions, and inform planning practice. This is particularly the case in light of the similarity and commonality of coastal issues across the signatory planning authorities, the planning duty to cooperate, and the opportunity to build on the benefits of the existing joint Coastal Authority approach such as Coastal Partnership East.

The National Planning Policy Framework (NPPF) states that in coastal areas, local planning authorities should apply Integrated Coastal Zone Management (ICZM) across Local Authority and land/sea boundaries, ensuring integration of the terrestrial and marine planning regimes.

ICZM is a process which requires the adoption of a joined-up and participative approach towards the planning and management of the many different elements in coastal areas (land and marine). The recognised key principles which should guide all partners in implementing an integrated approach to the management of coastal areas are:

- A long term view
- A broad holistic approach
- Adaptive management
- Working with natural processes
- Supporting and involving all relevant administrative bodies
- Using a combination of instruments
- Participatory planning
- Reflecting local characteristics





Within the development planning system, local planning authorities should reduce risk from coastal change by; avoiding inappropriate development in vulnerable areas or adding to the impact of physical changes to the coast, as set out in the NPPF. Any area likely to be affected by physical changes to the coast should be identified as a Coastal Change Management Area.

The Flood and Coastal Change Planning Practice Guidance also identifies that land can be formally allocated through local plans for the relocation of both development and habitat affected by coastal change.

Note: Physical change to the coast can be (but is not limited to) erosion, coastal land slip, permanent inundation or coastal accretion.

### Shared Aims

- A holistic and “whole coast” approach will be taken, recognising **coastal change** is an inevitable part of a dynamic coast. A naturally functioning coastline is desirable in principle, but may not be appropriate in every location.
- The signatory Authorities will consider the value of **aligning policy approaches**.
- To have regard to the well-being of **communities** affected by coastal change and minimise blight.
- To **protect** the coastal environment, including nature conservation designations and biodiversity.
- To work with local businesses and the wider economy to maximise productive use of properties and facilities for as long as they can be safely and practicably utilised to promote **investment, viability and vitality** of the area.
- Adopt a balanced **risk-based approach** towards new development in Coastal Change Management Areas, in order to not increase risk, while at the same time to facilitate affected communities’ adaptation to coastal change.
- To promote **innovative approaches** such as techniques that enable anticipatory coastal adaptation, removal of affected structures and property roll-back or relocation.

### Agreed Approach

The signatory authorities agree to work together on coastal planning issues to:

- a) Implement the principles of Integrated Coastal Zone Management;
- b) Develop shared **understanding** of coastal processes and the development planning implications of these;
- c) Share experience, **best practice** (including planning policies) and ideas for innovation;
- d) Use the adopted **Shoreline Management Plans** as a basis for development planning, recognising that defined areas may change in future and giving appropriate regard to emerging replacement Shoreline Management Plans, updated predictions of the impact of climate change or other relevant evidence;
- e) Acknowledge the importance of **coastal communities and their economies**, and foster their resilience, innovation and vitality;
- f) Recognise the need to **relocate or protect infrastructure** likely to be adversely affected by coastal change;
- g) Note the need for strategic policies on coastal change, in order to guide **neighbourhood planning**.
- h) Encourage development which is consistent with anticipated coastal change and its management, and facilitates **adaptation** by affected communities and industries.





- i) Consider adopting policies to facilitate **rollback and/or relocation**, potentially including local plan site allocations or facilitating 'enabling' development;
- j) Consider adopting policies which require the use of **risk assessments** to demonstrate that a development on the coast will be safe for its planned lifetime, without increasing risk to life or property, or requiring new or improved coastal defences; and
- k) Consider adopting policies that seek to ensure that new or replacement **coast protection schemes** are consistent with the relevant Shoreline Management Plan and minimise adverse impact on the environment or elsewhere on the coast.

**This Statement of Common Ground has been endorsed by the following:**

<p>Cllr. Ian Devereux Cabinet member for Environment Borough Council of Kings Lynn and West Norfolk</p>	<p>Cllr. Richard Blunt Cabinet member for Development Borough Council of Kings Lynn and West Norfolk</p>
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<p>Cllr. Hilary Cox Cabinet member for Coastal Management North Norfolk District Council</p>	<p>Cllr. Susan Arnold Cabinet member for Planning North Norfolk District Council</p>
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<p>Cllr. Carl Smith Chairman, Environment Committee Great Yarmouth Borough Council</p>	<p>Cllr. Graham Plant Leader and Chair, Policy &amp; Resource Committee Great Yarmouth Borough Council</p>
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Cllr. Andy Smith  
Cabinet member for Coastal Management  
Suffolk Coastal District Council

Cllr. Tony Fryatt  
Cabinet member for Planning  
Suffolk Coastal District Council

Cllr. David Ritchie  
Cabinet member for Planning and Coastal Management  
Waveney District Council

Melanie Vigo di Gallidoro  
Chairman, Planning Committee  
Broads Authority



