

**Examination Library Document Reference - C4**

North Norfolk District Council

# **Background Paper 4**

# **Infrastructure Delivery Plan**

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

November 2022 updated May 2023 Submission Stage

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# Contents

<b>1. Introduction, Methodology &amp; Report Structure</b> .....	<b>1</b>
1.1. Scope and Purpose .....	1
1.2. Moving Forward .....	2
1.3. Methodology .....	2
1.4. What is Infrastructure? .....	4
1.5. Infrastructure Delivery Schedule .....	4
<b>2. North Norfolk Local Plan</b> .....	<b>6</b>
2.1. Summary .....	6
2.2. Housing Need & Future Growth.....	6
<b>3. Funding Mechanisms</b> .....	<b>9</b>
3.1. Section 106.....	9
3.2. Community Infrastructure Levy (CIL).....	9
3.3. Section 278.....	10
3.4. Planning Conditions.....	10
3.5. Other Sources of Funding.....	10
3.6. New Homes Bonus.....	10
3.7. Housing Infrastructure Fund (HIF) .....	11
3.8. Growing Places Fund .....	11
3.9. Growing in Aid .....	11
3.10. Revenue Support Grant.....	11
3.11. Coastal Community Fund .....	12
3.12. Norfolk and Suffolk Local Enterprise Partnership (LEP).....	12
3.13. Prudential Borrowing .....	12
3.14. Business Rates Retention Scheme .....	12
<b>4. North Walsham Western Development</b> .....	<b>13</b>
4.1. Overview .....	13
4.2. Transport Requirements .....	13
4.3. Wider Transport Requirements .....	13
4.4. Green Infrastructure Requirements .....	14
4.5. Social Infrastructure Requirements .....	14
4.6. Indicative Layout Plan .....	14
<b>5. Physical Infrastructure</b> .....	<b>16</b>
5.1. Utilities: Electricity.....	16
5.2. Utilities: Gas .....	18

<b>5.3.</b>	<b>Utilities: Renewables</b> .....	18
	Onshore Wind .....	18
	Offshore Wind .....	19
<b>5.4.</b>	<b>Utilities: Water</b> .....	21
<b>5.5.</b>	<b>Water Resource Management Plan</b> .....	21
<b>5.6.</b>	<b>Water Resource Availability</b> .....	23
	Water Resource Assets .....	24
	Water Efficiency .....	24
	Water Recycling Centres (WRCs) .....	25
	Summary Anglian Water Investment: Draft DWMP Strategies .....	31
	Proposed Development in the Local Plan and Funding of Infrastructure .....	31
	Surface Water Management and SUDs .....	32
<b>5.7.</b>	<b>Telecommunications: Broadband</b> .....	34
	Better Broadband for Norfolk .....	35
	Local Full Fibre Network (LFFN) Challenge Fund .....	35
	Fibre to the Premises .....	35
<b>5.8.</b>	<b>Telecommunications: Mobile</b> .....	35
	5G Rollout .....	36
<b>5.9.</b>	<b>Transport</b> .....	37
	Strategic Transport Improvements .....	37
	Transport within North Norfolk .....	40
	Walking & Cycling .....	46
<b>6.</b>	<b>Environment &amp; Green Infrastructure</b> .....	<b>48</b>
<b>6.1.</b>	<b>Flood Protection</b> .....	48
	Overview .....	48
	Strategic Flood Risk Assessment .....	48
<b>6.2.</b>	<b>Marine Planning &amp; Coastal Management</b> .....	50
<b>6.3.</b>	<b>Green Infrastructure &amp; Natural Environment</b> .....	53
	Green Infrastructure & Recreational Impact Avoidance & Mitigation Strategy (GIRAMS) .....	56
	Nutrient Neutrality .....	58
<b>6.4.</b>	<b>Minerals &amp; Waste Recycling</b> .....	59
<b>7.</b>	<b>Social Infrastructure</b> .....	<b>61</b>
<b>7.1.</b>	<b>Education</b> .....	61
	Education Capacity Table .....	61
	Fakenham .....	63

	Cromer.....	64
	Holt.....	64
	North Walsham.....	64
	Hoveton.....	64
	Across the District.....	65
<b>7.2.</b>	<b>Health.....</b>	<b>66</b>
	Delivering Improvements.....	66
	Health Infrastructure.....	68
	Dentists.....	69
	Pharmacies.....	70
	Adult Social Care and Ageing Population.....	70
<b>7.3.</b>	<b>Community Facilities.....</b>	<b>73</b>
	Libraries.....	73
	Police, Ambulance & Fire Service.....	73
<b>7.4.</b>	<b>Sport and Leisure, Cultural Facilities &amp; Public Art.....</b>	<b>74</b>
	Indoor Sport & Leisure.....	74
	Open Space & Outdoor Leisure.....	75
	Leisure.....	77
	Public Realm Improvements and Public Art.....	78
	<b>Appendix A: Evidence Base.....</b>	<b>79</b>
	<b>Appendix B: Summary of Infrastructure Capacity Constraints by Type.....</b>	<b>82</b>
	<b>Appendix C: Approved Renewable Energy Schemes in Norfolk.....</b>	<b>84</b>
	<b>Appendix D: Water Recycling Centres in North Norfolk.....</b>	<b>86</b>
	<b>Appendix E: Joint Position Statement &amp; Anglian Water Statement of Fact.....</b>	<b>88</b>
	<b>Appendix F: Hoveton Position Statement.....</b>	<b>96</b>
	<b>Appendix G: Traffic Growth in North Norfolk.....</b>	<b>100</b>
	<b>Appendix H: Estimation of Station Usage (rail) in North Norfolk 2011-2020/21.....</b>	<b>101</b>
	<b>Appendix I: Statement of Common Ground: Norfolk &amp; Suffolk Coastal Authorities.....</b>	<b>102</b>
	<b>Appendix J: Infrastructure Delivery Schedule.....</b>	<b>106</b>

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# 1. Introduction, Methodology & Report Structure

## 1.1. Scope and Purpose

1.1.1. This Infrastructure Delivery Plan (IDP) will support delivery of the Local Plan 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 anticipated costs. The document is updated from the previous version November 2022 with updates on education, nutrient neutrality and Anglian Water.

1.1.2. 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.

1.1.3. Paragraph 22 of the NPPF sets out that strategic policies should look ahead over a minimum 15-year period from adoption<sup>1</sup> in order to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. This paragraph further sets out that where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.

1.1.4. In order to ensure new development delivers sustainable communities, the infrastructure, facilities and service needs of these populations must be properly planned for. This Infrastructure Delivery Plan (IDP) 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 housing, 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.

1.1.5. This North Norfolk Infrastructure Delivery Plan (IDP) aims to:

- Identify the District's Infrastructure needs for the plan period (up to 2036), in particular, those needs arising from new development;
- Set out the costs, funding sources and delivery mechanisms associated with these infrastructure needs, where such information is available;
- Improve lines of communication between key delivery agencies and the Local Planning Authority, including identifying opportunities for integrated and more efficient service delivery and better use of assets;

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<sup>1</sup> Except in relation to town centre development, as set out in Chapter 7 of the NPPF.

- Provide evidence for the setting of a Community Infrastructure Levy (CIL), should the Council wish to implement such a funding mechanism in the future and/or the Government change infrastructure funding requirements;
- Provide a ‘live’ document to support the Local Plan and future Delivery of the plan’s strategic policies that will be used as a tool for helping to deliver infrastructure, regularly updated to reflect changing circumstances and needs; and,
- Further strengthen relationships between the Council’s Corporate Plan and the Local Plan objectives.

- 1.1.6. This IDP links closely with the latest Local Plan Viability Assessment (September 2022) and aids the understanding of what demands will be made on developers in terms of contributing to infrastructure provision. This relates to costs arising from their development and, in some cases, 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 what level of contribution(s) could be borne by individual developments.
- 1.1.7. This IDP provides a baseline position of the infrastructure requirements in the North Norfolk plan area, but it is intended to be a live document. North Norfolk District Council will continue to work closely with relevant partners and infrastructure providers throughout the plan period to ensure that the IDP can be reviewed and updated to reflect progress on infrastructure delivery as well as changing needs, circumstances, and priorities. Throughout this process, the IDP will aid the Council and relevant partners to prioritise spending on infrastructure and address funding gaps as well as helping to inform service and spatial planning decisions up to 2036 and beyond.
- 1.1.8. Norfolk County Council are also in the process of producing their own Infrastructure Delivery Plan, scheduled to be published in December 2022. Their document will identify key infrastructure projects across Norfolk, in which NNDC’s IDP will sit beneath and complement where possible, whilst both documents act as live documents and both will be updated regularly when new, relevant information arises.

## **1.2. Moving Forward**

- 1.2.1. This document has set out the baseline position for infrastructure affecting the North Norfolk Local Plan. This document has been written to accompany the submission version of the Local Plan which details preferred options and the required infrastructure to deliver growth from 2016-2036.
- 1.2.2. The Infrastructure Delivery Plan is part of the evidence that accompanies the submission Local Plan and will be updated regularly when new information is available.
- 1.2.3. At this stage the key infrastructure issues to be addressed through the local plan are as set out in [Appendix B](#).

## **1.3. Methodology**

- 1.3.1. This Infrastructure Delivery Plan (IDP) has been prepared based on information gathering, updating previous information and consultation and dialogue with relevant partner organisations, service-providers and communities. In addition to the findings from prepared evidence base studies that inform these documents and the continuing review of the strategies, plans and projects of relevant partners. North Norfolk District Council also participates in the Infrastructure Group – Norfolk Strategic Framework, first published in



March 2018<sup>2</sup> - made up of all the Norfolk Local Authorities. Work will continue and will feed into periodical review and updating of the IDP to ensure that the document remains relevant and reflects changing circumstances and priorities.

- 1.3.2. [Appendix A](#) gives a list of all sources of data and reports used; the reports used are also highlighted at the beginning of each sub section of this report. To provide a summary of the key issues, a table showing area-specific issues, any timing or phasing issues, etc. is provided in [Appendix B](#).
- 1.3.3. Under the Localism Act 2011 (Section 110), Local Authorities are required to co-operate with each other and with key bodies to ensure that each has regard to the others' activities when preparing development plans. As set out in the Council's Statement of Compliance, in preparing the plan, the Council has complied with the duty to co-operate by working with other relevant local authorities and prescribed bodies to maximise the effectiveness of the plan. The bodies with which the Council has co-operated, strategic issues, arrangements already in place for continuing co-operation and details of strategic discussions with neighbouring authorities are documented in full in the Duty to Cooperate Statement. The Key Bodies and Organisations the Council has engaged with are listed in table 1.

**Table 1. Key Bodies and Organisations**

<b>Organisation</b>	<b>Service Responsibility</b>
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 wastewater
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

<sup>2</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]

New Anglia Local Enterprise Partnership	Economy
Open reach (on behalf of BT)	Telecommunications
Mobile UK	Telecommunications

## 1.4. What is Infrastructure?

1.4.1. Infrastructure, in planning terms, can be defined as ‘any facility, service or physical structure that supports or enables proposed development, whether privately or publicly funded’.

Which can include, but is not limited to, the following:

- Roads, cycle ways and other transport facilities;
- flood defences;
- schools and other educational facilities;
- medical facilities;
- sporting and recreational facilities; and
- open spaces, and
- Affordable Housing

1.4.2. 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:

**Table 2. Structure of Report**

<b><i>Physical infrastructure</i></b>	e.g., utilities (i.e. water supply and wastewater, gas, electricity, telecommunications & digital communications), transport infrastructure & transport services; cycle paths, footpaths.
<b><i>Environmental &amp; Green infrastructure</i></b>	e.g., flood protection, coastal management, public realm, public open space, green space, parks and play space, and waste management.
<b><i>Social infrastructure</i></b>	e.g., education, health, social care, the emergency services, community facilities, arts and culture, sport and recreational facilities, and community facilities.

## 1.5. Infrastructure Delivery Schedule

1.5.1. The Infrastructure Delivery Schedule (IDS) is a series of tables that set out the infrastructure requirements individually for each settlement where growth is planned, as set out in the Local Plan. The IDS is included within this document as [Appendix J](#).

1.5.2. The IDS Identifies schemes by their type of infrastructure and only includes projects within the North Norfolk plan area. The different types of infrastructure included within the IDS are:

- **Environment and Green Infrastructure** – Projects associated with enhancing the natural environment within or beyond a site’s boundary, improving access to existing areas of open space and providing new areas of open space.

- **Social Infrastructure** – Projects associated with providing new or improving existing community facilities such as providing elderly persons accommodation or improving existing facilities, such as a football club.
- **Transport Infrastructure** – Projects associated with necessary improvements to existing road networks to accommodate new growth. This could mean, providing new junction/access points, widening roads/footpaths, or implementing new traffic calming measures. This also includes improvements to connectivity between new sites and existing services and facilities or providing entirely new relief roads.
- **Utilities: Water and Energy Infrastructure** – Projects associated with improvements to existing utility infrastructure such as water treatment plants to accommodate the required levels of growth set out in the Local Plan.

1.5.3. Each infrastructure project associated with the above typologies is separated into three categories, depending on the projects necessity in helping to deliver growth, or in the regard to site-specific infrastructure projects, their necessity in helping to deliver the site.

1.5.4. The table below sets out these different categories that all projects included within the IDS are separated into and their definitions.

**Table 3. Categories of Infrastructure Projects in the IDS**

<b>Critical</b>	Is required for sustainable growth of the development and is required to ensure development is policy compliant. These requirements are needed to unlock development and mitigate Physical constraints to growth; development cannot come forward without it.
<b>Essential</b>	Is required for sustainable growth of the development and is required to ensure development is policy compliant. These are requirements that are necessary to support and mitigate development and ensure policy objectives are met.
<b>Desirable</b>	Items of infrastructure considered not essential for the delivery and implementation of the plan, but which nevertheless support plan objectives and will support the wider objectives of sustainable development.

1.5.5. All infrastructure projects identified within the Local Plan have been separated based on the above table. The Infrastructure Delivery Schedule (IDS) ([Appendix J](#)) provides a list of all infrastructure projects that are required to facilitate the Council’s planned growth needs within the plan period. The IDS also provides an estimated time scale for each project’s expected delivery. For site-specific infrastructure projects, these time scales are based on the Council’s Housing Trajectory that is appended to the Local Plan. These time scales are entirely subject to change and should be considered as estimations for expected delivery.

1.5.6. In addition, the IDS identifies the delivery partners – those who will be providing the required infrastructure and developing each project, whilst also where the funding sources for each project will come from. For the majority of projects, the key funding source is through developer contributions, the Council does not currently implement CIL, and therefore it is not listed within the IDS as source of funding.

1.5.7. Most of the projects listed within the IDS are site-specific requirements related to the Council’s proposed site allocations. Go to Chapter 9 of the emerging [Local Plan](#) to see the full site-specific requirements for each site allocation.

## 2. North Norfolk Local Plan

### 2.1. Summary

- 2.1.1. The Local Plan will provide the planning policy framework for the district from 2016 to 2036 and provide the strategic priorities and objectives. Infrastructure constraints and requirements are based on the policies included within the Local Plan.

### 2.2. Housing Need & Future Growth

- 2.2.1. Over the period 2016 to 2036 the population of North Norfolk is projected to grow by around 7,781 (2016 National Projections) so that by the end of the Plan period 108,693 people are likely live here. Much of this increase results from net inward migration mainly from elsewhere in the southeast by those retiring to the area. It is also expected that people will live longer, that average household sizes will remain low, and that around 8-10% of all dwellings in the district will be used as second homes. These factors and others will contribute towards significant housing pressures in the district over the period covered by this Plan.
- 2.2.2. The Government's objective is to significantly boost the supply of homes. National planning policy identifies a starting point for local planning authorities to meet their local housing needs as indicated through the standard methodology<sup>3</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.
- 2.2.3. 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.
- 2.2.4. 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.
- 2.2.5. The Authority does not consider that these 2014 based projections accurately reflect likely future growth rates in the district because they project forward higher rates of annual growth than were subsequently shown to have actually occurred. The Office of National Statistics published revised projections with a base date of 2016 and the Council considers these to be a more robust basis for establishing the future requirement for homes in the district<sup>4</sup>. Applying the national standard housing needs methodology to the 2016 projections and using the latest available (2020) affordability ratio for the district, produces a minimum housing requirement for around 480 dwellings per year, or 9,600 new homes in the twenty years covered by the Plan. This Plan sets this figure as the minimum target to be provided.

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<sup>3</sup> [Housing and economic needs assessment - GOV.UK \(www.gov.uk\)](https://www.gov.uk) [Access on 04/10/2022]

<sup>4</sup> North Norfolk Strategic Housing Market Assessment, Opinion Research Services, 2019 - available in NNDC Document Library - [www.north-norfolk.gov.uk/documentlibrary](http://www.north-norfolk.gov.uk/documentlibrary)

As a measure to extend choice and flexibility, the Plan includes specific allocations and policies which would enable the delivery of around 12,000 new homes.

- 2.2.6. The Local Plan's proposed allocations are expected to deliver approximately 4,900 homes, including elderly persons' accommodation, which will be delivered across the district. The Council expects delivery rates to be variable over the plan period. Nearly all the sites allocated in this Plan are immediately available for development, and many of the larger sites are owned by, or are under option to house builders. To assist with delivery a range of sizes of sites in a broad selection of locations have been identified providing opportunities for both large and smaller home builders and those wishing to build their own homes.
- 2.2.7. The table below is the selection of proposed allocations within the Local Plan and when they are expected to come forward:

**Table 4. List of LP Site Allocations**

Settlement	Site Name	LP Site ref	No. Dwellings	Delivery Timescale
Blakeney	Land East of Langham Road	BLA/04	30	2025-2027
Briston	Land East of Astley Primary School	BRI01	25	2028-2030
Briston	Land West of Astley Primary School	BRI02	40	2028-2030
Cromer	Land at Cromer Station	C07/2	22	2027-2029
Cromer	Former Golf Practice Ground	C16	150	2025-2031
Cromer	Land West of Pine Tree Farm	C22/2	400	2026-2036
Fakenham	Land North of Rudham Stile Lane	F01/B	560	2032-Beyond Plan Period
Fakenham	Land Adjacent Petrol Filling Station	F02	70	2025-2028
Fakenham	Land at Junction of A148 & B1146	F03	65	2025-2028
Fakenham	Land South of Barons Close	F10	55	2025-2028
Holt	Land North of Valley Lane	H17	27	2023-2025
Holt	Land at Heath Farm	H20	180	2023-2026
Holt	Land at Heath Farm	H27/1	Employment Site	
Hoveton	Land at Tunstead Road	HV01/B	120	2025-2030
Ludham	Land South of School Road	LUD01/A	20	2024-2026
Ludham	Land at Eastern End of Grange Road	LUD06/A	15	2032-2034
North Walsham	Land at Norwich Road & Nursery Drive	NW01/B	350	2024-Beyond Plan Period
North Walsham	Land West of North Walsham	NW62/A	1,800	2026-Beyond Plan Period
North Walsham	Land East of Bradfield Road	NW52	Employment Site	
Mundesley	Land off Cromer Road & Church Lane	MUN04/A	30	2025-2027

Sheringham	Land Adjoining Seaview Crescent	SH04	45	2026-2030
Sheringham	Former Allotments, Weybourne Road, Adjacent to 'The Reef'	SH07	40	2024-2027
Sheringham	Land South of Butts Lane	SH18/1B	48	2025-2028
Stalham	Land Adjacent Ingham Road	ST19/A	70	2025-2028
Stalham	Land North of Yarmouth Road, East of Broadbeach Gardens	ST23/2	80	2024-2027
Tattersett	Tattersett Business Park	E7	Employment Site	
Wells-next-the-Sea	Land South of Ashburton Close	W01/1	20	2024-2026
Wells-next-the-Sea	Land Adjacent Holkham Road	W07/1	50	2024-2027

### **3. Funding Mechanisms**

The IDP aims to provide certainty for infrastructure requirements, costs and the mechanisms for funding infrastructure, where possible, which is contained under the relevant chapter headings. In setting the context, a summary of the potential funding mechanisms is provided below.

#### **3.1. Section 106**

- 3.1.1. "Section 106 Agreements" is a form of Planning Obligations authorised by Section 106 of the Town and Country Planning Act 1990 as amended by the Planning and Compensation Act 1991 Section 12. Planning Obligations are usually completed following the resolution to grant planning permission (normally major developments) to secure community infrastructure to meet the needs of residents in new developments and/or to mitigate the impact of new developments upon existing community facilities or infrastructure.
- 3.1.2. Most of these Section 106 agreements are agreed through the County Council's Planning Obligations Standards<sup>5</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.
- 3.1.3. Paragraph 57 of the NPPF reiterates Regulation 122(2) of the Community Infrastructure Levy Regulations 2010. It states that planning obligations must only be sought where they meet all of the following tests: (a) necessary to make the development acceptable in planning terms; (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development.
- 3.1.4. Within the 2021/2022 period (start and end date being the 31st of March), NNDC collected approximately £895, 842.21 in S106 obligation money.
- 3.1.5. The option also exists for upfront payments in relation to GIRAMS through Section 111 payments.
- 3.1.6. The Council's Viability Assessment Report, produced in September 2022, identifies an assumed cost for Planning Obligations to be approximately, £9000 per dwelling (which is based on the industry standard). This is a generic cost and does not take into account abnormal factors that may impact a development.

#### **3.2. Community Infrastructure Levy (CIL)**

- 3.2.1. The Community Infrastructure Levy (CIL) is a levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure according to an adopted list of infrastructure priorities.
- 3.2.2. 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 this type of levy in the future depending on subsequent government policies and market conditions.

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<sup>5</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]

### 3.3. Section 278

- 3.3.1. S278: 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.

### 3.4. Planning Conditions

- 3.4.1. Planning conditions attached to a planning permission enable development proposals to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects of development. This may include the provision of infrastructure. Planning conditions should meet the policy tests set out in the NPPF in that they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

### 3.5. Other Sources of Funding

- 3.5.1. There are other sources of funding that could be used to provide infrastructure. These include, but are not limited to:

Table 5. Sources of Infrastructure

Other sources of funding for infrastructure	
<ul style="list-style-type: none"><li>• New Homes Bonus</li><li>• Housing Infrastructure Fund</li><li>• Grants</li><li>• Local Enterprise Partnership</li><li>• Growing Places Fund</li><li>• Revenue Support Grant</li></ul>	<ul style="list-style-type: none"><li>• Lottery Funding</li><li>• Private Sector Investment</li><li>• Tax Incremental Funding</li><li>• Investment Programs</li><li>• Grant-in-Aid</li><li>• Coastal Community Fund</li></ul>

### 3.6. New Homes Bonus

- 3.6.1. The new Homes Bonus (NHB) was introduced in 2011/12 as an incentive and reward mechanism to promote housing growth. Councils received payment for new houses built in the district and long-term empty properties that have been brought back into use with 80% kept by NNDC and 20% returned to the County.
- 3.6.2. The NHB has undergone significant changes since its introduction with changes being made to the reduction of the number of years New Homes Bonus payments are made (legacy payments) from 6 to 5 years in 2017-18 and to 4 years from 2018-19 and the introduction of a national baseline for housing growth of 0.4% of council tax base from 2017-18, below which NHB will not be paid.



- 3.6.3. As a result of these changes the Council predicts that in 2021/22 only £0.3m will be secured through the NHB from a height of £2.1m in 2016/17<sup>6</sup>. NHB is subject to potential further changes as a result of national policy.

### **3.7. Housing Infrastructure Fund (HIF)**

- 3.7.1. The Housing Infrastructure Fund (HIF) gives councils the opportunity to bid on a competitive basis for up to £10 million towards infrastructure schemes of a range of types necessary to enable the delivery of housing on strategic sites with marginal viability. The fund was extended in the 2018 budget to 2022/23. The fund is administered by Homes England on behalf of the Ministry of Housing, Communities and Local Government. Eligible bids must require grant funding to deliver physical infrastructure with strong evidence that it is necessary, support delivery of an up-to-date plan or speed up getting on in place, be locally supported and be able to spend the funding by the end of the 2022/23.
- 3.7.2. North Norfolk District Council submitted a Housing Infrastructure Fund (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. This bid was unsuccessful; however, the project will continue with funding directly from NNDC, NCC and developer contributions associated with previous Local Plan allocation, [F01](#) and the new Local Plan allocation, [F01/B](#).

### **3.8. Growing Places Fund**

- 3.8.1. The £730 million Growing Places Fund (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.

### **3.9. Growing in Aid**

- 3.9.1. 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.

### **3.10. Revenue Support Grant**

- 3.10.1. 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

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<sup>6</sup> <https://www.north-norfolk.gov.uk/media/5103/nndc-mtfs-2019-20-and-beyond-full-council-version.pdf> [Accessed 04/10/2022]

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.

### **3.11. Coastal Community Fund**

3.11.1. 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.

### **3.12. Norfolk and Suffolk Local Enterprise Partnership (LEP)**

3.12.1. Central government introduced Local Enterprise Partnerships (LEPs) to promote economic growth at a more local level. Norfolk alongside Suffolk falls under the New Anglia LEP. The New Anglia LEP was allocated money through the national 'Growing Places Fund' to help support local economic growth. New Anglia LEP's total Growth Deal with Government is £290.8m to be invested in the region by 2021 with a focus on RAF Coltishall, which is now designated as an Enterprise Park. The allocated money has been identified to help promote the delivery of infrastructure projects needed to unlock developments that can help to create jobs and homes in Norfolk. The fund is not intended to be gap funding to bridge viability gaps, but it can help by financing up front infrastructure and thereby reducing financial risk associated with development schemes.

3.12.2. Funding is focused on the Growth Deals that have been agreed with the LEPs, together with the City Deal for Greater Norwich for 2015/16, and indicative funding through to 2020. Funds include both grants and loan opportunities for example under the Local Infrastructure Investment Fund.

### **3.13. Prudential Borrowing**

3.13.1. Under rules laid down for local government, local authorities are able to borrow to invest where they consider it appropriate to do so in line with the Prudential Code for Capital Finance in Local Authorities. Subject to these rules therefore, the council could decide to borrow money to directly fund some or all of the cost of infrastructure improvements, for example where it is confident that the costs can be recovered later through Section 106 agreements or through increased local taxation returns.

### **3.14. Business Rates Retention Scheme**

3.14.1. In addition, the Business Rates Retention Scheme which was introduced in April 2013 enabled authorities to keep a proportion of the business rates revenue as well as growth on the revenue that is generated in their area. The government held a consultation in 2016 to allow Local Authorities to retain 100% of the business rates they collect locally. If this was to be brought in then coupled together, these can offer the potential to provide a strong financial incentive to promote economic growth.

## **4. North Walsham Western Development**

### **4.1. Overview**

- 4.1.1. North Walsham is identified as a Large Growth Town in the Settlement Hierarchy, The Local Plan's Spatial Strategy proposes that the town can accommodate a high level of growth in the Plan period in conjunction with the required supporting infrastructure need to sustainably deliver a development at a strategic scale. The map below provides an indicative layout of the development.
- 4.1.2. As a result, the Local Plan identifies three allocations for North Walsham: NW01/B, NW62/A (large mixed-use sites) and NW52 (an employment allocation). Across the two mixed use sites, approximately 2,150 new dwellings will be delivered alongside improvements to existing infrastructure, such as to the local road network, and will include the addition of new community facilities, areas of open space and a new 'Link Road'. The infrastructure requirements for this expansion are provided below.

### **4.2. Transport Requirements**

- 4.2.1. To accommodate the large scale of growth from this development, the site-specific policy requirements for the two larger sites, NW01/B and NW62/A both include large scale infrastructure projects, specifically, the requirement to provide a new link road that extends from Cromer Road to the north of the site and connects to Norwich Road (B1150) to the south. This link road runs through the entirety of the NW62/A and will help alleviate traffic issues through the centre of the settlement, especially in regard to HGV traffic that passes through North Walsham. In addition, the new link road will provide HGV connections to new and existing industrial and commercial developments and create a suitable route over the Bittern railway line to connect with the Lyngate (as it is currently known) Industrial Estate and wider road network.
- 4.2.2. The infrastructure requirements for these sites include several projects relating to the general improvement and enhancement of existing transport infrastructure to ensure the site does not have a significant negative impact on the existing road network.
- 4.2.3. These requirements are included within the Infrastructure Delivery Schedule, the link road is categorised as a critical requirement that must be delivered in order to accommodate the required growth for the settlement.

### **4.3. Wider Transport Requirements**

- 4.3.1. Proposed growth in North Walsham will have an impact on the local road network, therefore it is necessary for development to identify and improve on this infrastructure where necessary.
- 4.3.2. For example, improvements to road networks that connect the site to North Walsham and appropriate upgrades to accommodate new access points are necessary. The site-specific policy of NW62/a includes reference to the improvements of the bridge over the River Bure, and traffic managements improvements to the B1150, in addition to new or improvements to pedestrian and cycle links to promote active travel.

#### **4.4. Green Infrastructure Requirements**

- 4.4.1. The development will deliver enhancements to access existing Public Rights of Way and contributions will be expected towards improvements to existing access routes into North Walsham such as to Paston Way and Weaver's Way, which will also become an integrated spine of green infrastructure that intersects the development.
- 4.4.2. Overall, the development is expected to deliver no less than a total of 31ha of open space throughout the site, which includes the creation of a new 'Town Park' of at least 2ha in size.
- 4.4.3. Sustainable Urban Drainage schemes, and other drainage proposals will be necessary in parts of the site to provide appropriate flood mitigation and storage measures.

#### **4.5. Social Infrastructure Requirements**

- 4.5.1. North Walsham will provide new or improve existing community facilities that will be required to support the development and the new community. This includes the provision of a local centre within the development, new facilities such as a new 2-form entry primary school requiring approximately 2.5-3ha of land, new sporting pitch provision of no less than 2ha in total, allotments, and some new retail provision.
- 4.5.2. Additionally, the site-specific policy within the Local Plan requires the improvement of existing facilities, including the North Walsham Town Football Club and the development of a further specialist elderly care provision for approximately 100 units.

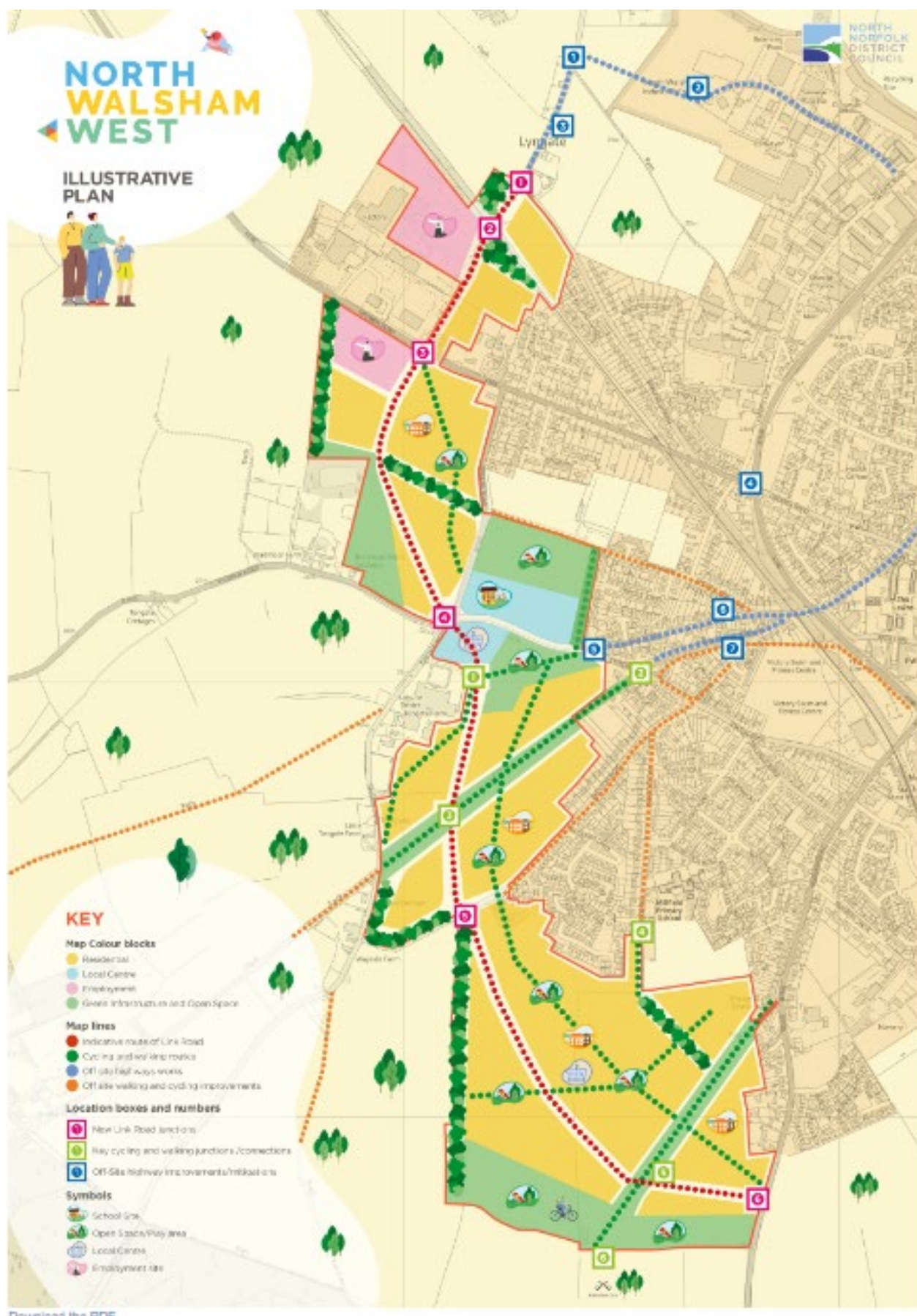
#### **4.6. Indicative Layout Plan**

- 4.6.1. Figure 1<sup>7</sup> on the following page provides an indicative layout of the North Walsham Western Development site. This layout is subject to change and is dependent on further work that will be undertaken as part of a development brief associated with any future planning application.

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<sup>7</sup> [North Walsham West \(north-norfolk.gov.uk\)](http://north-norfolk.gov.uk) [Accessed on 25/09/2022]

Figure 1, North Walsham Illustrative Plan



## 5. Physical Infrastructure

Energy Evidence Base		
Author	Document	Date
NCC	Norfolk Infrastructure Plan	2016
EGNIDA	North Norfolk Power Study	2019
National Grid	Consultation Response to the Draft Local Plan - Regulation 18	2019

### 5.1. Utilities: Electricity

- 5.1.1. North Norfolk’s energy is supplied mainly from Salle, 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 one 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.
- 5.1.2. 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 Southeast 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.
- 5.1.3. UKPN produce business plans which are submitted to and approved by Ofgem. These business plans set out the improvements to the network over the business period and factor in all known planned housing and commercial growth that is planned to come forward during that period. Ofgem do not encourage Distribution Network Operators (DNOs) to invest ahead of time and only undertake work once the load has materialised. The current business plan, RIIO-ED1<sup>8</sup>, runs from 2015-2023 and included the following network improvements that relate to North Norfolk:
- Cromer 33/11kV Primary Substation – Replace 11kV switchboard (2000A)
  - Coxford Primary Substation – Replace 33/11kV Transformers
  - West Beckham 33/11kV Primary Substation – Replace 11kV Switchgear
  - Stody 132/33kV Grid Substation – Replace 33kV Grid Substation
  - Stalham 33/11kV Primary Substation – Replace 33kV Bus Section Circuit Breaker
- 5.1.4. The 2015 to 2023 Business Plan also included future reinforcement at the Thorpe/Trowse 132kV Substations.
- 5.1.5. UKPN is currently building its plans for the next period – called ‘RIIO-ED2’ – which runs from 2023-2028. It includes investment in its baseline plan of £4.6 billion where it is highly confident of the need. This plan also sets out that UKPN will work in partnership with Local

<sup>8</sup> ‘RIIO’ stands for ‘Revenue = Innovation + Incentives + Outputs’ and ‘ED’ stands for Electricity Distribution

Authorities, community energy stakeholders and other utilities to help them to realise their Net Zero ambitions. UKPN will use its planning expertise, data, resources and convening power to help Local Authorities unlock the investment required by well-justified Net Zero local area energy plans and will engage with all regional and local planning authorities on their climate plans, offering a three-tiered support service utilising a framework to self-assess, develop action plans and unlock network investment where a prescribed level of certainty is achieved.

- 5.1.6. 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 (NNPS) 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.
- 5.1.7. This study took into account the announcement in the Government's Spring Statement 2019<sup>9</sup> that 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 network 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.
- 5.1.8. The key findings of the NNPS highlighted that based on existing Peak Power Demand vs. Substation Winter Spare Capacity Study, Cromer and Egmere indicate the lowest amount of spare capacity. However, at present levels there are no deficits in terms of energy capacity.
- 5.1.9. One potential barrier to new development, highlighted in the study, is the available capacity at 132kV in particular the Trowse and Thorpe substations. This was highlighted within the 2015-2023 Business Plan, however due to lower than expected take up the improvement works have yet to be undertaken.
- 5.1.10. The NNPS indicated that there were no development proposals for 2018/19 outlined in UK Power Network's 2018 Long Term Development Statement (LTDS) that would increase capacity within North Norfolk. This has remained the case for 2022/23<sup>10</sup>. However, there are potential longer-term upgrades within UKPN's business plan for asset reinforcement and replacement at higher voltages.
- 5.1.11. The NNPS highlights a number of recommended interventions to overcome grid constraints:
  - Semi-islanded approaches, utilising on-site generation and smart energy management solutions;
  - 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.

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<sup>9</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]

<sup>10</sup> Long Term Development Statement – Development Proposals UK Power Networks – Eastern Power Networks plc May 2022 Version 1.0 [Online - [Long Term Development Statement and Network Development Plan Landing Page – UK Power Networks \(opendatasoft.com\)](#)] – Accessed 14/10/2022]

## 5.2. Utilities: Gas

- 5.2.1. National Grid own, manage and operate 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.
- 5.2.2. Some 60% of properties in North Norfolk are not supplied with gas<sup>11</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.
- 5.2.3. 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. This approach is proposed under Policy E3 to be continued in the Local Plan. Also, there are proposals for coastal defence works to protect the terminal. See section [6.2](#).
- 5.2.4. In 2019 an innovative sandscaping scheme was completed which protects the local communities of Bacton and Walcott and critical infrastructure at the Bacton gas Terminal site from the North Sea. This scheme is anticipated to offer 15-20 years of protection from coastal erosion and the effects of climate change to this stretch of coastline.

## 5.3. Utilities: Renewables

### Onshore Wind

- 5.3.1. Renewable energy developments include wind, solar and biomass. Currently there are 10 solar power developments in the district which, when combined, generate some 158.65 Mega Watts (MW), enough to power approximately 41,500 households. There is one onshore 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 C](#).
- 5.3.2. The ministerial statement of June 2015 amended Government policy regarding onshore wind turbine development, requiring that planning permission should only be granted in areas identified as suitable. This has been subsumed into the NPPF, which sets out that to help increase the use and supply of renewable and low carbon energy and heat, plans should:
  - Provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);
  - consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and

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<sup>11</sup> Nongasmap.org.uk (2019) The non-gas map [Online] <https://www.nongasmap.org.uk/> [Accessed 23/04/2019]



- 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.

5.3.3. In 2021 North Norfolk District Council adopted two new supplementary planning documents: 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, to ensure that there will be no unacceptable, adverse impacts upon the landscape or, the historic environment, or that would cause unacceptable adverse impacts upon residential amenity.

## Offshore Wind

5.3.4. Large scale offshore 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.

**Table 6. Offshore Wind Developments**

Development	No. turbines & Capacity (MW)	No. of homes supplied	Status	Owner	Landfall/ connection to the grid
Sheringham Shoal 10-15 miles north of Sheringham	88 (317)	220,000	Operational Opened 2012	Statoil/ Statkraft	Weybourne. Cable link to sub-station at Sale near Cawston
Dudgeon Shoal 20 miles north of Cromer	67 (402)	410,000	Operational Opened 2017	Statoil/ Statkraft	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 Renewable s 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 of North Norfolk coast	(2.4GW)	2million	Approved	DONG	Weybourne area. 3 possible cable routes. 3 potential booster station sites

Sheringham Shoal Extension Project	Max 27 317MW	Additional 820,000 (combined with Dudgeon Extension )	Pre-application		Weybourne. Grid connection within a 3km radius of Norwich Main Substation south of Norwich (shared cable with Dudgeon Extension) – likely Swardeston South Norfolk
Dudgeon Extension Project	Max 34 402MW	See above	Pre-application		See above

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

## 5.4. Utilities: Water

Water Evidence Base		
Author	Document	Date
AW	Water Resource Management Plan	December 2019
AW	Water Recycling Long-term Plan, 2018.	September 2018

## 5.5. Water Resource Management Plan

- 5.5.1. Anglian Water has a statutory duty under Section 106 of the Water Industry Act 1991 to connect to the public sewer. Every five years Anglian Water are required to produce a Water Resources Management Plan (WRMP)<sup>12</sup>. This is a strategic plan which sets out how they intend to maintain the balance between supply and demand for water, and provide the region with safe, reliable water supplies both now and in the future. Each plan builds on the last, updating and reviewing the proposed investment strategy to reflect the latest information, technology and the views of customers and communities. The WRMP 2019 planning period runs from 2020 to 2045. There is a particular focus on actions required in five-year cycles known as Asset Management Plans, (AMP). These 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. AMPs are submitted to the industry regulator Ofwat as part of the WRMP process. AMP7 covers the immediate Local Plan period 2020 to 2025.
- 5.5.2. A Draft WRMP was published in March 2018 for consultation and updated prior to submission to Ofwat along with Anglian Water's September PR19 Business Plan submission, which is a component part of the water resource planning process. This included the emerging Local Plan details at that stage. Ofwat, the industry regulator, sets customer price limits for the next five years based upon these. The WRMP<sup>13</sup> identifies the demand management requirements and the investment needs in new resource and supply infrastructure, including third party and cross-company supplies and strategic, cross-catchment / company schemes to manage supply and demand over the 25-year planning period. By contrast, the focus on investment needs identified in companies' business plans typically tends to be more on the short to medium term (the next 5 years or so) reflecting more immediate and certain impacts on customer bills.
- 5.5.3. Anglian Water's 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 increased pressure upon water resources.
- 5.5.4. 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

<sup>12</sup> The Water Act 2003: [Water Act 2003 \(legislation.gov.uk\)](https://www.legislation.gov.uk) [Accessed 23/09/2022]

<sup>13</sup> [Water resources management plan \(anglianwater.co.uk\)](https://www.anglianwater.co.uk) [Accessed 23/09/2022]

treatment. It is important to note that these are being considered for the longer term and not all solutions will be required.

5.5.5. WRMP 2019 promotes:

- the efficient and effective use of available resources by reducing leakage by 22% by 2025 and 42% by 2045, with average per-capita consumption falling to 120 l/h/d by 2045;
- Improves the resilience of public water supplies by adapting to climate change from 2020;
- Reduces customer reliance on a single supply;
- Enhances the environment by reducing abstraction in sensitive areas, including the capping of time-limited abstraction licences by 2022;
- Early adaptation to climate change, improving drought resilience, planning for growth.

5.5.6. The key changes between the draft WRMP and the final 2019 WRMP include:

**Table 7. WRMP Comparisons**

	<b>WRMP Draft</b>	<b>WRMP Final 2019</b>
<b>Supply forecast</b>	Climate change impacts in AMP7 from 2024-25. <ul style="list-style-type: none"> <li>• Sustainability reductions phased over AMP7 and AMP8.</li> <li>• Drought impacts in AMP7.</li> </ul>	Climate change impacts in AMP7 from 2020-21. <ul style="list-style-type: none"> <li>• Sustainability reductions take effect in AMP7.</li> <li>• Drought resilience enhanced by 2025.</li> </ul>
<b>Demand forecast</b>	2015-16 base year. <ul style="list-style-type: none"> <li>• Housing forecast based on local authority plans.</li> </ul>	Updated to 2017-18 base year. <ul style="list-style-type: none"> <li>• Housing forecast based on local authority plans but re-profiled in early AMP7 to take account of recent build rates.</li> </ul>
<b>Neighbouring company trades</b>	Grafham reverse trade available from Affinity Central until 2029 (18 MI/d). <ul style="list-style-type: none"> <li>• Ardleigh agreement with Affinity Water East 70:30 in our favour for entire 25 year plan</li> </ul>	Grafham reverse trade not included. <ul style="list-style-type: none"> <li>• Ardleigh agreement with Affinity Water East 50:50 from 2025.</li> </ul>
<b>Adaptive Planning Scenario</b>	Single scenario selected, to include AMP8, Sustainability reductions and 60 MI/d exports (50 MI/d to Affinity Central, 10 MI/d to Cambridge).	Best Value Plan stress tested using multiple scenarios, including: <ul style="list-style-type: none"> <li>• 50 MI/d and 100 MI/d exports (Affinity only),</li> <li>• Demand savings scenarios,</li> <li>• Extreme drought scenarios, and</li> <li>• Alternative climate change scenarios.</li> </ul>

5.5.7. The process of updating the WRMP and publishing a revised WRMP in 2024, based on updated forecasts and options has already started and it is Anglian Waters intention to consult in November 2022 with the final plan expected to be published in August 2023 along with a statement of response on how they will have addressed the feedback.

## 5.6. Water Resource Availability

- 5.6.1. North Norfolk, like many parts of Norfolk and wider East Anglia, experiences low levels of rainfall and is defined by the Environment Agency as an area of serious water stress<sup>14</sup>. The region is the driest in the UK with just two thirds the average national rainfall. Going forward there are significant challenges in regard to water regarding climate change and increased population growth. These issues are highlighted in Water UK’s publication, “water recycling long-term planning framework” (2016)<sup>15</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).
- 5.6.2. The Water Resources Long-term planning framework (2016) is a non-statutory document that sets the high-level strategy and framework for the WRMP. The Framework provides an assessment of drought resilience of existing and future national water resources systems, based on climate change perturbations of the historic climate, and under ‘alternative’ more severe drought scenarios. This in turn frames the strategic direction for the forward vision for the region through the Water Recycling Long-term Plan, 2018. The 2018 Plan sets out the following investments and upgrades to Water Recycling Networks in the following locations across North Norfolk:

**Table 8. Water Recycling Centre Future Upgrades<sup>16</sup>**

Water Recycling Centre	Action	Cost	AMP period
Fakenham	Increase WRC process capacity	£0.568 million	AMP7 2020-2025
Holt	Additional WRC flow capacity	£1.5 million	AMP9 2030-35
Horning, Knackers Wood	Additional WRC flow capacity	£5.291 million	AMP7 2020-2025
Ludham	Additional WRC flow capacity	£0.007 million	AMP7 2020-2025
Mundesley	Additional WRC flow capacity	£4.303 million	AMP8 2025-2030
Stalham	Increase WRC process capacity	£5.292 million	AMP7 2020-2025
Stalham	Increase WRC process capacity	£1.365 million	AMP8 2025-2030

- 5.6.3. The Water Recycling Long-term Plan also set out regional investment in AMP7 which includes investing in catchment flow monitors to monitor growth at; Attleborough, Alysham, Belaugh, Dereham, Downham Market, Fakenham, Holt, Kings Lynn, Long Stratton, North Walsham, Sisland, Swaffham, Rackheath Springs - Wroxham, Thetford, Watton, Wells-next-the-Sea, Norwich, West Raynham, and Wymondham.
- 5.6.4. As well as keeping up with demand as our region grows, Anglian Water is also seeking to help protect local wildlife and improve the water that is discharged back into river courses.

<sup>14</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) [Accessed 23/09/2022]

<sup>15</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) [Accessed 23/09/2022]

<sup>16</sup> Source Water Recycling Long Term Plan page 90- 95 [Water recycling long term plan \(anglianwater.co.uk\)](http://www.water.org.uk/wp-content/uploads/2018/11/WaterUK-WRLTPF_Final-Report_FINAL-PUBLISHED-min.pdf)

Current projects<sup>17</sup> 2021-2022 with an emphasis on North Norfolk and environmental improvements include:

- £8million at 13 water recycling centres to protect and enhance animal and plant life in streams and rivers such as the Thet and Wensum by helping us return higher quality wastewater to the environment.
- £13million to create new interconnecting pipes between Harrowby and Gazeley, Norwich and **Ludham**, and Little Melton and High Oak, that can move water around the region wherever and whenever we need it, to help keep taps running and minimise the impacts of future droughts.

## **Water Resource Assets**

- 5.6.5. 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 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.
- 5.6.6. With the exception of a small area to the southeast 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.
- 5.6.7. Since the UK left the EU, the EU Water Framework Directive has been revoked and replaced in England, Wales and Northern Ireland by the following laws: the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. Essentially The Water Framework Directive (WFD) which originated from the EU has been retained in UK law following the UK's exit from Europe. At its core it aims to prevent deterioration of the water environment and improve water quality by managing water in natural river basin districts, rather than by administrative boundaries.

## **Water Efficiency**

- 5.6.8. 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 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 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) through Policy CC4.
- 5.6.9. In parallel Anglian Water have various incentive schemes which include for house builders 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

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<sup>17</sup> [Projects across our region \(anglianwater.co.uk\)](https://www.anglianwater.co.uk/projects) [Accessed 23/09/2022]

homes are built to a water efficiency standard of 100 litres per person per day at the time of connection.

### **Water Recycling Centres (WRCs)**

- 5.6.10. 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.
- 5.6.11. 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.
- 5.6.12. Contained in the Water Recycling Long Term Plan is the commitment to produce a new Drainage and Wastewater Management Plan (DWMP). The DWMP 2025- 2050 is currently being prepared by Anglian Water. The document is currently in draft form (dDWMP)<sup>18</sup> and sets out how AW will manage and recycle water across the District and Region over the next 25 yrs. A DWMP is seen by AW as a long-term plan that sets out how wastewater systems- and the drainage networks that impact on them – can be maintained, extended and improved to make sure they're robust and resilient to future pressures. It is also used to understand current and future risks to drainage and water quality. DWMP 2025- 2050 page 2. The DWMP splits the AW region up into water recycling catchment partnerships. North Norfolk is identified as falling into two broad catchment areas: The North Norfolk catchment Partnership and the larger Broadlands Catchment Partnership. It is expected that the DWMP will be subject to consultation over the next 18 months and finalised in 2023 ahead of agreement with regulators on levels of investment in late 2023/ early 2024.
- 5.6.13. In order to assess the need for new infrastructure the Plan uses forecasted population growth as well as considering planned growth by Councils through their emerging Local Plans and cross referenced to submitted planning applications. Where Anglian Water are confident in the local plan (adopted/examination stage) they advise that they take the full growth forecast for the end of the planning period. This is then adjusted to consider the short- term population change based on their knowledge from planning applications. Beyond the planning period Anglian Water uses the housing/ population trend. Where the Local Plan is not adopted, AW take known planning applications and follow a trend line for growth.
- 5.6.14. To unpack this Anglian Water advise<sup>19</sup> that they wanted as part of the previous regulatory process to plan for and secure agreement to invest to provide capacity to meet (& manage) demand at the levels of growth set out in all published plans. This however was not agreed by Ofwat and so AW have taken the above approach that sites will be factored in when the Local Plan is adopted. When major sites seek planning approval then these will be considered and given more weight/ certainty in Anglian Water's updated models. Sites with full planning will be given full weight in modelling and in evidenced submitted to Ofwat to agree funding for new or expanded treatment capacity in each five- year plan. Developers are required to pay for the new connections and network capacity for water supply and sewers to serve their sites.

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<sup>18</sup> [Drainage and wastewater management plan \(anglianwater.co.uk\)](https://www.anglianwater.co.uk/about-us/our-strategies-and-plans/drainage-wastewater-management-plan/) <https://www.anglianwater.co.uk/about-us/our-strategies-and-plans/drainage-wastewater-management-plan/>

<sup>19</sup> AW Regulation 19 response to proposed submission version NNDC Local Plan

- 5.6.15. As detailed in the infrastructure sections of each site allocation section of proposed submission Version of the Local Plan (e.g. sections Cromer, 10.0.8, Fakenham, 11.1.5 etc, Anglian water have identified that off-site mains water supply reinforcement will be required in certain locations and that for development of over 10 dwellings some enhancement to foul sewerage network capacity will be required. Where specific requirements have been identified they have been added to the relevant site allocation policy in the emerging Local Plan e.g., Policy [C07/2](#) criterion 6 and 7.
- 5.6.16. Anglian water has confirmed that taken together, the unconstrained WRC capacity in North Norfolk could accommodate the planned level of growth if the spatial allocation of sites simply followed the available capacity. Based on the emerging Plans levels of growth significant headroom is available at two of the three principles locations for growth at Cromer and North Walsham, but that it is likely that investment by customers will be required at Fakenham (11.1.5), Mundesley and Holt within the Plan period to enable the planned growth to have adequate wastewater treatment capacity at their most proximate WRC. (Updated position contained in AW Regulation 19 response)
- 5.6.17. Given the revised approach detailed above, Anglian Water advise that their Water investment plans will be adjusted to account for the actual levels of growth based upon pre application requests through to full planning permission being granted to ensure that water supply and wastewater capacity is available. Developers will need to demonstrate in applications that their plans provide for and fund the requisite network enhancements.

#### **Bacton**

- 5.6.18. The draft DWMP identified the use of mixed strategies including the use SUDs in any development within the plan a period (up to 2035) and a longer-term strategy beyond the plan period of reducing surface water intake by 50% to the network to improve WRC capacity.

#### **Briston & Melton Constable**

- 5.6.19. The draft DWMP identified the use of mixed strategies including the use SUDs in any development within the plan a period (up to 2035) and a longer-term strategy beyond the plan period of reducing surface water intake by 50% to the network to improve WRC capacity.

#### **Cromer**

- 5.6.20. Significant headroom exists in Cromer to accommodate future growth. The draft DWMP states the long-term strategy i.e. beyond the Local plan period of increasing WRC capacity by ensuring a 10% reduction in surface water entering the network.

#### **Cley (Glandford Road)**

- 5.6.21. The draft DWMP identified the use of SUDs in development within the plan a period and a longer-term strategy beyond the Local Plan period of WRC transfer between catchments or the relation of the WRC outfall. No growth is identified or relied upon in the emerging Local Plan through specific site allocations.

#### **Fakenham WRC**

- 5.6.22. Fakenham WRC discharges into the higher reaches of the River Wensum which is designated a Special Area of Conservation, SAC and the whole river classed as a Site of Special Scientific Interest, SSSI. There are concerns of the potential to increase flooding downstream and



potential impacts the water quality of the River Wensum by introducing contaminants into the water course and increasing turbidity.

- 5.6.23. Anglian Water advise that without investment the existing WRC capacity at Fakenham will be used up in or before 2032. This position is in part related to the delivery of the previously allocated FO1A site which obtained outline planning permission for 950 dwellings and associated infrastructure subjected to detailed S106 agreement in December 2020. The subsequent S106 agreement was issued signed Oct 2021. Further Anglian Water investment is currently aligned with the trajectory of the Local Plan and expected growth levels through AMP9 (2030- 35)<sup>20</sup>. 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.
- 5.6.24. Through the draft DWMP Anglian Water identified a long-term plan to reduce surface water by 25% from the network by 2050 with a reliance on SuDS over the medium term (by 2035).
- 5.6.25. The phasing of the allocation FO1/B in the Local Plan is aligned to the investment around enhancement to treatment capacity at the WRC set out in Amp 7 (2025- 2030) in the Water Recycling Long-term Plan which will be reviewed by AW in relation to progress with the previous allocation FO1/A.

#### **Holt WRC**

- 5.6.26. No strategy is put forward in the draft DWMP however Anglian water advice is that capacity at Holt is subject to review as part of the new DWMP and that there are headroom restrictions. Investment is confirmed in the Water Recycling Long-term Plan. It is likely that investment will be required AW customers (e.g. site developers) to enable the planned growth to have adequate wastewater treatment capacity. Anglian Water confirm (Regulation 19 response to the proposed submission Local Plan (Jan 2021)) that If required investment at Holt could increase capacity in AMP9 (2030-35) and that Anglian Water's AMP9 plans could be brought forward early in AMP8 (2025 – 2030) to support confirmed growth allocations when the Local Plan is adopted if required.

#### **Horning WRC**

- 5.6.27. 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 and flows remain above the permitted Environment Agencies, (EA) license.
- 5.6.28. 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. Both Anglian Water and the Environment Agency agree that the Horning Knackers Wood Water Recycling Centre (WRC) does not currently have capacity to accommodate further foul flows. This means that measures need to be taken to reduce the flows the Centre receives from across the catchment. If the flows continue to rise, there is a risk of increased nutrient loading to the river and therefore deterioration in water quality. There is also increased risk of sewer

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<sup>20</sup> AW Regulation 19 response to proposed submission version NNDC Local Plan

flooding. No strategy is put forward in the draft DWMP however Investment is confirmed in the Water Recycling Long-term Plan. A Joint Position Statement (JPS) was signed by the North Norfolk District Council, Environment Agency, EA, Broad's Authority, and Anglian Water in 2017 ([Appendix E](#)) which put in place a presumption against development in Horning that increase the flows and standalone foul water treatment solutions, as they also have the potential to adversely affect water quality.

- 5.6.29. Since the JPS AW have been undertaking investigations to understand why the WRC is receiving excessive flows and they have now concluded that the unstable ground conditions in this area are the cause of continued structural failures of both the public sewerage network managed by Anglian Water and privately-owned drainage network. When combined with the high-water table and frequent over topping there are high levels of groundwater infiltration and inundations to both private and public foul water systems through multiple points, most is outside their remit to control.
- 5.6.30. Anglian Water have concluded that there is no single engineering solution which can be provided by Anglian Water and as such have published the Statement of Fact April 2022 ([Appendix E](#)) and have formally withdrawn from the Previous Joint Position Statement. They are however continuing a number of network improvements mainly along Ferry Road where there remain a number of unauthorised connections to AW infrastructure. Such investment includes a proposal on third party land to install pumping unit which will reduce the flows from over topping and flooding.
- 5.6.31. Despite the Statement of Fact and Anglian Water's revised position the Environment Agency still consider that development is not feasible at Horning and the EA maintain their objection due to the flow being significantly greater than the EA permit and no reasonable prospect of situation changing in the short to medium time frame.
- 5.6.32. A revised Joint position statement between the LPAs (Broad's Authority, NNDC and the EA) is currently being drafted with the Broad's Authority Leading (Summer 2022). The aim is to update the position to present day and reference the AW position and that of the EA.
- 5.6.33. 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 AW have been liaising with North Norfolk District Council, and relevant third parties 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.
- 5.6.34. The Environment Agency has also advised<sup>21</sup> that they are also reviewing permit compliance and the impact of the increased flows on the water body. At the time the EA were looking at the potential to undertake revised modelling during the summer 2022, based on the increased loads and the dilution they may bring which in turn may reduce the impacts on water quality and revise the licence situation, however they advise that this is a novel approach that is unprecedented in this region, and will take time and resource to develop so they cannot make any assumptions about the outcome at this stage or guarantees on the programme of work.

## **Hoveton**

- 5.6.35. Anglian Water are aware of local concerns regarding capacity in the foul water sewerage network draining to the Hoveton-Riverside sewage pumping station including the sub-

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<sup>21</sup> Horning Knackers Wood Water Recycling Centre meeting 1.3.22: NNDC planning, Broads Authority Planning EA, AW

catchment draining to the Hoveton-Brimbelow Road No.2 sewage pumping station where it has been identified as being prone to surcharging in some storm conditions and during periods of high-water levels in the River Bure.

- 5.6.36. Anglian Water advise that the public sewer network serving Hoveton was designed and is intended for conveyance of foul water flows only and has adequate capacity for all existing and proposed foul water flows. However Anglian Water records and recent analysis indicate both a response to rainfall events and a more severe hydraulic loading that cannot be generated by the legitimate sewer catchment. No strategy is put forward in the draft DWMP however Anglian Water are actively investigating and have issued a Position Statement in May 2019 ([Appendix F](#)), and it is expected that the final DWMP will include appropriate measures and medium-term strategy.
- 5.6.37. The Position statement confirms that public sewer network has capacity for all existing and proposed foul water flows and confirms that AW are investigating discrepancies between recent rainfall event and a more severe hydraulic loading that cannot be generated by the legitimate sewer catchment.
- 5.6.38. It states that Investigations so far has found there has been some structural deterioration in public sewer close to the river bank but that these defects are insufficient to account for the extent of surcharge reported. AW have concluded that the surcharging of the foul water sewerage network is predominantly caused by ingress of surface water via direct and indirect connections.
- 5.6.39. As a solution it is advised that the catchment strategy will evolve with the findings of the current investigation and Investment in AW assets will enhance capacity to meet future demands. Measures must also seek to remove surface water from foul water sewerage. AW have indicated the most vulnerable areas subject to surface water and water inundation are those low-lying areas near to the river. The proposed solution is to divert domestic surface water and highway drainage to an alternative outfall and make modifications to the existing foul sewerage assets in these vulnerable areas to provide a higher degree of flood protection from high river levels. Work may also be necessary to ensure that new connections do not feed into the low-level foul water network.
- 5.6.40. Investigations are still ongoing but all major developments connecting foul water to the sewer network should reflect practicable mitigation of the additional development flow during rainfall events. All opportunities to prevent and reduce surface water ingress to the foul network should also be taken.
- 5.6.41. Allocations proposed in the Local Plan specifically mention that foul water drainage strategies of proposals must align to and complement Anglian Waters' overall catchment strategy and include appropriate mitigation measures to take account of for new development flows discharging foul water while the existing fouled water sewerage network is surcharged due to rainfall. The position statement will be updated following further work by Anglian Water.

## **Langham**

- 5.6.42. Through the draft DWMP Anglian Water identified that a new permit will be required from the Environment Agency by 2035. No growth is identified or relied upon in the emerging Local Plan through specific site allocations.

## **Ludham**

- 5.6.43. Through the DWMP AW identified three priority themes: ERC compliance, escape from sewers and environment & wellbeing. The medium-term plan includes multiple solutions at the WRC and in the network. A new permit with increased capacity is proposed at the WRC. Mixed strategies are planned for the network with a main solution of SuDS. The long-term strategy includes infiltration reduction and 25% surface water removal from the network as a solution to address the pollution risk, internal and external sewer flooding risk and the DWF compliance risk at the WRC.
- 5.6.44. Anglian water advice is that there is a sustainable reduction at Ludham water treatment works and off-site water mains reinforcement and enhancement will be required to the water recycling centre will be required. Enhancements to the foul sewage network may also be required before development can proceed. The allocated sites are projected to come forward in years 25/26 and 33/34 of the local plan. Should the sites come forward then the applicant would need to demonstrate to the Environment Agency and/ or Natural England that the scheme proposed sets out how the additional flows will be accommodated within the foul sewage network and that there is adequate capacity in the WRC. Off-site water mains reinforcement work would also need to be carried out and potentially the investment outlined in the DWMP would need to be secured and brought forward.

## **Mundesley**

- 5.6.45. Through the draft DWMP Anglian Water identified a possible need for additional capacity in the initial process stage at the WRC to remain compliance to meet the additional growth in the catchment. Mixed strategies have been identified for medium term plans in the network with a main solution of SuDS. The longer-term strategy focuses on the removal of 25% surface water in the network as the upgrades to the WRC should mitigate the long-term risk. Anglian Water confirm (Regulation 19 response) to the proposed submission Local plan (Jan 2021) that If required investment at Mundesley could increase capacity in AMP8 (2025-30). Anglian Water's AMP8 plans could be brought forward early in AMP7, (2020 – 2025) to support confirmed growth allocations when the Local Plan is adopted.

## **North Walsham**

- 5.6.46. Significant headroom is available for growth at North Walsham, however in line with the investment approach set out by OFWAT and with approx. 1000 homes coming forward beyond the Local Plan period Anglian Water investment is likely to be adjusted inline of the actual levels of growth based upon pre application requests through to full planning permission being granted to ensure that water supply and wastewater capacity is available. The main approach envisaged through the Strategic Urban extension is through the delivery of a comprehensive green infrastructure incorporating sustainable urban drainage and flood water & storage measures.

## **Stalham**

- 5.6.47. Anglian water advise that enhancements are required to the foul sewage network capacity. The draft DWMP identified the requirement for Anglian Water to increase capacity, and this has informed the Water Recycling Long-term Plan, 2018 where Investment is identified in the through AMP 7 (2025-2030) and Amp 8 (2025-2030). Beyond the Local Plan period a new further capacity is sought through reduction in surface water by 25% and it is envisaged that a new permit will be required reflecting the increased flows from the EA.

## Wells-Next-the-Sea (Freeman Street)

5.6.48. The draft DWMP identified the use of mixed strategies including the use SUDs in development within the plan a period (up to 2035) and a longer-term strategy beyond the plan period of reducing surface water intake by 25% to the network to improve WRC capacity.

## Summary Anglian Water Investment: Draft DWMP Strategies

Table 9. Broadland Catchment Area - up to £434m across the catchment 2025-2050

Settlements (North Norfolk)	Medium Term Plans (By 2035)	Long Term Plans (2050)
Bacton	Networks - mixed strategy with main solution as SuDS	50% surface water removal
Briston	Networks - mixed strategy with main solution as SuDS	50% surface water removal. Customer education.
Fakenham	Mixed strategy with main solution as SuDS	25% surface water removal
Ludham	WRC- new Permit with increased capacity. Networks- mixed strategy with main solution as SuDS.	Infiltration reduction. 25% surface water removal
North Walsham	Mixed strategy with main solution as SuDS	Increased conveyance
Stalham	WRC increase capacity	WRC – new permit and increased capacity. 25% surface water removal

Table 10. North Norfolk Catchment Area - up to £43m across the catchment 2025-2050

Settlement (North Norfolk)	Medium Term Plans (By 2035)	Long Term Plans (2050)
Cley* (Glandford Rd)	Mixed Strategy with main solution SuDs	25% surface water removal from the network WRC- transfer between catchments or relocate outfall.
Cromer	WRC: Increase capacity	10% surface water removal
Great Walsingham*	-	-
Holt**	-	-
Langham*	WRC- new Permit	Wait and see
Little Snoring	-	Infiltration removal
Mundesley	WRC – increased capacity. Network – mixed Strategy with main solution SuDs	25% surface water removal from the network
Wells (Freeman Street)	Network – mixed Strategy with main solution SuDs	25% surface water removal from the network

\*Non selected growth settlement

\*\* Investment already in AMP 9

## Proposed Development in the Local Plan and Funding of Infrastructure

5.6.49. 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.

- 5.6.50. 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.
- 5.6.51. 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.
- 5.6.52. 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<sup>22</sup>.
- 5.6.53. 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 and SUDs**

- 5.6.54. 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. The Lead Local Flood authority has issued detailed guidance on SuDs. General advice on the requirements and issues associated with Sustainable Drainage Systems (SuDs).is also incorporated into the Strategic Flood Risk Assessment SFRA.
- 5.6.55. Where SuDS proposals are submitted, The Local Plan requires a drainage strategy detailing the requirements from the LLFA, the appropriate minimum operational standards, and a detailed maintenance and management arrangements for the lifetime of the development to be submitted with applications.
- 5.6.56. In adherence with LLFA guidance, drainage strategies must also consider and address the drainage hierarchy, the potential increase in the volume of runoff from a development as a result of increases in the area of impermeable surfaces, water quality and exceedance. Although post development runoff rates may be restricted to equivalent pre-development greenfield runoff rates, the duration of the storm over which the site could discharge at this rate is likely to increase and the volume of water leaving and increase flood risk downstream. Proposals should adequately address the potential increase in the volume of runoff along with other requirements of the Lead Local Flood Authority, LFA whom require rainwater harvesting to be considered, but not necessarily delivered.
- 5.6.57. The degree to which any solution may be considered appropriate will depend on its impacts on water quality and wider land drainage interests and strategies to address water disposal management and flood risk. Phased development must not compromise the overall drainage scheme of any larger scheme. Where different phases rely on each other for connection to an infiltration basin or the wider watercourse network information on how this will be implemented during construction and operation of the development will need to be

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<sup>22</sup> Further information relating to the charges which will come into effect from 1<sup>st</sup> April 2020 is available to view at the following address: <https://www.anglianwater.co.uk/developers/development-services/services-and-charges/>

provided. Appropriate legal agreements may be required to show how phases will be able to develop if they are progressed by different applicants. Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.

5.6.58. Proposals should take account of LLFA and national guidance outlined in the Planning Practice Guidance and follow a hierarchy of drainage options set out in order of preference for surface water run off:

- collect for re-use;
- discharge into the ground (shallow infiltration);
- discharge to a surface water body;
- discharge to a surface water sewer, highway drain, or another drainage system;
- discharge to a combined sewer

5.6.59. As detailed above, Anglian Water advises that discharge to SuDS is the preferred method of surface water disposal and that discharge to the public sewerage network would be considered as a last resort only ensuring that there is no detriment from the additional surface water flows. A surface water connection to the combined or foul sewer will only be permitted under exceptional circumstances if evidence shows that the previous site was connected to the same sewer and there are no other new feasible discharge options. It is current Anglian Water Policy to seek to separate any surface water from any new developments to relieve the existing pressures and treatment requirements. The LLFA and the EA also do not consider that deep infiltration i.e. greater than 2m below ground level or borehole soakaways as infiltration systems, meet the requirements of the first level of the drainage hierarchy and as such should be seen only as a last resort on a par with sewer disposal when all other methods have been considered. Whilst they can provide important groundwater recharge via infiltration at depth, the provision does not mimic the natural drainage system (as shallow infiltration would) as it bypasses the soil zone increasing the potential for pollution of groundwater to occur.

5.6.60. Further guidance on these issues and the information required from developers and at what stage of the application process is available in the LLFA guidance document. Anglian Water's SuDs Adoption handbook, and Anglian Water's Surface Water policy & Sewers for Adoption v8 and any successor documents are also a useful source of information. Further broad guidance to the surface water management and SuDs is included in chapter 9 of the 2017/18 SFRA.

5.6.61. The following table highlights the key water related infrastructure requirements required over the plan period.

### **Water Summary**

There are no water supply issues currently identified and no major constraints for development in the main towns as identified in the spatial strategy. AW continue to invest in a twin track approach around supply and demand measures including reducing leakage, addressing climate change impacts through supply side measures through new pumping stations as set out in Water Resource Management Plan (WRMP) published 2019 for the period 2020 - 45 and actioned through the five yearly Asset Management Plans.

There are known constraints in regard to process capacity at Water Recycling Centre at Fakenham, and the requirement for additional WRC flow capacity at Holt, Horning,

Ludham, Mundesley and Stalham. The scale of proposed development has been taken into consideration through the Anglian Water's 2019 draft Drainage and Wastewater Management Plan and Revised Water Resource Management Plan and the Water Recycling Long Term Plan. Anticipated investment levels and phasing is set out in the Asset Management Plan as detailed in this section noting that sites will be factored in when the Local Plan is adopted and funding can only be confirmed in relation to those site with full planning permission in each iterative five year Plan.

A number of specific requirements around customer (site proposal) investment are identified and detailed in relevant site-specific proposals and will be delivered through S106 agreements.

Anglian Water continues to work with the Council to support the Local Plan's production and the delivery of sustainable growth.

## 5.7. Telecommunications: Broadband

- 5.7.1. 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.
- 5.7.2. In the July 2018 'Future Telecoms Infrastructure Review'<sup>23</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."
- 5.7.3. 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.
- 5.7.4. The NPPF requires that planning policies and decisions should support the expansion of electronic communications networks, including 'next generation' mobile technology (such as 5G) and full fibre broadband connections. Paragraph 114 of the NPPF also states that policies should set out how high-quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments.
- 5.7.5. 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 initiatives, led by the county aimed to make high-speed broadband available to more than 95% of Norfolk's premises by spring 2020.

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<sup>23</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 07/09/22]



## Better Broadband for Norfolk

- 5.7.6. Better Broadband for Norfolk<sup>24</sup> (BBfN) is a multi-million-pound partnership funded through Norfolk County Council, DEFRA via The European Agricultural Fund for Rural Development, 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.
- 5.7.7. 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.
- 5.7.8. The successful BBfN Programme has dramatically improved the availability and performance of fixed internet connectivity across the County.

## Local Full Fibre Network (LFFN) Challenge Fund

- 5.7.9. Norfolk County Council, in conjunction with all Norfolk districts, Norwich City Council, the Chamber of commerce, the New Anglia LEP and other relevant regional groups, secured £8m in 2019<sup>25</sup> from the UK Government Digital, Culture, Media & Sport department’s Local Full Fibre Network (LFFN) fund.

## Fibre to the Premises

- 5.7.10. 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 does not compare with the speeds that FTTP offers.
- 5.7.11. 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.
- 5.7.12. Openreach has committed to install Fibre to the Premises (FTTP) free of charge to all new housing developments of 20 or more homes and an improved pricing structure all the way down to two homes<sup>26</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.

## 5.8. Telecommunications: Mobile

- 5.8.1. 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 is not as good as it can be with a recent independent survey finding that attempts to make a mobile phone call in locations across Norfolk are likely to be unsuccessful nearly one in five times<sup>27</sup>. While the survey shows Norfolk is comparable to the rest of the UK in some respects, it’s clear

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<sup>24</sup> Better Broadband for Norfolk (2019) Securing Better Broadband for Norfolk [Online] <https://www.betterbroadbandnorfolk.co.uk> [Accessed 07/09/22]

<sup>25</sup> [Full Fibre boost for Norfolk businesses - Norfolk County Council](#) [accessed 11 August 2022]

<sup>26</sup> [Registering your site | Openreach](#) [Accessed 20/09/2022]

<sup>27</sup> [Mobile coverage in Norfolk - Norfolk County Council](#) [Accessed 20/09/2022]

there is still considerable room for improvement, particularly in enabling people to make phone calls wherever they are in the county.

- 5.8.2. 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.
- 5.8.3. 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.
- 5.8.4. 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 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.
- 5.8.5. 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.
- 5.8.6. 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**

- 5.8.7. 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.
- 5.8.8. 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.

- 5.8.9. 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).
- 5.8.10. 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.
- 5.8.11. 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 NPPF (paragraph 114) 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 Local Plan.

The 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 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 proactive steps in engaging with service and infrastructure providers to ensure that there is mobile internet connectivity or coverage in the development’s location.

## **5.9. Transport**

### **Strategic Transport Improvements**

- 5.9.1. 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.

- 5.9.2. 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>28</sup> sets out the priorities and delivering value for money in highways maintenance regimes.
- 5.9.3. 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 (Council funding)
  - B1105 Egmere Business Zone Access
  - B1146/C550 Hempton Junction Improvements
  - 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
- 5.9.4. 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;
  - 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.
- 5.9.5. The County Council has undertaken a Market Town Network Improvement Strategy<sup>29</sup> 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. The studies support the economy of each market town by helping to identify proposed schemes from Local Plans,

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<sup>28</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]

<sup>29</sup> [Market town network improvement strategy - Norfolk County Council](#) [Accessed 05/10/2022]

Neighbourhood Plans and other aspirations, assist with growth assumptions and influence potential funding opportunities in the future for the next 30-50 years and ultimately facilitate planned housing and employment growth in these towns and villages.

5.9.6. Altogether 9 reports were produced for market towns across Norfolk, these being:

- Aylsham
- Diss
- Downham Market
- Fakenham
- North Walsham
- Swaffham
- Thetford
- Wroxham and Hoveton
- Wymondham

5.9.7. Each report includes an action plan or future aspirations based on feedback from stakeholders and findings from the study that individually highlights infrastructure proposals, their funding costs and their priority.

5.9.8. NCC does not currently have the funding to implement all of the recommendations in these Improvement Plans. Given the nature of funding using NCC led proposals would allow for schemes to be delivered within the time allocations. It is important that, especially with larger actions such as the formation of walking and cycling corridors, NCC would have to work collaboratively with other organisations and provide improvements through new growth, such as proposed allocations through a Local Plan.

5.9.9. For North Walsham<sup>30</sup> for example, proposals are mostly in relation to proposals for improvement within the settlement itself however, many of these proposals would benefit from the North Walsham Western Development allocation and these infrastructure improvements proposed within it.

### **Northern Distributor Road**

5.9.10. 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.

5.9.11. 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.

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

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<sup>30</sup> [Draft North Walsham Network Improvement Strategy.pdf](#) [Accessed 05/10/2022]

## **Transport within North Norfolk**

- 5.9.13. 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 in 2018, 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.
- 5.9.14. In North Norfolk (pre pandemic 2020) as of the 2011 Census, 3,754 were counted as working mainly at or from home (5.3 percent). This figure comprises 17 percent of the working age population in active employment. This proportion is above both levels seen in Norfolk as a whole (3.8 percent) and England (3.5 percent). Indicating that working from home plays quite a large role in North Norfolk, influenced by its large rural topography.
- 5.9.15. Since the start of the Pandemic in 2020, this working from home figure would have increased drastically due to forced working from home rules. The 2021 census data identifies a figure of 38% for working from home. In the period of 2022 working from home figures have likely dropped slightly with the beginning of the return to office-based working again.
- 5.9.16. The following map shows the main transport connections within North Norfolk:

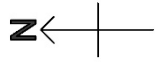
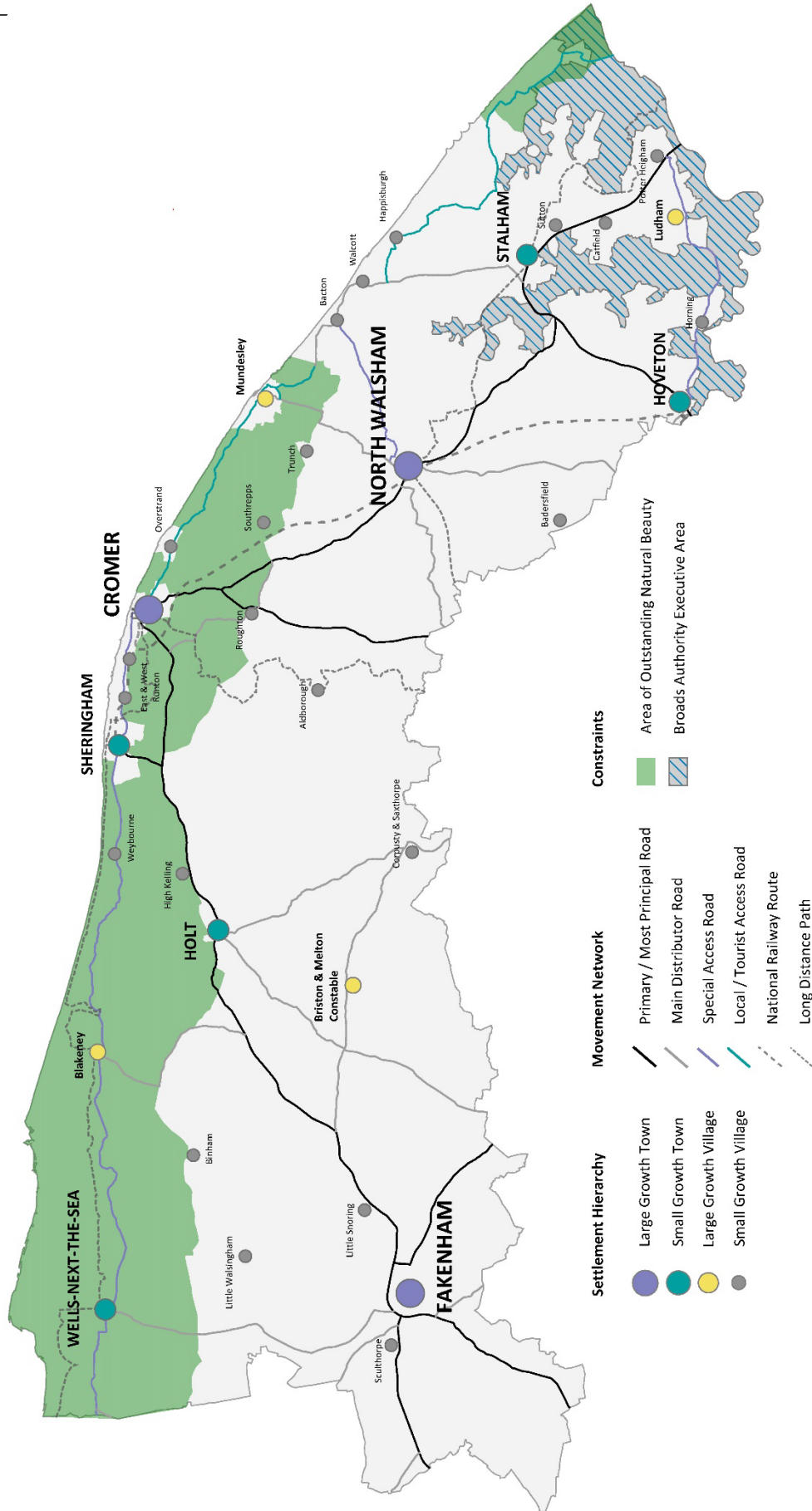


Figure 3 - North Norfolk Key Diagram



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Figure 2, Main Transport Connections, 2018

## Roads

- 5.9.17. 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.
- 5.9.18. 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.
- 5.9.19. The other non-primary principal roads are the A1067, A149, A1151, A1062 and the A1085.
- 5.9.20. Recent network improvements include the roundabout on A148/ Aymerton 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.
- 5.9.21. 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 G](#).
- 5.9.22. The Norfolk Strategic Framework (NSF) Transport Constraints report<sup>31</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.
- 5.9.23. 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
- 5.9.24. 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:

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<sup>31</sup> Norfolk County Council (2018) Norfolk Strategic Framework [Online]  
<https://norfolk.citizenspace.com/consultation/norfolk-strategic-framework/> [Accessed 23/04/2019]



#### 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.
- 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 Stalham
- 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

5.9.25. 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.

## Rail

- 5.9.26. 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.
- 5.9.27. 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.
- 5.9.28. 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.
- 5.9.29. The table below shows patronage figures for the rail stations in North Norfolk in 2010/11 and 2019/20 and 2020/21 from the Office of Rail and Road. The full data from 2010/11 onwards can be found in [Appendix H](#). This shows that the busiest station is North Walsham and that there has been a general increase at most stations over the past until the start of the pandemic in 2020, which led to a significant fall in usage due to restrictions on movement and working from home figures.

**Table 11. Rail Station Usage**<sup>32</sup>

Station Name	2010/11 Entries & Exits	2019/20 Entries & Exits	2020/21 Entries & Exits	Change 2019-20 - 2020-21	Change 2010-11 - 2020-21
<b>Cromer</b>	178,778	213,936	60,352	-71.7%	-66.2%
<b>Gunton</b>	18,714	18,560	3,334	-82.0%	-82.1%
<b>Hoveton &amp; Wroxham</b>	109,022	125,260	38,880	-68.9%	-64.3%
<b>North Walsham</b>	215,874	226,116	54,894	-75.7%	-74.5%
<b>Roughton Road</b>	13,306	21,552	3,304	-84.6%	-75.1%
<b>Sheringham</b>	183,970	182,288	53,214	-70.8%	-71.0%
<b>West Runton</b>	23,030	26,076	9,144	-64.9%	-60.2%
<b>Worstead</b>	18,898	25,404	6,730	-73.5%	-64.3%

<sup>32</sup> Office of Road and Rail (2022) Estimates of Station Usage [Online] [Estimates of station usage | ORR Data Portal](#) [Accessed 05/10/2022]

5.9.30. Broadland Business Park is a strategic employment site located to the northeast 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 development work needs to be undertaken alongside identification of the estimated £6.5m funding<sup>33</sup>.

### Bus and Community Transport

5.9.31. Bus services are relatively limited in the district, with Sanders Coaches<sup>34</sup>, Norfolk Green (Stagecoach) and CoastHopper providing most services. CoastHopper provides an hourly service on 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.

5.9.32. Community Transport Schemes operate within the district including 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.

5.9.33. The following map, provided by Norfolk County Council illustrates the sustainability of the transport system in Norfolk in 2018:

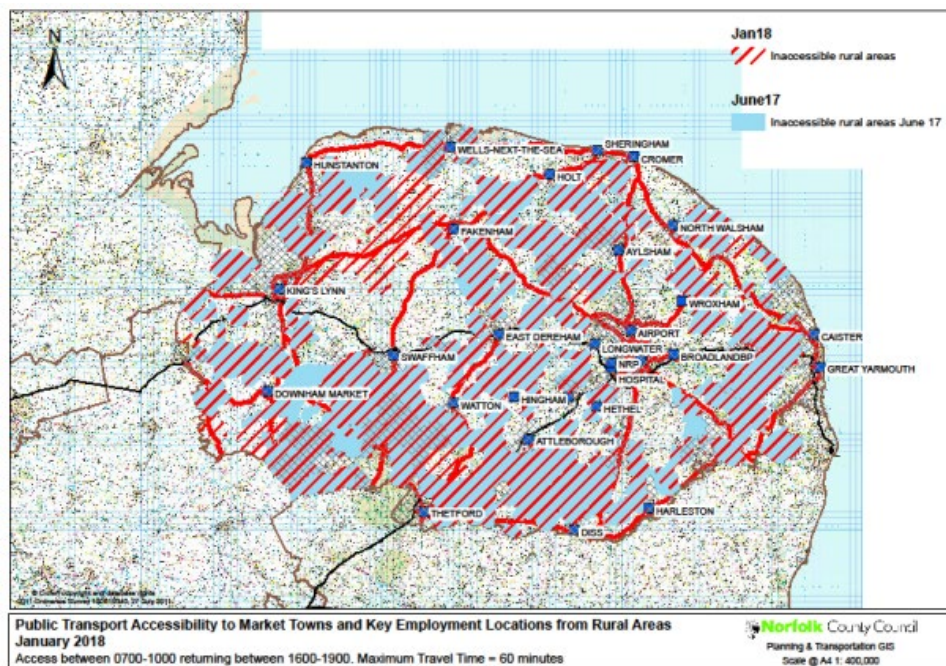


Figure 3, Map of Market Towns and Accessibility

<sup>33</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>34</sup> Sanders Coaches Ltd (2019) Bus times [Online] <https://www.sanderscoaches.com/times> [Accessed 06/10/2022]

## Walking & Cycling

- 5.9.34. 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. Cycling and walking networks play an important part in ensuring our open spaces are connected and accessible and our towns are permeable by other means than the motor car. This in turn helps to make walking and cycling the natural choice for shorter journeys and help extend the opportunities for improvements in physical and mental health and the shared objective of improving the quality of life. The district's towns have relatively good levels for walking and cycling, however many routes between towns and villages are without main footpaths and there is a reliance on the motor vehicle to work. Sustrans long-distance cycle routes cross the district (route 1 from and route 30)<sup>35</sup> form the Norfolk Coast Cycleway, which runs from Kings Lynn to Great Yarmouth.
- 5.9.35. 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 Local Plan. 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.
- 5.9.36. The County Council's Norfolk Walking and Cycling Action Plan (2016)<sup>36</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 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 trial for walkers and cyclists is made up of the Marriott's 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.
- 5.9.37. 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 Coast Hopper bus service.
- 5.9.38. The emerging Local Plan proposes a specific policy in regard to Green Infrastructure, which is supported by a Green Infrastructure background paper published in 2019 and one of its key aims was to encourage the creation of a network of accessible formal and informal green spaces and inform the location of development so as to improve access to key services by public transport and facilitate increased walking and cycling<sup>37</sup>. The Background paper identifies overarching green infrastructure opportunities including opportunities to enhance connections to established long distance routes and town wide improvements for the key growth towns of Cromer Fakenham and North Walsham. The resultant action plan for each of the towns sets the green infrastructure principles which in turn has informed the emerging site allocations.

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<sup>35</sup> Norfolk County Council (2019) Norfolk Trails [Online] <https://maps.norfolk.gov.uk/trails/?tc=PRO/905> [Accessed 23/04/2019]

<sup>36</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%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%20FINAL.pdf) [Accessed 23/04/2019]

<sup>37</sup> Local Plan Proposed Submission Version, Objective 5

- 5.9.39. Working in partnership, Norfolk County Council (NCC) and the Council are building on this work specifically in relation to cycling and pedestrian opportunities and developing a Local Cycling and Walking Improvement Plan, LCWIP. The purpose of the Plan is to identify and prioritise cycling and walking network improvements which can be implemented in the short, medium, and long term. It is anticipated that the draft plan will be published 2022/2023. This is also a county wide initiative and across Norfolk the key outcomes will be:
- A network plan for walking and cycling with identified cycling routes and walking zones.
  - A prioritised programme of infrastructure improvements to be delivered over the short, medium and long term.
- 5.9.40. The North Norfolk LCWIP will focus on Cromer, Fakenham, Holt and North Walsham and enable a longer-term view to be taken to improving conditions for cycling and walking and assist the Council in identifying and prioritising relevant infrastructure improvements for future investment.

### **Transport Summary**

Across the district there are already projects ongoing in relation to transport infrastructure studies and improvements outside of the Local Plan process. The Local Plan's key piece of transport infrastructure is in relation to North Walsham and the 'Link Road' that will be provided. This project is critical for the delivery of the site and integral to the wider alleviation of traffic impacts. The Local Plan addresses road network improvements in relation to proposed site allocations.

Currently, there are no aspirations in the Local Plan to improve rail capacity/station improvements. Table 11 is a clear indication that rail usage is still significantly reduced and therefore there is no immediate requirement to address any station capacity issues.

## **6. Environment & Green Infrastructure**

### **6.1. Flood Protection**

#### **Overview**

- 6.1.1. 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.
- 6.1.2. Norfolk County Council as Lead Local Flood Authority is responsible for managing the following types of flooding:

#### **Strategic Flood Risk Assessment**

- 6.1.3. 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 along with an addendum in April 2018 and updated mapping following the completion of the Well –next – the -Sea Coastal modelling by the Environment Agency. 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 considering updated coastal modelling including the 2017 and 2018 Anglian Coast modelling outputs, sea defences, fluvial hydraulic modelling and historical events.
- 6.1.4. 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.
- 6.1.5. 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.

**Table 12. Flood Risk Summary**

<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.
Mundesley	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 unnamed drains in vicinity of settlement have potential to present a flood Risk	Surface water risks follows the unnamed drains in the area.
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Source Based on SFRA 2017, Page 59: Table 6-5: Summary of Flood risk to towns and Villages

- 6.1.6. 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.
- 6.1.7. Developers will need to work closely with the relevant risk management authorities to reduce flood risk from all sources through urban design, incorporation of multifunctional green infrastructure/spaces and the use of Sustainable Urban Drainage Systems (SuDs). Further broad guidance to the surface water management and SuDs is included in chapter 9 of the 2017/18 SFRA.

## 6.2. Marine Planning & Coastal Management

- 6.2.1. The East Inshore and East Offshore Marine Plans 2014 (MP) 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 of the MP looks at integration with the terrestrial planning system.
- 6.2.2. Integrated Coastal Zone Management (ICZM) is recommended as a format for integrating with terrestrial planning<sup>38</sup>. This is re-iterated through Paragraph 170 of the NPPF which states that ICZM should be pursued across local authority and land / sea boundaries, to ensure effective alignment of the terrestrial and marine planning regimes.
- 6.2.3. 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 Council under the Coast Protection Act 1949.
- 6.2.4. The long-term strategy for the district's coast is set out in the Shoreline Management Plan's SMP5 (west of Kelling Hard)<sup>39</sup> and SMP6 (east of Kelling Hard) for Sub cell 3a and 3b. Development control guidance<sup>40</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.
- 6.2.5. The proposed submission version Local Plan seeks to continue and to strengthen the Council's current approach to managing development in coastal areas. Proposed Policies CC 5, Coastal Change Management, and CC 6, Coastal Change Adaptation, seek respectively to reduce the risk from coastal change, by managing the types of development in potential risk

<sup>38</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>39</sup> Formally respectively SMP3a and SMP3b

<sup>40</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 19/08/2022]



areas, and to make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas.

- 6.2.6. The Norfolk Strategic Framework Infrastructure Group published a report on Coastal Evidence (Flooding and Coastal Erosion)<sup>41</sup> which sets out the current policy position regarding coastal change and identifies schemes currently in the EA's programme. The report notes that there is currently no funding mechanism for coastal adaptation.
- 6.2.7. Further to this the Norfolk and Suffolk Coastal Authorities signed a Statement of Common Ground (SofCG)<sup>42</sup> in regard to Coastal Zone Planning. The full text of the SofCG is set out in [Appendix I](#). Within the SofCG all 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.
- 6.2.8. In relation to major coastal infrastructure projects, the Council works as part of 'Coastal Partnership East' (CPE) which was established in January 2016 to manage the coast in North Norfolk, Great Yarmouth and East Suffolk Council<sup>43</sup> areas.
- 6.2.9. The Coastal Partnership East's business plan 2022-2025<sup>44</sup> embeds the new Environment Agency (EA) National Flood and Coastal Erosion Risk Management (FCERM) Strategy 2020

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<sup>41</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 19/08/2022]

<sup>42</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 19/08/2022]

<sup>43</sup> Formally Waveney District Council and Suffolk Coastal District Council which merged in April 2019 forming East Suffolk Council

<sup>44</sup> [1629151.pdf \(coasteast.org.uk\)](#) [accessed 30.08.2022]

and Department of Food and Rural Affairs (Defra) Coastal Policy. In addition to significant EA national investment in the coast, CPE has secured funding from national government programmes including for its Resilient Coasts project, funded by Flood and Coast Resilience Innovation Programme (FCRIP) for East Suffolk and Great Yarmouth frontages and the Coastal Transition Accelerator Programme (CTAP) for North Norfolk working with East Ridings Council.

6.2.10. CPE currently have annual coastal repairs and maintenance budgets of approximately £870k allocated from RSG (Revenue Support Grant - Department of Levelling Up, Housing and Communities). It is programmed to deliver £200M of coastal management initiatives by 2027. These schemes are CPE's capital programme, and all require an element of partnership funding to attract Flood Defence Grant in Aid<sup>45</sup>. In addition, CPE has also secured a further £20M of FCRIP funding for its Norfolk and Suffolk adaptation and resilience programmes. It has also received funding from both the Regional Flood and Coastal Committee (RFCC) and the New Anglian Local Enterprise Partnership (NALEP). All of the work of the CPE requires partnership funding in order to attract Government grants, so it also works hard to source partner and local contributions.

6.2.11. In North Norfolk 34.1km of the Council's coastline is managed by CPE; 11.3km of coastline is defended, 1330 homes are at risk of coastal erosion, 197 coastal assets are managed by CPE and some £300k is spent annually on repairs and maintenance.

6.2.12. Schemes in North Norfolk currently in development, that have advanced from the Cromer to Winterton Ness Coastal Management Study (2013)<sup>46</sup> include:

- Bacton to Walcott Coastal Management Scheme<sup>47</sup> (£17.9m innovative "landscaping" scheme as used in the Netherlands to deliver approximately 1.5million m<sup>3</sup> of sand to build up the beach to provide natural protection to the coastline, particularly the Gas terminal)
- Mundesley Coastal Management Scheme<sup>48</sup> (estimated £3.4m 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.

6.2.13. The Mundesley scheme was granted technical and funding approval in 2018. Funding for this scheme was under the more recent Partnership Funding and therefore it included Environment Agency Funds, North Norfolk District Council capital allocation alongside contributions from Anglian Water and Mundesley Parish Council<sup>49</sup>. This scheme is anticipated to start in the autumn of 2022, once necessary consents from strategic partners and agencies have been resolved.

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<sup>45</sup> This a form of funding from central government for managing flood risk in England. See - [Grant-in-aid forms: flood risk management authorities - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/topics/flood-risk-management) [Accessed 12/09/22]

<sup>46</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 19/08/2022]

<sup>47</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 19/08/2022]

<sup>48</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 30/08/2022]

<sup>49</sup> North Norfolk District Council Cabinet Minutes 28/02/2022 ([Public Pack](https://www.norfolk.gov.uk/cabinet-minutes)) [Minutes Document for Cabinet, 28/02/2022 10:00 \(north-norfolk.gov.uk\)](https://www.norfolk.gov.uk/cabinet-minutes) [accessed 30/08/2022]

### 6.3. Green Infrastructure & Natural Environment

6.3.1. 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.

Table 13. Designated Sites<sup>50</sup>

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 consultation with Natural England,	5 Knapton Cutting, Wiveton Down, Hindringham Meadows, Felmingham Cutting and Southrepps Common.	28
<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	

6.3.2. The NPPF defines green infrastructure (GI) as “a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity”. Developers are required to contribute to GI in line with NPPF and local plan policies. The NPPF requires that LPA’s set out the strategic

<sup>50</sup> Source: <http://www.nbis.org.uk/reports-publications> North Norfolk State of the Environment Update Report 2015

approach in Local Plans, planning positively for the creation, protection and enhancement and management of networks of biodiversity and GI. For GI 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.

6.3.3. 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.

6.3.4. A Natural England report of June 2010<sup>51</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 300 metres (5 minutes’ walk) from home;
- at least one accessible 20 hectare site within 2 kilometres of home
- one accessible 100 hectare site within five kilometres of home
- one accessible 500 hectare site within 10 kilometres of home, plus
- a minimum of 1 hectare of statutory Local Nature Reserves per 1000 population.

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

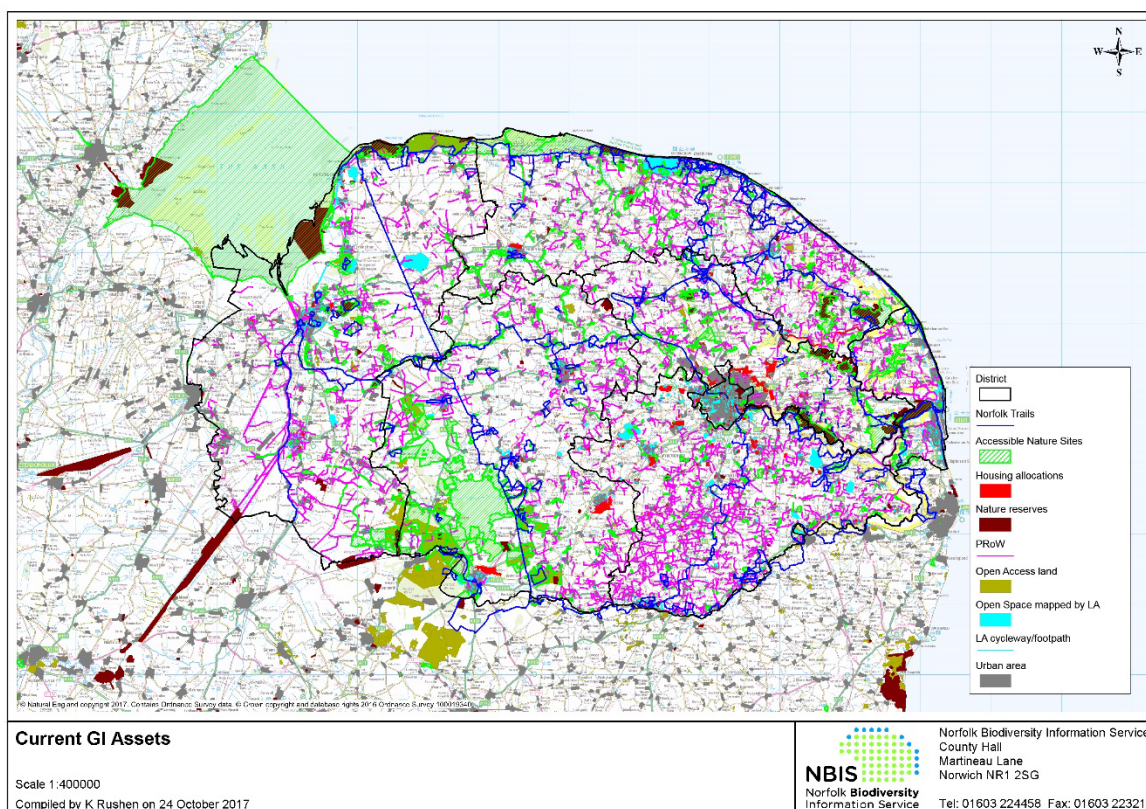
**Table 14. ANGSt Analysis Result**

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

6.3.6. The NSF has identified Norfolk’s current GIS assets which are shown in the map below<sup>52</sup>.

<sup>51</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/accessible\\_natural\\_greenspace\\_standard\\_angst.aspx](http://webarchive.nationalarchives.gov.uk/20140605111422/http://www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessible_natural_greenspace_standard_angst.aspx) [Accessed 23/04/2019]

<sup>52</sup> Source: NSF 2017 (based on adopted Core Strategy position)



**Figure 4, Current GI Assets**

6.3.7. 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.

6.3.8. 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.

6.3.9. 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.

6.3.10. 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.

### **Green Infrastructure & Recreational Impact Avoidance & Mitigation Strategy (GIRAMS)**

6.3.11. European sites are protected by the Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations). Whilst the UK has now left the European Union, functions from the European Commission have been transferred to the appropriate authorities in England and Wales and the changes are made by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. As such, the Habitats Regulations remain in effect under English law.

6.3.12. North Norfolk District Council is a competent authority under the Habitats Regulations and has a duty to help protect, conserve and restore European sites. This duty applies under a variety of circumstances including when NNDC is taking planning decisions that might affect a European site.

6.3.13. Where a proposal might affect a European site, the Competent Authority has a duty to consider how it can help to:

- protect, conserve or restore the designated features of the site to meet their conservation objectives;
- prevent the deterioration of the site's habitats from human activity or natural changes, including habitats that support designated species; and
- prevent significant disturbance of the site's designated species from human activity or natural changes

6.3.14. It has been demonstrated<sup>53</sup> that all net residential development and tourism accommodation is likely to affect the integrity of Habitats Sites across Norfolk through

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<sup>53</sup> [GIRAMS 2021 girams\\_strategy\\_march-2021.pdf \(north-norfolk.gov.uk\)](#)

recreational disturbance, alone or in-combination. Such Internationally designated sites include:

- Special Protection Areas (SPAs),
- Special Areas of Conservation (SACs),
- European Marine Sites, and
- Ramsar sites (wetland sites designated to be of international importance under the Ramsar Convention) and a range of *candidate sites*<sup>54</sup>.

- 6.3.15. These represent the areas with the highest level of designation for wildlife interest in Europe, and internationally. Ensuring that their protection objectives are not compromised is of paramount importance.
- 6.3.16. All the Norfolk authorities through the Duty to co-operate Statement of Common Ground, in conjunction with Natural England, have agreed to implement the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS) collectively across Norfolk from the 31st March 2022.
- 6.3.17. The strategy is a strategic approach to ensure that there are no adverse effects caused to European sites across Norfolk, either alone or in-combination, by the proposed level of residential and tourism development detailed in the relevant Local Plans from Local Planning Authorities across Norfolk. The Strategy supports Local Planning Authorities in Norfolk in their statutory requirement to produce legally compliant Local Plans, and to ensure proposals comply with the Habitat Regulations.
- 6.3.18. The GIRAMS is a tariff based and costed strategy that identifies a detailed programme of county wide mitigation measures aimed at delivering the necessary mitigation to avoid adverse effects on the integrity of the Habitats Sites.
- 6.3.19. Funds will be collected by each authority and transferred centrally once governance arrangements are completed through the Norfolk Strategic Framework, NSPF. The delivery of the mitigation will be arranged through a steering group / panel which in turn will be informed by the costed mitigation package, the location of the European sites and the each proposal as set out in the GIRAMS.
- 6.3.20. All net residential development and tourism accommodation proposals are required to contribute towards the strategic mitigation measures identified in the GIRAMS through the payment of a per dwelling (or equivalent) developer contribution and for larger scale proposals of 50 units or more through additional provision of onsite Enhanced Green Infrastructure, EGI or contributions towards off-site strategic green infrastructure. Such enhanced green infrastructure is in addition to any local open space policy requirement and should be proportionate in scale and standard, as outlined in the GIRAMS, and be of a scale and quality able to divert the deflect demand away from the European sites. Such green infrastructure is often referred to as Suitable Alternative Natural Greenspaces (SANGS). SANGS are usually one area of an alternative attractive semi-natural environment but in the context of the Norfolk GIRAMS, EGI is proposed as an alternative to a SANG and can incorporate a network of open spaces, permissive routes and natural or semi-natural environments across a given area.
- 6.3.21. The tariff is collectively set at £185.93 per net new residential dwelling and tourism accommodation and is index linked. Tourist accommodation is on a six bedspace: one

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<sup>54</sup> RAMSAR and candidate (proposed) sites are afforded the same level of protection through para 181 of the NPPF as habitat sites

dwelling ratio of the tariff and student accommodation 2.5:1 ratio. It can be paid upfront through S111 payment or secured within any S106 obligation agreement.

#### **GIRAMS Summary**

Payments towards a county wide mitigation measures aimed at delivering the necessary mitigation to avoid adverse effects on the integrity of the Habitats Sites are required through the collection of the tariff for each qualifying development.

The tariff is index linked set at £185.93 net residential dwelling and tourism accommodation is on a six bed-space: one dwelling ratio of the tariff and student accommodation 2.5:1 ratio.

### **Nutrient Neutrality**

- 6.3.22. Natural England, in its statutory role as an adviser on the natural environment, advised a total of 74 Local Planning Authorities (LPAs) in March 2022 on the nutrient impacts of new plans and projects on protected sites where those protected sites are already in unfavourable condition due to excess nutrients<sup>55</sup>.
- 6.3.23. This included advice to all Councils in Norfolk about the impact of phosphorus and nitrogen on water quality within the wider catchment of the River Wensum Special Area of Conservation (SAC) and The Broads SAC and Ramsar site. New development within the catchment of these habitats, comprising of overnight accommodation and any other development which may have non-sewerage water quality implications, can cause adverse impacts to nutrient levels.
- 6.3.24. Each of the Norfolk councils, as the “Competent Authority” for each local planning authority area under The Conservation of Habitats and Species Regulations 2017 (the Regs), is required to consider the implications of these matters on the River Wensum SAC and the Broads SAC before permitting any further development which has the potential to result in additional nutrient loads entering the catchments.
- 6.3.25. Mitigating the impact of phosphorus and nitrogen on water quality within the wider catchment of the River Wensum and The Broads is complex. Each development should nutrient neutrality. Achieving nutrient neutrality often requires mitigation as part of development, either in the form of on-site treatment of wastewater and surface water runoff, or by offsetting any increase in nutrient loading to reduce phosphorus and nitrogen entering the watercourse.
- 6.3.26. The Norfolk Authorities are working together to ensure consistency of approach on nutrient neutrality. Work has been undertaken by a technical consultancy on behalf of the Norfolk Authorities to create a county wide Nitrate and Phosphate Mitigation Strategy which establishes short, medium, and long-term mitigation solutions. This work includes developing a bespoke nutrient calculator for the Norfolk catchments to enable applicants to confidently work out how much mitigation is required.

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<sup>55</sup> [letter-from-ne-water-quality-and-nutrient-neutrality-advice.pdf \(north-norfolk.gov.uk\)](#) [accessed 18/08/22]



## **Mitigation Schemes**

### **Natural England Nutrient Mitigation Scheme**

Natural England has been mandated by government and received funding to deliver nature-based mitigation solutions within the Norfolk catchments. The aim is to provide mitigation for which credits can be purchased to enable development to be permitted. The mitigation schemes aim to benefit small and medium-sized developments that cannot provide their own mitigation on site.

### **Joint Venture (Norfolk Environmental Credits Ltd)**

A new Joint Venture (Norfolk Environmental Credits Ltd) has been formed involving:

Anglian Water

North Norfolk District Council

Breckland District Council

Norwich City Council

South Norfolk and Broadland District Councils

The key purpose of the joint venture is to develop mitigation solutions and help lift the brake affecting many planning applications across Norfolk. The joint venture will aim to complement, rather than compete with, the Natural England nature based mitigations.

- 6.3.27. In addition, in July 2022 the Government announced new measures designed to help developers and councils hit by this nutrient pollution issue. It announced that it will legislate to require water companies to upgrade water treatment works in Nutrient Neutrality areas by 2030 to the best scientific standard available.

## **6.4. Minerals & Waste Recycling**

- 6.4.1. The adopted Norfolk Core Strategy Minerals and Waste Development Management Policies and the adopted Norfolk Minerals and Waste Development Framework Mineral Site Specific Allocations sets 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. NCC are in the process of producing a new version of this document, once it is adopted by NCC, NNDC will update this IDP accordingly.
- 6.4.2. 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
- 6.4.3. 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.
- 6.4.4. 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.

- 6.4.5. 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 & Green Infrastructure 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.

## 7. Social Infrastructure

### 7.1. Education

7.1.1. 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.

7.1.2. There are 48 Primary schools (including infants, academies and junior and special schools) and 7 secondary schools in North Norfolk. There are a number of small rural schools; 26 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 in Jan 2019 and Jan 2022, 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 of January 2021.

### Education Capacity Table

Table 15. Education No. on Roll capacity figures

Capacity of North Norfolk Schools (January 2022) Norfolk County Council							
SCHOOL	Status	Age Range	No on roll (Jan19)	No on roll (Jan22)	Change from 2019-2022	Planned admission no 2021/22	Comments by Area (Nov 2022)
<b>AYLSHAM HIGH SCHOOL AREA</b>							
Aldborough Primary School	Foundation	4-11	124	114	-10	20	In year pressure can currently be organised. Additional provision monitored through LP growth.
Colby Primary School	Community	4-11	138	137	-1	20	
Erpingham VC Primary School	Voluntary Controlled	4-11	54	52	-2	8	
<b>CROMER HIGH SCHOOL AREA</b>							
Cromer Academy	Academy	11-16	587	721	+134	144	Capacity available in existing schools.
Cromer Junior School	Community	7-11	271	224	-47	75	
Northrepps Primary School	Community	4-11	31	38	+7	10	
Suffield Park Infant & Nursery School	Community	3-7	157	166	+9	60	
Overstrand, The Belfry, CE VA Primary School	Voluntary Aided	4-11	135	121	-14	24	
St. Mary's (Endowed) VA CE Primary School, Roughton	Voluntary Aided	4-11	81	89	+8	15	
Gresham Village School	Academy	3-11	119	143	+24	30	

FAKENHAM HIGH SCHOOL AREA							
Fakenham Academy	Academy	11-18	781	859	+78	150	Potential future need for additional provision, monitored through Local Plan.
Fakenham Junior School	Academy	7-11	298	298	0	90	
Little Snoring Community Primary Academy	Academy	4-11	62	62	0	13	
Blenheim Park Academy	Academy	4-11	95	95	0	22	
Fakenham Infant & Nursery School	Academy	3-7	174	174	0	60	
Astley Primary School, Briston	Academy	4-11	219	219	0	30	
West Raynham Church of England Primary Academy	Academy	4-11	15	15	0	11	
Stibbard All Saints CE VA Primary School	Voluntary Aided	4-11	193	165	-28	30	
Sculthorpe CE Primary Academy	Academy	4-11	55	57	+2	11	
BROADLAND HIGH SCHOOL AREA – expansion plans for both Broadland High School and St John’s, Hoveton.							
Broadland High Ormiston Academy	Academy	11-16	701	783	+82	150	Out of area preference for places.
Horning Community Primary School	Community	4-11	58	29	-29	10	
Tunstead Primary School	Community	4-11	103	92	-11	15	
St. John's Community Primary School, Hoveton	Community	3-11	192	201	+9	30	
Neatishead VC Primary School	VC	4-11	41	67	+26	9	
NORTH WALSHAM HIGH SCHOOL AREA							
North Walsham High School	Community	11-16	682	578	-104	190	Capacity needed to meet PAN figures. 2FE Primary School being provided as part NW62/a proposed site allocation in Local Plan.
Antingham & Southrepps Primary School	Academy	4-11	52	61	+9	16	
Bacton Primary School	Community	4-11	72	61	-9	15	
Mundesley Infant School	Community	4-7	99	74	-25	40	
North Walsham Infant School & Nursery	Academy	3-7	249	191	-58	90	
Millfield Primary School, North Walsham	Community	4-11	275	278	+3	56	
Swanton Abbott Community Primary School	Community	4-11	105	81	-24	15	
Mundesley Junior School	Community	7-11	112	122	+10	40	
North Walsham Junior School	Academy	7-11	297	314	+17	75	
Worstead Church of England Primary School	Voluntary Controlled	4-11	108	120	+12	15	
REEPHAM HIGH SCHOOL AREA							
Corpusty Primary School	Academy	4-11	82	32	-50	15	No Issues
SHERINGHAM HIGH SCHOOL AREA							
Sheringham High School	Academy	11-18	712	727	+15	134	No issues. Holt Primary School being re-
Holt Community Primary School	Community	4-11	182	198	+16	30	

Kelling CE Primary School	Voluntary Aided	4-11	56	54	-2	14	provision on new site in Holt.
Sheringham Community Primary School & Nursery	Community	3-11	544	426	-118	60	
<b>STALHAM HIGH SCHOOL AREA</b>							
Stalham High School	Academy	11-16	344	476	+132	100	Capacity available within current accommodation
Ludham Primary School and Nursery	Community	3-11	99	88	-11	15	
Stalham Community Infant and Pre School	Community	3-7	87	85	-2	30	
Stalham Academy School	Academy	7-11	247	252	+5	90	
East Ruston Infant and Pre School	Community	3-7	33	22	-11	15	
Happisburgh CE VA Primary and Early Years School	Voluntary Aided	4-11	99	67	-32	16	
Hickling CE VC School	Voluntary Controlled	4-7	16	25	+11	15	
Sutton CE VC School	Voluntary Controlled	4-7	58	62	+4	25	
Catfield VC CE Primary School	Voluntary Controlled	4-11	64	76	+12	11	
<b>WELLS HIGH SCHOOL AREA</b>							
Alderman Peel High School	Academy	11-16	501	583	+72	105	Out of area demand from Hunstanton. No issues
Langham Village School	Community	5-11	90	102	+12	15	
Walsingham CE VA Primary School	Voluntary Aided	5-11	33	36	+3	8	
Wells-next-the-Sea Primary & Nursery School	Academy	3-11	201	197	-4	30	
Hindringham CE VC Primary School	Voluntary Controlled	5-11	28	13	-15	10	
Blakeney CE VA Primary School	Voluntary Aided	5-11	43	30	-13	10	

7.1.7. 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.

7.1.8. 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.

## Fakenham

7.1.9. 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 6th 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. This application has been approved by NNDC as of 11<sup>th</sup> October 2021.

- 7.1.10. There is sufficient capacity at the high school for development in the existing Core Strategy and future planned growth.

### **Cromer**

- 7.1.11. Norfolk County Council Education Authority has indicated the aspirational 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.
- 7.1.12. At present, there is spare capacity in local schools for additional growth however, future development beyond what is planned in the Local Plan will likely require new primary school provision.

### **Holt**

- 7.1.13. 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.
- 7.1.14. The Education Authority's preferred option is through the site; Land South of Beresford Road (HO4), which was considered an option through the Local Plan. However, the site was subjected to a planning application has been granted planning permission through appeal (PO/18/1857) for 110 dwellings which includes land to accommodate a new 2 form entry primary school on 2ha of reserved land, funding has been allocated through NCC education budget to provide the school.

### **North Walsham**

- 7.1.15. 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, and this is identified in the site-specific policy requirements. 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 and land will be identified through the implementation of a development brief. 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 and will be informed by the Education Authority through this process.

### **Hoveton**

- 7.1.16. 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>56</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**

7.1.17. 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 Holt (outside of Local Plan process) and North Walsham (NW62/a). Land is proposed for the purpose of supporting this need through the Submission Local Plan, though land is already provisioned for the new Holt Primary School. NCC/NNDC have safeguarded land for the provision of the school site on F01 in Fakenham, which has been approved (PO/17/0680).

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>56</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]

## 7.2. Health

- 7.2.1. New development and an aging population place additional burdens on health care facilities. The Health Profile for North Norfolk 2018<sup>57</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 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.
- 7.2.2. 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 considered 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 for people with mental health issues.
- 7.2.3. The subnational 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 ageing 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 subnational 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.
- 7.2.4. NHS England provides national leadership for the NHS. NHS England is comprised of seven integrated regional teams who support healthcare commissioning and delivery at a local level across their areas. Within the East of England region, the team works in partnership with integrated care systems, integrated care boards and acute trusts.
- 7.2.5. North Norfolk District Council area is covered by NHS Norfolk and Waveney Integrated Care Board (ICB). The ICB plans and buys healthcare services for its local population. It is accountable for the performance and finances of the NHS across Norfolk and Waveney and has a total budget of £2 billion a year. The ICB is part of the Norfolk and Waveney Integrated Care System (ICS) which is a partnership of organisations that come together to plan and deliver joined up health and care services, and to improve the lives of people who live and work in their area. The ICS helps the NHS to support broader social and economic development and to tackle inequalities in health outcomes<sup>58</sup>.

### Delivering Improvements

- 7.2.6. 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 NPPF requires local planning

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<sup>57</sup> Gov.uk (2019) Local Authority Health Profiles 2018 [Online] <https://www.gov.uk/government/statistics/local-authority-health-profiles-2018> [Accessed 14/09/2022]

<sup>58</sup> [NHS Norfolk and Waveney Integrated Care Board \(ICB\) \(improvinglivesnw.org.uk\)](https://www.improvinglivesnw.org.uk) [Accessed 16/09/2022]



authorities to ensure that health and wellbeing and the health infrastructure are considered in Local and Neighbourhood Plans and in planning decision making.

- 7.2.7. The Council is a signatory of the Planning in Health Protocol (the Protocol) which was first introduced in 2017 with subsequent updates in 2018, 2019 and most recently in May 2022. Developed through partnership working across the Norfolk Strategic Framework (NSF) and relevant NHS organisations and Public Health agencies the Protocol is an engagement tool containing a documented process outlining how those bodies jointly consult to ensure that health considerations are adequately accounted for in plan making and in planning applications and their subsequent developments.
- 7.2.8. The latest revision has transpired in recognition of a need for greater collaboration between local planning authorities, health service organisations, and public health departments in local government to plan for future growth and to promote health. It reflects recent changes in national planning policy and the need for health service organisations to deliver on the commitments within the NHS Long Term Plan which sets out how money will be spent on the NHS between 2019 and 2029. The Protocol recognises the emergence of the ICS and streamlines the processes and simplifies and shortens the Protocol to make it easier to use and embed into the work of all the partner agencies.
- 7.2.9. Within the Protocol, the term “health considerations” includes planning for health service provision (e.g., the provision of enough doctors’ surgeries to meet population needs) as well as ensuring that health promotion is considered in the design and provision of developments (e.g., the provision of walking and cycling infrastructure, or maintenance of good air quality).
- 7.2.10. The Protocol seeks to enable both better understanding and consideration of health service needs that arise from development and to make explicit the impact that the planning process can have on health, wellbeing and long-term health service demand. The Protocol will enable surgeries and other health service providers to plan for expanding communities in areas where new housing is to be built.
- 7.2.11. The objectives of the protocol are:
- To establish a working relationship and set a protocol for engagement between Norfolk and East Suffolk<sup>59</sup> Local Planning Authorities (LPAs), and relevant health and social care partners within the ICS, Norfolk County Council (NCC) and Suffolk County Council (SCC) Public Health.
  - To outline a standardised 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 prevention, 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;

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<sup>59</sup> East Suffolk is covered by two Integrated Care Systems (ICS), the Norfolk and Waveney ICS and the Suffolk and North East Essex ICS. This protocol only applies to the part of East Suffolk within the area of the Norfolk and Waveney ICS (which is essentially the former Waveney District Council area).

- To agree a defined threshold indicator for Planners to contact health and Public Health teams for input into planning applications and spatial plans.

7.2.12. The protocol includes the following requirements:

- For the Local Planning Authorities to consult with health and social care partners and Public Health 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;
- such consultation shall also be undertaken on applications for less than 50 dwellings where there is likely to be a cumulative impact (exceeding 50 dwellings) when considered with other contiguous applications or applications close by;
- 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.

7.2.13. 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

7.2.14. 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 near Great Yarmouth.

7.2.15. There are five Clinical Commissioning Groups (CCGs) in Norfolk who are responsible for commissioning most health services in its area. North Norfolk CCG covers all North Norfolk currently benefits from administrative area and most of Broadland and is made up made up of 19 GP practices, of which 13 GP practices 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. There are now just 0.45 fully qualified GPs per 1,000 patients in England: down from 0.52 in 2015. For the GPs that remain, this means increasing numbers of patients to take care of. The average number of patients each GP is responsible for has increased by around 300, or 16%, since 2015<sup>60</sup>. 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 above or near to capacity.

**Table 16. GP Ratio to Patients<sup>61</sup>**

Practice Name	No of Patients August 2022	GP Count (or FTE)	Ratio of 1 GP (or FTE) per No of patients on list
Aldborough Surgery	3,771	2 (1.35)	1:1,886 (1:2,793)
Birchwood Medical Practice, North Walsham	11,864	7 (5.7)	1:1,695 (1:2,081)

<sup>60</sup> Pressures in general practice data analysis (bma.org.uk) [Accessed 20.09.22]

<sup>61</sup> Source: NHS Digital - General Practice Workforce Interactive Dashboard, Selected Sub-ICB Location and Practice Information dated August 2022

Coltishall Medical Practice	8,874	10 (6.9)	1:887 (1:1,286)
Cromer Group Practice	12,247	4 (3.3)	1:3,062 (1:3,711)
Fakenham Medical Practice (with branch at Little Walsingham)	15,623	10 (9.4)	1:1,562 (1:1,662)
Holt Medical Practice (Branches at Blakeney and Briston/ Melton Constable)	14,313	11 (9.64)	1:1,301 (1:484)
Hoveton & Wroxham	9,995	6 (5.59)	1:1,666 (1:1,788)
Ludham & Stalham Green	5,904	4 (3.23)	1:1,476 (1:1,827)
Mundesley Medical Centre (with branch at Bacton)	5,859	3 (2.49)	1:1,953 (2,353)
Paston Surgery, North Walsham	6,738	7 (4.42)	1:963 (1:1,524)
Sheringham Medical Practice	9,497	5 (4.06)	1:1,899 (1:2,339)
The Staithe Surgery, Stalham	7,537	5 (3.95)	1:1,507 (1:1,908)
Wells Health Centre	3,266	4 (2.43)	1:817 (1:1,344)

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

7.2.17. The current Core strategy and the emerging Local Plan identifies designated Health and Social Care Campuses at Cromer (Cromer Hospital and Benjamin Court), Fakenham (Cranmer House), Kelling, North Walsham (Rebecca House and Rose Meadow) and Wells-next-the-Sea. As part of the proposed policy HC 3 development proposals that would result in the loss of healthcare facilities will not be permitted on these sites unless the proposal enables the delivery of a replacement facility of equal or greater community benefit in that locality before an existing facility is lost.

## Dentists

7.2.18. There are dental practices in Cromer Fakenham, Holt, High Kelling, North Walsham, Sheringham, Stalham, and Wells-next-the-Sea as shown in the table below.

**Table 17. Dental Practice Locations<sup>62</sup>**

Dental Surgery Name	Town
Corner House Dental Practice	Cromer
Enslin Limited	Cromer
Wensum Dental Practice	Fakenham
Brooklyn House Dental Surgery	Fakenham
Bridge Street Dental Surgery	Fakenham
Holt Dental Care	Holt
Wansbeck Dental Practice	Holt
Compass Clinic	High Kelling
Bupa Dental Care	North Walsham
My Dentist	North Walsham
Grovefield Dental Surgery	North Walsham
Together Dental Sheringham (previously known as Carlton Lodge Dental Care)	Sheringham
Station House Dental Surgery	Stalham
Compass Clinic	Wells next the Sea

<sup>62</sup> [Find a dentist - NHS \(www.nhs.uk\)](https://www.nhs.uk) & [Care Quality Commission \(cqc.org.uk\)](https://www.cqc.org.uk) – find and compare services search [Accessed 29/09/2022]

## Pharmacies

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

**Table 18. Pharmacy Locations<sup>63</sup>**

Pharmacy	Town
Boots	Cromer
Lloyds Pharmacy	Cromer
Cromer Pharmacy	Cromer
Well	Fakenham
Boots	Fakenham
Fakenham Pharmacy	Fakenham
Boots	Holt
Wellbeing Pharmacy	Hoveton
Roy's Pharmacy (Wroxham Ltd)	Hoveton
Well	Mundesley
North Walsham Pharmacy	North Walsham
Well	North Walsham
Boots	North Walsham
Lloyds Pharmacy	Sheringham
Boots	Sheringham
Boots	Stalham
David Jagger Ltd	Wells-Next-The-Sea

## Adult Social Care and Ageing Population

7.2.20. Local Government Association report Housing our Ageing Population 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.

7.2.21. 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 increased 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.

7.2.22. 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 living in care

<sup>63</sup> Source: [Find a pharmacy - NHS \(www.nhs.uk\)](https://www.nhs.uk) [Accessed 29/09/2022]

homes remains static, is some 17,949 beds, this is 8,028 more beds than the current supply and is equivalent to 382 beds per year.

- 7.2.23. Norfolk County Council's report Norfolk Accommodation Needs of the Elderly 2016<sup>64</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 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.
- 7.2.24. The Living Longer, Living Well Strategy<sup>65</sup> sets out that the priority is for people to remain in their own homes, where possible. The Norfolk County Council Living Well Housing Strategy sets out that the priority within Norfolk is to improve access to Extra Care accommodation (Housing with Care).
- 7.2.25. 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.
- 7.2.26. 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 proposes to seek specialist elderly /care provision<sup>66</sup> of a minimum of 60 units on all applications for more than 150 dwellings with a further 40 units for each additional 250 dwellings thereafter.
- 7.2.27. The following table provides an indication of the types and number of specialist elderly care accommodation planning applications that have been approved or made since 2016. It does not include cases where such provision may have been lost by way of conversion to C3 dwellings or other uses.

**Table 19. Applications for specialist elderly care**

Planning Application Reference	Date of Permission	Site Size Hectares (Ha)	Number of Units (bed spaces)	Description
PF/15/1167 & PF/18/1621 (amended proposal overall number of assisted living/housing with care units remain the same)	Oct 2016 & Feb 2019	1.29	80	Erection of three-storey (+ basement) block of 66 assisted living/housing with care flats, three-storey block of 13 general needs and/or supported living flats, three-storey block of 14 general needs flats, 6 two-storey and 1 three-storey general needs houses and 1 wheelchair accessible bungalow Fakenham
PF/17/1891	Jan 2018	0.05	1 (3 + 2 x staff)	Change of Use – dwelling to C2* (retrospective) Mundesley

<sup>64</sup> Norfolk Accommodation Needs of the Elderly 2016

<sup>65</sup> Norfolk Older People's Strategic Partnership Board (2016) Living Longer Living Well <http://www.norfolkolderpeoplespartnership.co.uk/strategy2016-18.pdf> [Online] [Accessed 29/09/2022]

<sup>66</sup> Includes Extra Care, Sheltered Housing, Assisted Living, Dementia Care and Nursing and Care Homes where there is demonstrated to be a local need at time of application.

PF/18/1675	Nov 2018	0.30	1 (4 + 1 x staff)	Change of use of dwelling (Class C3) to residential institution (Class C2) Roughton
PF/18/1089 (amended to PF/17/0789 which secured 45 apartments)	Dec 2018	0.53	49	demolition of existing buildings and the erection of 49 retirement living apartments for the elderly North Walsham
PF/20/2047	April 2021	0.91	1 (66)	Erection of 3 storey 66-bedroom care home (use Class C2) Holt
PM/20/2643 & PM/21/3092 (reserved matters pursuant to outline permission PO/16/0253)	Sept 2021 / March 2022	0.58	1 (66)	Erection of 66-bed, 2 storey care home Holt
PF/21/3141	May 2022	1.03	1 (70)	Erection of 2 storey 70 bed care home (Class C2) and 24 affordable dwellings (C3) Sheringham
PF/22/1608	Pending (as of 30/09/22)	0.19	1 (3 + 2 x staff + 1 x visitor)	Demolition of outbuildings and erection of detached extension to existing care home Hindolveston
PF/22/1596 & PF/22/1784 (hybrids applications which include outline proposal for a care home)	Pending (as of 30/09/22)	18.62	Indicative 1 (66)	Duplicate hybrid applications one part of which is an outline application with all matters reserved for the construction of an elderly care facility. North Walsham

\* Use Class C2 - Residential institutions - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres

### 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 Norfolk and Waveney Integrated Care System and Integrated Care Board 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 of people to remain in their own homes to remain in one's own home and to provide further extra care bed spaces throughout the plan period.

### 7.3. Community Facilities

7.3.1. 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.

#### Libraries

7.3.2. There are public libraries at Cromer, Holt, Fakenham, Mundesley, 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 & Fire Service

7.3.3. 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>67</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.	Speeding in Poppyland area  High-visibility patrols to target anti-social behaviour in the Poppyland area
The <b>Fakenham</b> team covers Fakenham and 23 Parishes all within a large rural location.	Focus on Night Time Economy and drug use in Fakenham.  Increased patrols along the main roads around the area during the hours of darkness due to transient criminality.
The <b>Holt</b> Safer Neighbourhood Team covers Holt and 23 Parishes all within a large rural location.	Rural Crime incorporating fly tipping, hare coursing and oil/diesel thefts.  Officers will be engaging with the local youths.
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.	To deal with issues of anti-social behaviour and littering at North Walsham Memorial Park.
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.	ASB at The Putting Green, Sheringham.  Parking issues at Station approach and Station loading bay.  Vehicle anti-social behaviour
The <b>Stalham</b> SNT provides policing cover to 21 parishes around Stalham with 1 sergeant,	To carry out speed checks on and around The Street in Lessingham - reduce speeding and raise awareness of dangers.

<sup>67</sup> Norfolk Police (2019) Your Area [Online] <https://www.norfolk.police.uk/your-area> [Accessed 17/04/2019]

patrol PCs, a beat manager and 3 PCSOs. Covering HMP Bure.	To combat reports of anti-social behaviour in Horning involving young people.
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- 7.3.4. 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.
- 7.3.5. 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.
- 7.3.6. 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.

## 7.4. Sport and Leisure, Cultural Facilities & Public Art

### Indoor Sport & Leisure

- 7.4.1. Current sports facilities in the district are as follows:

Table 20. Current Sports Facilities<sup>68</sup>

Indoor Facility	Location
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, The Reef at Sheringham, Victory at North Walsham, Alderman Peel at Wells Broadland HS at Hoveton, Cromer Country Club, Links Country Park Hotel, Runtons, Rossi's 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

- 7.4.2. 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

<sup>68</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]



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 21. Indoor Leisure Facilities Assessment Report Recommendations for Provision of New Facilities<sup>69</sup>**

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

7.4.3. Following a £10.7m investment, the District Council opened a new leisure centre (The Reef), with a 25m swimming pool and children’s splash pad, at the former ‘Splash’ site in Sheringham. The new centre opened in November 2021.

### Open Space & Outdoor Leisure

7.4.4. The Council commissioned a Playing Pitch and Open Space Study<sup>70</sup>, which was completed in 2019. This study will provide an up-to-date assessment that identifies the needs, surplus and deficits of open space, outdoor sport and recreation in the district up to 2036, in line with the Local Plan.

<sup>69</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]

<sup>70</sup> [Appendix 4.pdf \(north-norfolk.gov.uk\)](#) [Accessed 12/10/2022]

7.4.5. The study provides an overview of the existing quantum of open space in ha/1000 people (taken from 2016 ONS data) within the district, as shown in the table below:

**Table 22. Summary of Existing Provision of Open Space ha/1000 people (across whole study area)**

Typology	Number of sites	Existing (ha)	Existing (ha/1000)
Allotments	71	58.03	0.55
Amenity Greenspace (>0.15ha)	133	121.66	1.15
Park and Recreation Grounds	46	65.63	0.62
Play Space (Children)	113	10.04	0.10
Play Space (Youth)	43	1.19	0.01
Accessible Natural and Semi- Natural Open Space	97	3551.67	33.61
Beaches and Coastal Land	1		
Churchyards and Cemeteries	203	96.42	0.91
Education	59	175.50	1.66
Outdoor Sports Space (Private)	90	85.18	0.81

7.4.6. There is also an identification of the total hectareage of existing open space by parish and by ha/1000 people within each parish. These tables can be found within the Study<sup>71</sup>.

7.4.7. The Study implements a monetary value on open space for developer contributions towards the provision of new open space, using a calculator that provides a cost based on the amount and type of open space being provided and how much it would cost the Local Authority to provide them. The types of open space the study identifies are as follows:

- Allotments
- Amenity Greenspace
- Parks and Recreation Grounds
- Play (Child)
- Play (Youth)
- Accessible Natural Greenspace

7.4.8. Contributions towards the provision or improvement of open space are calculated using the capital cost of provision. The same charges apply to both provision of new facilities and the upgrading/improvement of existing ones (where related to new development), which often includes new provision. Contributions per person is the approach taken to identifying costs.

7.4.9. The table below shows the costs of providing open space per person, based on the recommended standards that the study identifies, using consideration of existing local and national standards, benchmarks and evidence gathered from local needs assessments.

**Table 23. Costs of providing open space (excludes land costs)**

Typology	Standard (m2) per person	Cost of Provision	
		Cost/m2	Contribution per person
Allotments	6	£22.34	£134.04
Amenity Greenspace	10	£20.24	£202.40
Parks and Recreation Grounds	11	£92.94	£1022.34
Play (Child)	1.0	£168.76	£168.76
Play (Youth)	0.6	£114.34	£68.60

<sup>71</sup> Open Space Study (Table 5 & 6) [open-space-assessment-final.pdf \(north-norfolk.gov.uk\)](https://www.norfolk.gov.uk/open-space-assessment-final.pdf) [Accessed 12/10/2022]

Accessible Natural Greenspace	15	£20.24	£303.60
Total			£1,899.74

7.4.10. This table shows that it costs £1,899.74 per person to provide for new open space which will meet the recommended minimum standards for open space as identified in the study. These calculations are what the Council use to determine costs for developer contributions for on-site provision, and where required, off-site as well.

7.4.11. It is important to note that these costs were provided in 2019, the year the study was written, and are based on the Bank of England inflation rate at the time. These will be significantly different in 2022.

7.4.12. The site-specific policies in the Local Plan provide an approximate minimum figure for open space to be provided on-site. This figure is based on the above-mentioned cost calculator that also determines the overall quantity of open space needed based on the number of households in addition to the cost.

7.4.13. Household sizes are based on the number of beds and number of persons per dwelling:

- 1 bed: 1.3 persons
- 2 bed: 1.8 persons
- 3 bed: 2.6 persons
- 4 bed: 3.2 persons

7.4.14. The cost calculator makes the assumption that on a new residential development:

- 25% will be 2 bed houses
- 60% will be 3 bed houses
- 15% will be 4 bed houses

7.4.15. Using these assumptions, the cost calculator provides an estimation of the quantity of open space needed on the development and the cost for its provision. The Infrastructure Delivery Schedule in [Appendix J](#) provides the costs of providing the required open space on each proposed allocation. These costs are indicative and subject to change per the site going through the application and master planning process.

## Leisure

7.4.16. 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>72</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.

<sup>72</sup> Lichfields (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]

## **Public Realm Improvements and Public Art**

7.4.17. 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.

## Appendix A: 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	2021
<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	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 County Council	Mobile Coverage in Norfolk	2019
<b>TRANSPORT</b>		
Norfolk County Council	Norfolk Local Transport Plan: Connecting Norfolk	2011
Norfolk County Council	LTP Implementation Plan 2015-21	2014
Norfolk County Council	Norfolk Infrastructure Plan	2017
Norfolk County Council	Norfolk Strategic Framework: infrastructure group	2017
Norfolk County Council	Norfolk Transport Asset Management Plan	2016

New Anglia LEP	New Anglian LEP – Strategic Economic Plan	2014
Norfolk County Council	County Council’s Norfolk Walking and Cycling Action Plan	2016
Norfolk County Council	Norfolk Trails	2019
<b>ENVIRONMENT</b>		
	Strategic Flood Risk Assessment	2017
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 Citizen space	NSF Infrastructure Group: Flooding and Coastal Erosion	2017
EA/NNDC	Shoreline Management Plan 6: Kelling Hard to Winterton Ness	2012
Norfolk County Council	Core Strategy Minerals and Waste Development Management Policies	2011
Norfolk County Council	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 County Council	Green Infrastructure Mapping Project (GIMP)	2018
<b>EDUCATION</b>		
Norfolk County Council	Planning Obligations Standards	2019
Broadland District Council	Growth Triangle Area Action Plan	2016
<b>HEALTH</b>		
Norfolk County Council	Projected NHS Norfolk and Waveney Healthcare Requirements	2015
Gov.uk	Health Profile for England	2017
Norfolk County Council	Planning in Health – An engagement protocol between Local Planning Authorities, Public Health and health sector organisations in Norfolk	2017
Norfolk County Council	NSPF	2019
Norfolk County Council	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 Allen Associates	North Norfolk Indoor Leisure Facilities	August 2015
North Norfolk District Council	Retail and Main Town Centre Uses Study	March 2017
<b>RETAIL</b>		
Lichfields	Retail and Main Town Centre Uses	2017

## Appendix B: Summary of Infrastructure Capacity Constraints by Type

<b>Physical Infrastructure</b>
<b>Energy</b>
<p>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 offshore 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.</p>
<b>Water</b>
<p>There are no water supply issues currently identified and no major constraints for development in the main towns as identified in the spatial strategy. AW continue to invest in a twin track approach around supply and demand measures including reducing leakage, addressing climate change impacts through supply side measures through new pumping stations as set out in Water Resource Management Plan (WRMP) published 2019 for the period 2020 - 45 and actioned through the five yearly Asset Management Plans.</p> <p>There are known constraints in regard to process capacity at Water Recycling Centre at Fakenham, and the requirement for additional WRC flow capacity at Holt, Horning, Ludham, Mundesley and Stalham. The scale of proposed development has been taken into consideration through the Anglian Water's 2019 draft Drainage and Wastewater Management Plan and Revised Water Resource Management Plan and the Water Recycling Long Term Plan. Anticipated investment levels and phasing is set out in the Asset Management Plan as detailed in this section noting that sites will be factored in when the Local Plan is adopted and funding can only be confirmed in relation to those site with full planning permission in each iterative five year Plan.</p> <p>A number of specific requirements around customer (site proposal) investment are identified and detailed in relevant site-specific proposals and will be delivered through S106 agreements.</p> <p>Anglian Water continues to work with the Council to support the Local Plan's production and the delivery of sustainable growth.</p>
<b>Transport / Road</b>
<p>New development will require provision of junction improvements at a number of locations, depending on the scale of development.</p> <p>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 &amp; 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.</p> <p>Across the district there are already projects ongoing in relation to transport infrastructure studies and improvements outside of the Local Plan process. The Local Plan's key piece of transport infrastructure is in relation to North Walsham and the 'Link Road' that will be provided. This project is critical for the delivery of the site and integral to the wider alleviation of traffic</p>



impacts. The Local Plan addresses road network improvements in relation to proposed site allocations.

Currently, there are no aspirations in the Local Plan to improve rail capacity/station improvements. Table 11 is a clear indication that rail usage is still significantly reduced and therefore there is no immediate requirement to address any station capacity issues.

## **Environment and Green Infrastructure**

### **Flood Protection**

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.

### **Coastal Erosion**

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.

### **Green Infrastructure**

Payments towards a county wide mitigation measure aimed at delivering the necessary mitigation to avoid adverse effects on the integrity of the Habitats Sites are required through the collection of the tariff for each qualifying development.

The tariff is index linked set at £185.93 net residential dwelling and tourism accommodation is on a six bedspace: one dwelling ratio of the tariff and student accommodation 2.5:1 ratio.

## **Social Infrastructure**

### **Education**

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 Holt (outside of Local Plan process) and North Walsham (NW62/a). Land is proposed for the purpose of supporting this need through the Submission Local Plan, though land is already provisioned for the new Holt Primary School. NCC/NNDC have safeguarded land for the provision of the school site on F01 in Fakenham that has been approved (PO/17/0680).

Elsewhere in the District, school places are provided/funded through Section 106 agreements between developers, Norfolk County Council and North Norfolk District Council.

## Appendix C: Approved Renewable Energy Schemes in Norfolk

Scheme	Planning ref	Description of Proposal	Type of scheme	Rate of Approval	Area of proposal	Size of output	Approximate No. Households power will generate	Operational
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 & PF/15/1486 & PF/19/1009	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 & PF/19/0893	Installation of 49.9MW solar farm with plant housing and perimeter fence.	Solar	16 Jan 2014	96.5ha.	49.9 MW	10,212	Yes - Extended in 2019 to allow 40 year operational lifetime
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	Planning permission implemented but not yet operational
					<b>Solar Total</b>	<b>158.6 5MW</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>A.D. 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
Bodham	14/0925	Erection of wind turbine with a hub height of 40m and blade tip height of 66m with associated substation	Turbine	Not approved	0.6478ha	900kw	655	No

Scheme	Planning ref	Description of Proposal	Type of scheme	Rate of Approval	Area of proposal	Size of output	Approximate No. Households power will generate	Operational
		buildings, access tracks and crane hardstanding		subject to appeal				
Selbrigg	14/1669	Installation of a single wind turbine with a maximum height to tip of 78m, a new access track, a hardstanding, a small substation building, a temporary meteorological mast and associated infrastructure	Turbine	Not approved - subject to appeal	0.28ha	unspecified	343	No

## Appendix D: Water Recycling Centres in North Norfolk

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

<b>10034796282</b>	Anglian Water Sewage Division, The Street, Warham	Warham
<b>10034796287</b>	Anglian Water Sewage Division, Church Street, Stiffkey	Stiffkey
<b>10034796289</b>	Anglian Water Sewage Division Rear of 1, Springfield, Gunthorpe	Gunthorpe
<b>10034796311</b>	Sewage Works, The Croft, Swanton Novers	Swanton Novers
<b>10034796358</b>	Sewage Works, Hollow Lane, Langham, Holt, NR25 7BY	Langham
<b>10034796391</b>	Anglian Water Sewage Division, Glandford Road, Cley-next-the-Sea	Cley-next-the-Sea
<b>10034796503</b>	Anglian Water Services, Middlebrook Way, Cromer	Runton
<b>10034796525</b>	Anglian Water, Sewage Division Rear Of, 1-6 Highfields, Felmingham	Felmingham
<b>10034796598</b>	Anglian Water Sewage Division, School Close, Knapton	Knapton
<b>10034796647</b>	Sewage Works, Marshgate, North Walsham, NR28 9LG	North Walsham
<b>10034796658</b>	Sewage Disposal Works, East Ruston Road, Honing	Honing
<b>10034796665</b>	Anglian Water Sewage Works, Woodview, Worstead	Worstead
<b>10034796674 A</b>	W Sewage Div Rear Of 4, Highbanks, Rectory Road, Edingthorpe, North Walsham, NR28 9TL	Bacton
<b>10034796691</b>	Anglian Water Sewage Division, Catfield Road, Ludham	Ludham
<b>10034797107</b>	Anglian Water Sewage Division, The Street, Ridlington	Witton
<b>10034805398</b>	Anglian Water Authority Sewage Div, Thwaite Road, Aldborough	Aldborough
<b>10034812040</b>	Sewage Works, Chequers Road, Gresham	Gresham
<b>10034812048</b>	Sewage Works, Topps Hill Road, Thorpe Market	Roughton
<b>10034812049</b>	Anglian Water Authority Sewage Div, Warren Road, Southrepps	Southrepps
<b>10034812397</b>	Anglian Water Sewage Division, Great Snoring Road, Little Snoring, Fakenham, NR21 0HT	Fakenham
<b>10034812567</b>	Sewage Works, High Road, Briston	Briston
<b>10034812904</b>	Anglian Water Sewage Division Rear of 11, The Glebe, Honing	Honing
<b>10034812913</b>	Anglian Water Sewage Division, Binsley Close, Horsey	Horsey

# Appendix E: Joint Position Statement & Anglian Water Statement of Fact

## Joint Position Statement on Development in the Horning Water Recycling Centre Catchment

### Prepared by Anglian Water Services and the Environment Agency.

This statement has been prepared to support Local Planning Authorities in their decision making on development in Horning, North Norfolk.

### Background

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)/ Broadland Special Protection Area (SPA).

Concerns regarding development in the catchment of the WRC (see enclosed) relates to the potential impact of rising nutrient loads on the river and sensitive downstream receptors. At present, the main River Bure achieves 'high status' for water quality (very good quality), and the Bure Broads and Marshes SSSI predominantly meets the water quality thresholds. As a minimum, our objectives are to ensure that there is no deterioration in water quality in the river and that the water quality thresholds set out in the Conservation Objectives for the European protected site continue to be met. Further details on the needs of the European Site are available from Natural England.

A high quality water environment is an integral part of the natural environment, providing a good habitat for plants, animals and quality of life benefits for local people. Water resources and a high quality water environment underpin economic development, by providing water for households, industries, agriculture, recreation and tourism. The 'high status' water quality in the River Bure is atypical for East Anglian rivers, making this a particularly important catchment to safeguard. The 'high status' is due in part to the significant investment that the water company have made since the 1990s to reduce phosphorus concentrations in effluent to protect the Broads as well as ongoing work by the Environment Agency to identify and address poor water quality across the wider catchment. This investment, and the environmental and socio-economic benefits it has delivered, should not be jeopardised by development.

To ensure that there is no increased risk to water quality, there must be no increase in nutrient loading from the Horning WRC above that assessed by the Environment Agency under the 'Review of Consents' project which concluded in 2007. Any development that could increase foul water flows to the WRC could increase the loading from the Centre.

### Policy Background

Policy HOR6 of the North Norfolk Site Allocations DPD (February 2011) states that development will be required to 'demonstrate that there is adequate capacity in sewage treatment works and no adverse effect from water quality impacts on European Wildlife Sites.'

Policy HOR1 of the Broads Authority Site Specific Policies DPD adopted 2014 states that:

Joint Position Statement on Development in the Horning Catchment

'To ensure the protection of designated sites, no new development requiring connection to the public foul drainage system within the Horning Catchment, should take place until it is confirmed capacity is available within the foul sewerage network and at the Water Recycling Centre to serve the proposed development.' Policies HOR2, 5 and 7 support or re-iterate this policy.

### **Local Authority Responsibilities**

The legal framework for the protection, improvement and sustainable use of waters is provided by the Water Framework Directive (WFD) which was enacted into UK law in December 2003.

Under the UK Regulations, local authorities must have regard to the plans developed to deliver the Regulations in exercising their functions. This means that they need to reflect the priorities and objectives (as described above) in local planning policies, infrastructure delivery plans and in the determination of individual planning applications. With regards development in the Horning catchment, the main priorities and objectives are to ensure no deterioration in river water quality and to meet the Conservation Objectives for the Bure Broads and Marshes SSSI/ SAC/ SPA.

Local authorities and other public bodies are also required to provide information and "such assistance as the Environment Agency may reasonably seek in connection with its WFD functions."

Local authorities, along with other public bodies, have a general responsibility not to compromise the achievement of UK compliance with EU Directives, including the WFD. Non-compliance with EU Directives could potentially lead to the European Commission bringing legal proceedings and fines against the UK. The Localism Act 2011 includes a new power for UK Government to potentially require public authorities (including local authorities) to make payments in respect of EU financial sanctions for infraction of EU law if the authority has caused or contributed to that infraction. In theory, this power applies to infractions of WFD requirements, including deterioration of water body status, though in practice, Government and the Environment Agency would seek to work with a local authority to resolve the situation and avoid levying penalty payments.

The Localism Act also sets out the duty to cooperate, which requires local planning authorities to co-operate on cross-boundary planning issues, including, as stated in the National Planning Policy Framework, the provision of infrastructure for water supply and water quality, as well as climate change adaptation and conservation and enhancement of the natural environment.

### **Horning Water Recycling Centre**

Both Anglian Water and the Environment Agency agree that the Horning Knackers Wood Water Recycling Centre (WRC) does not currently have capacity to accommodate further foul flows. This means that measures need to be taken to reduce the flows the Centre receives from across the catchment. Some work has already been done, and further work is planned. These are detailed below. If the flows continue to rise there is a risk of increased

nutrient loading to the river and therefore deterioration in water quality. There is also increased risk of sewer flooding.

Anglian Water Services (AWS) have undertaken investigations to identify why the WRC is receiving excessive flows. They found that due to its location and proximity to the Broads, the sewerage system in Horning has long had an issue with the ingress of water, either from groundwater infiltration, where water seeps into underground pipework, or from surface water from street drainage and similar, or from fluvial water, when the Broads over tops into the streets of Horning and subsequently floods via manholes into the sewerage system.

In an attempt to alleviate flows getting into the sewerage system, in 2014/15 Anglian Water carried out camera surveys of all of its owned sewers and any that had shown to have groundwater ingress have been replaced or relined.

Out of the entire network of 9.5km, a total of 1.5km has been repaired and six manholes have been rebuilt and/or sealed against infiltration. While this work was successful in reducing the groundwater ingress into the sewerage network, this has not totally resolved the flow issues.

The Highways Authority (Norfolk County Council) have been working with Anglian Water, and are progressing the removal of two surface water drainage gullies from the Anglian water sewerage system.

Anglian Water are progressing the building of a hydraulic model to better understand the flow and capacity within the system. This is due for completion at the end of the 2016-17 financial year.

This scheme is ongoing and will inform further remedial works upon the network. A subsequent period of 12 months of monitoring of flows to assess the efficacy of the scheme and whether there is capacity to accept additional flows will be required by the Environment Agency.

### **Implications for Development in Horning**

Whilst flows to the Water Recycling Centre remain high, measures to reduce existing flows and prevent additional flows to the catchment need to be taken. Development that could increase the flows to the Water Recycling Centres therefore needs to be avoided. All opportunities to prevent and reduce clean surface, ground or fluvial water entering the sewage system also need to be taken.

New developments or changes to existing properties (commercial or domestic) that could increase foul water flows to the Horning WRC will not be looked upon favourably by the EA, Anglian Water or the undersigned until the excessive flows to the Centre have been addressed with confidence. It is considered that 12 months-worth of the continuously collected flow monitoring data from the WRC, will provide enough evidence to determine the effectiveness of each tranche of works upon the system, and allow review of the acceptability of development.

This means that there will be a presumption against developments that increase flows to the WRC in the short term. Similarly, there will be a presumption against developments that rely upon stand alone foul water treatment solutions as they too have the potential to adversely affect water quality.



This position statement will be reviewed after each tranche of works on the system, and again after the collection of 12 months post-works data.

The capacity that the infiltration scheme will free up at the WRC is difficult to predict and so the quantum of development that will be able to come forward in the future is currently unknown.

We are keen to ensure the water infrastructure is adequately considered upfront without unduly blocking development, whilst continuing to safeguard Habitats Directive sites, and meet the objectives of the Water Framework Directive. Developers will need to engage with relevant parties in order to identify and progress solutions, indeed AWS and EA actively encourage pre-application discussions. We are committed to work with all parties to progress solutions to enable development in Horning.



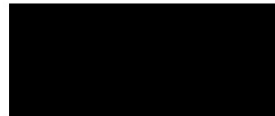
Hannah Wilson  
Planning Liaison Manager  
Anglian Water



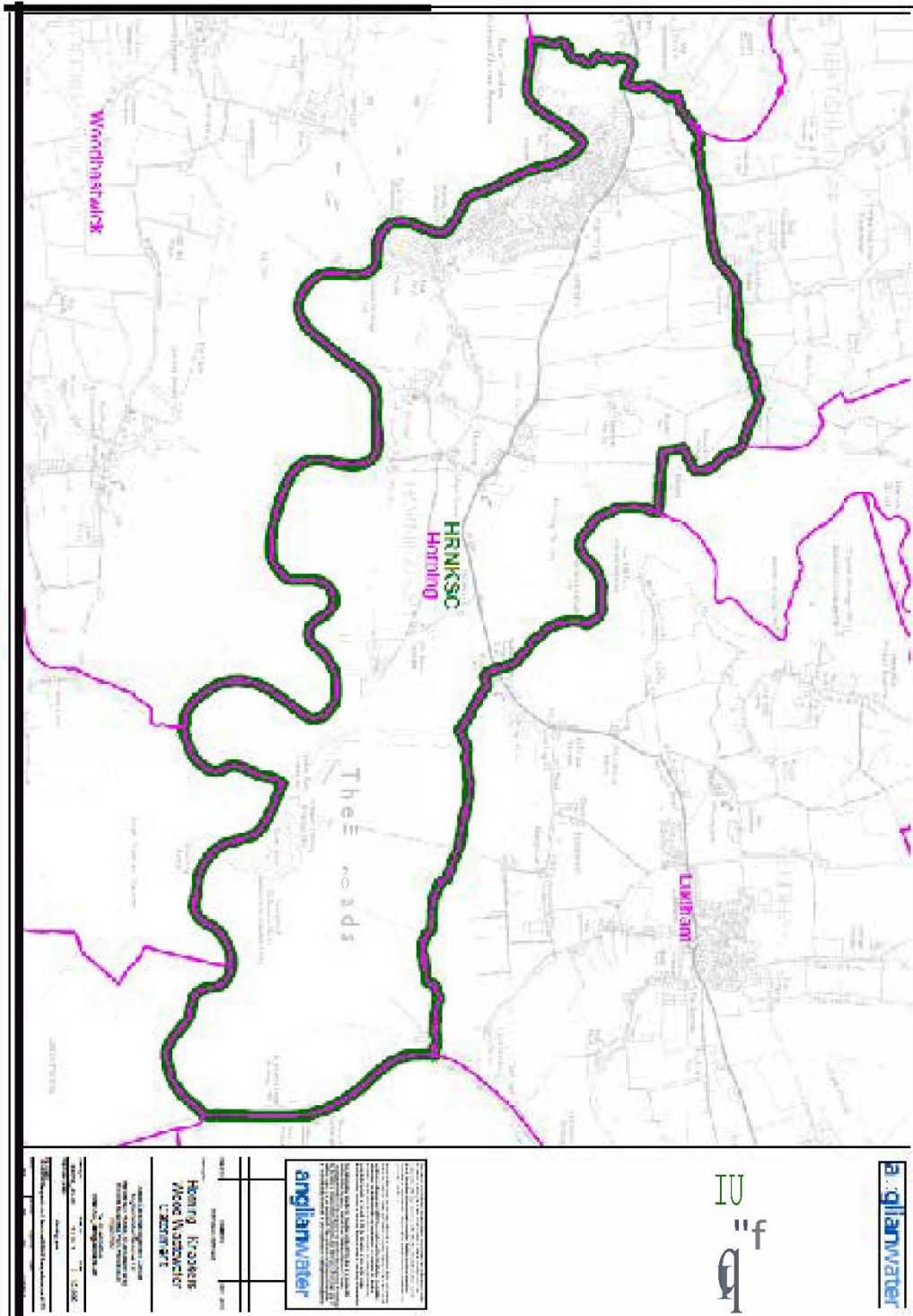
Jo Firth  
Sustainable Places Team Leader  
Environment Agency



Nicola Baker  
Head of Planning  
North Norfolk District Council



Cally Smith  
Head of Planning  
Broads Authority



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Map Scale: 1:50,000  
 Date: 2008  
 Author: Anglian Water  
 Project: Hunting Area



## HORNING STATEMENT OF FACT

Issue Date: April 2022

### Summary

A conventional sewerage network in the Riverside area of Horning has proven to be unsustainable due to changes in ground conditions and prevailing hydrology in the area.

Ground conditions in this area are the cause of structural failures of both the public sewerage network managed by Anglian Water and privately-owned drainage network. Soil in the area is predominantly peat over laying crag (sand and gravel), which is porous and has low cohesion and as such is subject to continual movement. This results in displaced pipe joints and collapse due to lack of ground support. This is endemic in the area and will affect both the public sewerage and private networks. When combined with the permanently high-water table this results in a high level of groundwater infiltration.

Also, in times of river flooding much of the area is underwater resulting in inundation to the public and private foul water (FW) drainage networks through multiple and various points.

It should be noted that much of this excess surface water ingress is not intentionally connected but enters the system through defects and overland flooding.

### Horning Knackers Wood Water Recycling Centre (WRC)

The river flooding and groundwater infiltration into the network results in the WRC being flow non-compliant. However, an assessment of legitimate flows to the WRC based on both potable water supplied to the area and on the population it serves shows the WRC would be compliant with its permit without the excess surface water ingress. If circumstances allowed for the FW sewerage network to operate within the intended parameters, the WRC would be compliant with its permit.

### Historic Investigations

Date	Investigations by Anglian Water
2000	Groundwater/surface water infiltration along Ferry View Road found that large scale groundwater/surface water inundation was present as a result of damage to private laterals.
2002	CCTV survey was undertaken
2014	Sewer rehabilitation scheme completed
2015	Excess flows still an issue at Ferry View Terminal Pumping Station
2016	Survey identified infiltration into both public and private systems together with surface water connections
2017	Horning Flooding Assessment undertaken – conclusion; continued settlement of the ground leads to more operational issues.
2018	Horning Road sewer collapse, refurbishment of subsided sewer on Ferry Road completed Feb 2018
2018	Requests made to property owners to remove surface water connections
July 2021	CCTV surveyed the sewers connecting in Ferry View Road and Ferry Road
Aug 2021	Further survey work in Ferry View Road

### **Rainfall Data**

From the investigations completed it is likely that the amount of rainfall is not the most significant influence on the sewerage system. There are some direct surface water connections to the FW network, however, the impact of these is insignificant compared to the impact of river/ground water infiltration.

### **Groundwater Levels**

The groundwater level is directly linked to the river level. Much of the public sewerage network is below the low water level of the river and the surrounding soil type is porous

### **Highway Drainage**

The road gully on Ferry Road is connected to the foul sewer. Various discussions have taken place with the Norfolk County Council as Local Highway Authority and Lead Local Flood Authority, North Norfolk District Council as Local Planning Authority, businesses and the Environment Agency regarding its removal. The highway at this location is unadopted and the ownership of the gully has not been established.

### **Long-term Flooding Vulnerability**

Climate change observation and predictions indicate increases in high river levels and the frequency of high flow conditions. This will expose more of the FW networks to surface water inundation and may also increase ground movement around pipework, leading to more points of infiltration.

### **Next Steps**

Anglian Water will continue to operate and maintain the public sewerage network in Horning and will respond to loss of services as appropriate.

We will continue to discuss with the Environment Agency and look at other possible interventions in relation to WRC compliance and the operation of the public sewerage network.

We would like to address the following issues related to privately owned drainage, which can only be achieved through continued partnership working:

- Ferry Road, 2No. private chambers to be sealed
- Ferry Cott Lane manhole 5702 seal chamber to prevent infiltration
- Ferry View Road manholes 6401 and 6504 and 1No. private chamber to be sealed to address ground water infiltration
- Ferry View Road connection of private lateral and sewer to be repaired to eliminate source of groundwater infiltration
- Ferry View Road pumping station, raise cover level and install new sealed cover to prevent surface water entering the wet well

Our Water Recycling Long Term Plan (WRLTP) outlined a scheme, then proposed in business plan, to increase dry weather flow (DWF) at Horning Knackers Wood WRC. However, this will not improve the existing issues of infiltration. Consequently, we have not committed to the increase of DWF at the WRC, as we need to understand the impact of the infiltration removal work to be able to correctly design for the increase in capacity. Whilst recognising the challenges of the geology and hydrology the increase in permit DWF will be reviewed alongside other actions.

However, as the issues are predominantly related to river flooding, it involves assets outside of our ownership and prevailing environmental conditions that compromise standard drainage techniques / practices. Therefore, there is no immediate engineering solution available to Anglian Water that can provide effective mitigation of the impact of the excess surface water ingress. Furthermore, Anglian Water does not have the remit under WIA 1991 to entirely fund all solutions.

### **New Development**

When assessing planning applications, we comment on the capacity within the foul sewerage network on the basis of catchment and flows it was intended and designed to accommodate. When necessary and appropriate, we may request planning conditions for development sites connecting to the public foul network, that reflects practicable limits that a developer could implement to ensure the addition flow can be accommodated at the agreed point of connection. The provision of additional capacity downstream of the point of connection is the responsibility of Anglian Water.

All opportunities to prevent and reduce the amount of surface water ingress to the foul sewerage network will also be taken and we will collaborate with developers to exploit these opportunities where practicable.

We will also work with other organisations to ensure that the impacts on the FW sewerage are understood by those tasked with managing surface waters.

We are keen to ensure the FW sewerage infrastructure is adequately considered upfront without unduly blocking development, whilst continuing to safeguard operational performance.

### **Conclusion**

Groundwater and surface water infiltration continually occurs to both the public sewer and private drainage systems, despite various attempts to rectify. The higher the river level the more drainage network is below the water table and the worse infiltration becomes. In high river level conditions flooding to the riverside area occurs and the sewerage system is inundated. The continued infiltration results in the WRC breaching its Dry Weather Flow Permit.

Climate change is likely to affect prevailing environmental and hydrological conditions, which will further adversely impact the FW drainage networks.

Ownership of the highway drain has yet to be confirmed and whether it drains directly to the foul sewer or pumped direct to the river continues to be unresolved.

We have a duty to protect our assets and we have already gone beyond this duty to ensure options have been considered and investigated. Anglian Water have held various meetings between all interested parties including the Lead Local Flood Authority, Environment Agency, Local Planning Authority and members of the public.

There is no single engineering solution which can be provided by Anglian Water and the issues being experienced primarily relate to continued existing infiltration and inundation. Also, as the effected assets included private drainage and the impacted roads are in private ownership, the *need* does not easily meet investment criteria for either Anglian Water or other stakeholders. Therefore, identifying partnership funding has proven difficult.

As stated above we will work with developers and all interested parties to ensure a suitable drainage strategy is developed which mitigates any flooding and environmental risk from proposed development sites. We will work within both the Water Industry Act 1991 and Town Planning legislation and request planning conditions where appropriate.

## Appendix F: Hoveton Position Statement



### Position Statement

### New Development in Hoveton and Anglian Water Services

May 2019

#### **Introduction**

This Position Statement has been prepared by Anglian Water Services to provide the Case Officers and Elected Members of North Norfolk DC with advice on the capacity of the foul water sewerage network to accommodate new development flows.

The Position Statement sets out the current situation in relation to the foul water sewerage network in Hoveton, along with the broader strategic requirements of the catchment and outlines the practicable measures to accommodate future growth.

#### **Foul Water Sewerage Network**

Anglian Water is aware of the concerns raised by the Planning Committee and residents of some parts of Hoveton regarding capacity in the foul water sewerage network draining to the Hoveton-Riverside sewage pumping station. Some parts of this network, in particular the sub-catchment draining to the Hoveton-Brimbelow Road No.2 sewage pumping station are prone to surcharging in some storm conditions and during periods of high water levels in the River Bure.

The public sewer network serving Hoveton was designed and is intended for conveyance of foul water flows only and has adequate capacity for all existing and proposed foul water flows. However; our records and recent analysis indicate both a response to rainfall events and a more severe hydraulic loading that cannot be generated by the legitimate sewer catchment. Anglian Water is currently undertaking investigations into the extent and causes of the sewer surcharging. Our aim is to determine the extent to which the structural condition of the sewer network and the ingress of surface water flows are respectively responsible for the surcharging.

Although our investigations to date have identified some areas of structural deterioration in public sewerage close to the river bank, these defects are insufficient to account for the extent of surcharge reported.

Rain water connecting from domestic properties is clearly a significant contributor to the excess flow in the foul sewer but there is also strong evidence that surface water from high river levels is discharging into the foul sewerage via direct and indirect connections to private foul water drainage.

Therefore, we have concluded that the surcharging of the foul water sewerage network is predominantly caused by ingress of surface waters via direct and indirect connections.

### **Hoveton catchment strategy**

Investment in our assets will be carried out in the context of a broader strategy. This strategy is intended to ensure a reduction of existing operational risk without compromising the ability to enhance capacity to meet future demands. The strategy will address specific issues relating to Hoveton but will also reflect our broader strategic aims, particularly the removal of surface water from foul water sewerage.

The catchment strategy will be more precisely defined on the basis of evidence and analysis, provided in part by current investigations. However, the general aim for Hoveton will be to identify the areas most vulnerable to surface water inundation and limit the hydraulic impact of these areas on the Hoveton-Riverside pumping station. Where practicable, vulnerable areas will be targeted for localised works to divert connected domestic surface water and highways drainage to an appropriate alternative outfall. There will also be modifications to existing foul sewerage assets in these vulnerable areas to provide a higher degree of flood protection from high river levels.

It is important to reflect that the ingress of river water involves volumes of water that cannot be accommodated in any practicable size of sewerage system.

We note that the risk of river flooding may increase due to climate change and alterations to structures and mechanisms down river that are beyond Anglian Water's control.

Ultimately, it may be necessary to isolate the low level foul sewerage serving the riverside areas from the higher level network to ensure that significant new development flows do not connect via these vulnerable areas.

### **Mitigation Methods and Practicable Limits**

Investigations to determine the extent of surface water ingress into a foul water sewer network involve a complex process of elimination.

It is important to recognise that flow analysis in particular requires data representative of as broad a range of operating scenarios as possible. The

collection of this data will refine our understanding and identify any mitigation solutions.

It will take time to achieve a position where we can confidently determine the various scenarios for the foul sewerage network in Hoveton to become surcharged and then be able to design mitigation solutions or identify corrective actions.

The catchment strategy will evolve with the findings of the current investigation and some infrastructure changes will be complex to implement in full.

In lieu of the strategy implementation some new development may need to incorporate site specific measures to mitigate the predicted impact of additional foul flows on the sewerage network.

These measures must reflect practicable engineering techniques; therefore, it is reasonable to make a distinction between the surcharge caused by rainfall events and that caused by river water inundation. This is because the impact of rainfall events can be predicted with a reasonable level of confidence and in many cases there will be a practicable mitigation solution.

We have developed site specific mitigation solutions in response to the potential for the foul water network to become extensively surcharged due to surface water flows that enter the network during severe rainfall events. This comprises an actuated valve that closes off the foul water discharge from the development on signals received from a level sensor located in the sewer downstream of the connection.

The purpose of this mitigation solution is to prevent the development discharging during periods when the network is exhibiting a surcharge response to rainfall events and recognises that some of the existing connected properties have roof water connecting into the private foul water drainage.

This solution will not be able to provide effective mitigation in circumstances when the surcharge of the foul water sewerage network is caused by river flooding.

We will evaluate the impact of new development flows during rainfall events and will recommend implementing an active discharge control for all new development in Hoveton where the additional foul water flow is considered to pose a significant detriment to the operation of the foul water sewerage network in the vulnerable areas.

### **Implications for New Development in Hoveton**

Pending the outcome of our investigations, we will recommend a planning condition for all major developments connecting foul water to the sewer network





that reflects practicable mitigation of the impact of the additional development flow during rainfall events.

All opportunities to prevent and reduce surface water ingress to the foul water sewerage network will also need to be taken.

We will review this position statement on at least an annual basis to allow us to take account of developments in our investigations.

We are keen to ensure the foul water sewerage infrastructure is adequately considered upfront without unduly blocking development, whilst continuing to safeguard sustainable operational performance.

North Norfolk DC will be kept apprised of the catchment strategy development and implementation programme so that full account can be taken in developing the forthcoming Local Plan

## Appendix G: 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 , Louden 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 H: Estimation of Station Usage (rail) in North Norfolk 2011-2020/21

Station Name	2010/11 Entries & Exits	2015/16 Entries & Exits	2016/17 Entries & Exits	2017/18 Entries & Exits	2018/19 Entries & Exits	2019/20 Entries & Exits	2020/21 Entries & Exits	Change 2010-11 - 2020-21
<b>Cromer</b>	178,778	183,032	201,300	204,582	219,244	213,936	60,352	-66.2%
<b>Gunton</b>	18,714	16,138	15,848	17,008	19,188	18,560	3,334	-82.1%
<b>Hoveton &amp; Wroxham</b>	109,022	131,024	125,282	129,552	136,414	125,260	38,880	-64.3%
<b>North Walsham</b>	215,874	239,934	251,382	257,940	265,400	226,116	54,894	-74.5%
<b>Roughton Road</b>	13,306	12,464	15,998	16,846	21,766	21,552	3,304	-75.1%
<b>Sheringham</b>	183,970	196,068	209,952	221,480	225,894	182,288	53,214	-71.0%
<b>West Runton</b>	23,030	26,464	26,186	24,844	27,212	26,076	9,144	-60.2%
<b>Worstead</b>	18,898	24,394	24,652	26,766	25,650	25,404	6,730	-64.3%

# Appendix I: 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 facilitating affected communities’ adaption 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:**



Cllr. Ian Devereux  
Cabinet member for Environment  
Borough Council of Kings Lynn and West Norfolk



Cllr. Richard Blunt  
Cabinet member for Development  
Borough Council of Kings Lynn and West Norfolk



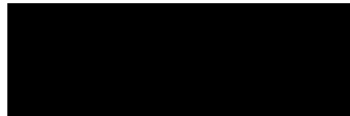
Cllr. Hilary Cox  
Cabinet member for Coastal Management  
North Norfolk District Council



Cllr. Susan Arnold  
Cabinet member for Planning  
North Norfolk District Council



Cllr. Carl Smith  
Chairman, Environment Committee  
Great Yarmouth Borough Council



Cllr. Graham Plant  
Leader and Chair, Policy & Resource Committee  
Great Yarmouth Borough Council

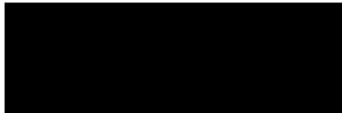




Cllr. Andy Smith  
 Cabinet member for Coastal Management  
 Suffolk Coastal District Council



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



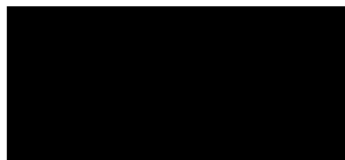
Cllr. David Ritchie  
 Cabinet member for Planning and Coastal Management  
 Waveney District Council



Melanie Vigo di Gallidoro  
 Chairman, Planning Committee  
 Broads Authority



Haydn Thirtle  
 Chair, Broads Authority



Endorsed by the Environment Agency  
 Mark Johnson, Regional Coastal Manager



## Appendix J: Infrastructure Delivery Schedule

The Infrastructure Delivery Schedule (IDS) is a series of tables that set out the infrastructure requirements individually for each settlement where new growth is planned, as set out in the Local Plan. Further information can be found in section [1.5 Infrastructure Delivery Schedule](#).

### Categories of Infrastructure Projects in the IDS

<b>Critical</b>	Is required for sustainable growth of the development and is required to ensure development is policy compliant. These requirements are needed to unlock development and mitigate Physical constraints to growth; development cannot come forward without it.
<b>Essential</b>	Is required for sustainable growth of the development and is required to ensure development is policy compliant. These are requirements that are necessary to support and mitigate development and ensure policy objectives are met.
<b>Desirable</b>	Items of infrastructure considered not essential for the delivery and implementation of the plan, but which nevertheless support plan objectives and will support the wider objectives of sustainable development



District Requirements - Plan Wide											
Infrastructure	Location	Description	Priority			Delivery Partners	Potential Funding Source	Expected Cost	Expected Delivery in Plan Period		
			Critical	Essential	Desirable				2016-2021	2022-2027 <sup>73</sup>	2028-2036+
Environment and Green Infrastructure	District Wide	Contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS).				NNDC, Site Developers	S106/S111	£185.93 per net new residential dwelling	0	£196,528	£872,011
	District Wide	Nutrient Neutrality – Developer contributions towards the mitigation of Nutrient pollution of nitrates and phosphates in sensitive locations.				NNDC, Site Developers, Anglian Water	S106	£5,000 per dwelling	??	£5,285,000	£23,450,000
Social	Land South of Lodge Close, Holt	Provision of a new Primary School (Land already provided)				NCC	NCC	£9-10.5 million	??	??	??
Transport	F01 (Land North of Rudham Style Lane) Fakenham	Implementation of Highway Improvements to A148/A1065, including development of a new roundabout.				NNDC, Site Developers	S106, NNDC	In excess of £3.5 million		2022-2025	
Utilities: Energy	District Wide	Coordination and investment into UKPN infrastructure across sites within the district to promote increased provision of Electric Vehicle Charging Points				Site Developers	S106	£750 per dwelling	??	??	??
Utilities: Water	Horning (Knackers Wood)	Off-site provision of mains water reinforcements and additional WRC process capacity.				NNDC, Anglian Water	Anglian Water AMP	£5.291 million	2020-2025		
	Holt	Off-site provision of mains water reinforcements and additional WRC process capacity.				Anglian Water	Anglian Water AMP	£1.5 million			2030-35
	Ludham	Off-site provision of mains water reinforcements and additional WRC process capacity.				Anglian Water	Anglian Water AMP	£0.007 million	2020-2025		
	Mundesley	Off-site provision of mains water reinforcements and additional WRC process capacity.				Anglian Water	Anglian Water AMP	£4.303 million			2025-2030
	Fakenham	Off-site provision of mains water reinforcements and Increase WRC process capacity.				Anglian Water	Anglian Water AMP	£0.568 million	2020-2025		

<sup>73</sup> Figures for GIRAMS and Nutrient Neutrality costs represent total cost for proposed allocations in the Local Plan, based on the quantum of dwellings being delivered in each 5 year period, this data is taken from the trajectory in the submission Local Plan (1057 dwellings in the 2022-2027 period, and 4,690 dwellings in the 2028-2036 and beyond period).

	Stalham	Off-site provision of mains water reinforcements and Increase WRC process capacity.				Anglian Water	Anglian Water AMP	£5.292 million	2020-2025		
	Stalham	Off-site provision of mains water reinforcements and Increase WRC process capacity.				Anglian Water	Anglian Water AMP	£1.365 million			2025-2030
<b>Telecommunications: Broadband</b>	District Wide	Provision of fibre connections to an approved industry standard prior to development for new residential dwellings/commercial buildings over 100sqm.				Site Developers	S106	??	??	??	Through Plan Period

Blakeney (BLA04) Infrastructure Requirements											
Infrastructure	Location	Description	Priority			Delivery Partners	Potential Funding Source	Expected Cost	Expected Delivery in Plan Period		
			Critical	Essential	Desirable				2016-2021	2022-2027	2028-2036+
Environment & Green Infrastructure	BLA04	On-site provision of public open space <sup>74</sup>				NNDC, Site Developers	Developer Contributions	??		2025-2027	
	BLA04	Off-site improvements to FP6 and FP18				NNDC, Site Developers	Developer Contributions	??		2025-2027	
	BLA04	Contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS).				NNDC, Site Developers	S106/S111	£185.93 per net new residential dwelling		2025-2027: £5,577	
Transport	BLA04	Improvements to Langham Road, including vehicular access, off-site improvements to public footway and existing crossings;				NNDC, Site Developers	Developer Contributions	??		2025-2027	

<sup>74</sup> Cost of open space is derived from the Cost Calculator as described in the Council's Open Space Study. It is an approximate of the cost of open space based on the number of dwellings being provided. The Cost Calculator also assumes that all open space required will be delivered on-site.

Briston (BRI01 & BRI02) Infrastructure Requirements											
Infrastructure	Location	Description	Priority			Delivery Partners	Potential Funding Source	Expected Cost	Expected Delivery in Plan Period		
			Critical	Essential	Desirable				2016-2021	2022-2027	2028-2036+
Environment & Green Infrastructure	BRI01 & BRI02	On-site provision of public open space				NNDC, Site Developer	S106	£118,777			2028-2030
	BRI01 & BRI01	Contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS)				NNDC, Site Developer	S106/S111	£185.93 per net new resi dwelling			2028-2030: £12,085.43
Transport	BRI01 & BRI02	On-site provision of a (pick up and drop off) car parking area for adjacent school				NNDC, Site Developer	S106	??			2028-2030
	BRI01	Improvements to 'The Lane' highway network, including offsite improvements to footway				NNDC, Site Developer	S106	??			2028-2030

Cromer (C07/C16/C22) Infrastructure Requirements											
Infrastructure	Location	Description	Priority			Delivery Partners	Potential Funding Source	Expected Cost	Expected Delivery in Plan Period		
			Critical	Essential	Desirable				2016-2021	2022-2027	2028-2036+
Environment & Green Infrastructure	C07/2, C16, C22/2	On-site provision of public open space				NNDC, Site Developer	S106	C07/2 – £102,820			2025-2036
	C07/2, C16, C22/2	Contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS)				NNDC, Site Developer	S106/S111	£185.93 per net new resi dwelling			2025-2036: £106,351
	C22/2	Off-site provision of 5ha of land suitable for sport pitches and contributions toward their delivery				NNDC, Site Developer	S106	??			2026-2036
	C22/2	On-site provision of green infrastructure improvements towards access and biodiversity of Beckett's Plantation				NNDC, Site Developer	S106	??			2026-2036
	C22/2	On-site improvement and upgrade of pre-existing public footpath				NNDC, Site Developer	S106	??			2026-2036
Social	C16, C22/2	Provision of elderly persons accommodation				NNDC, Site Developer	S106	??			2025-2036
Transport	C07/2	Off-site improvements to Station Road and the A149, including existing vehicular access into the site and provision of a new bus shelter on the A149				NNDC, Site Developer	S106	??			2027-2029
	C16	Off-site improvements to Overstrand Road and/or Northrepps Road, including provision of a new vehicular access, carriageway realignment and footway improvements				NNDC, Site Developer	S106	??			2025-2031
		Potential provision of off-site mitigation identified through a Transport Impact Assessment				NNDC, Site Developer	S106	??			2025-2031
	C22/2	Off-site improvements to Norwich Road, including a dedicated footbridge (or suitable alternative) over the railway line, and footway improvements				NNDC, Site Developer	S106	??			2026-2036
	C22/2	Off-site improvements to the A149, including two new vehicular access points, and provision of a new roundabout at the southern access point onto the site				NNDC, Site Developer	S106	??			2026-2036

Fakenham (F01/B, F02, F03, F10) Infrastructure Requirements											
Infrastructure	Location	Description	Priority			Delivery Partners	Potential Funding Source	Expected Cost	Expected Delivery in Plan Period		
			Critical	Essential	Desirable				2016-2021	2022-2027	2028-2036+
Environment & Green Infrastructure	F01/B, F02, F03, F10	On-site provision of public open space				NNDC, Site Developer	S106	??		2025-Beyond Plan Period	
	F01/B, F02, F03, F10	Contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance and & Mitigation Strategy (GIRAMS).				NNDC, Site Developer	S106/S111	£185.93 per net new resi dwelling		2025-Beyond Plan Period: £139,447	
	F03	Off-site contributions towards enabling safe pedestrian linkages between the allocation site, Fakenham High School and Rudham Stile Lane ROW;				NNDC, Site Developer	S106	??		2025-2028	
	F10	Off-site contributions towards the extension of an existing footway to connect to the town centre;				NNDC, Site Developer	S106	??		2025-2028	
Social	F01/B	Off-site contributions towards retaining or replacing the nearby rugby club and sports centre;				NNDC, Site Developer	S106	??			2032-Beyond Plan Period
Transport	F01/B	On and off-site improvements to local highway networks and contributions towards mitigation strategies identified through an Access Strategy and Transport Impact Assessment;				NNDC, Site Developer	S106	??			2032-Beyond Plan Period
	F01/B	<b>On-site</b> contribution towards the retention of land to facilitate the capacity improvements scheme at the A148/A1065 roundabout				NNDC, NCC, Site Developer	S106/Grant	??			2032-Beyond Plan Period
	F02	Off-site improvements to Wells Road including vehicular access				NNDC, Site Developer	S106	??		2025-2028	
	F03	Off-site improvements to Toll Bar/Old Wells Road, including vehicular access, and improvements to the footway				NNDC, Site Developer	S106	??		2025-2028	
	F03	<b>Off-site</b> contribution towards the retention of land to facilitate the capacity improvements scheme at the A148/A1065 roundabout;				NNDC, NCC, Site Developer	S106/Grant	??		2025-2028	
	F10	Off-site improvements to Baron's Hall Lane, including vehicular access, and improvements to the footway				NNDC, Site Developer	S106	??		2025-2028	
Utilities: Water	F01/B, F02, F03, F10	Off-site provision of mains water reinforcements and increase WRC process capacity.				Anglian Water	Anglian Water AMP	£0.568 million	2020-2025		

<b>Holt (H17, H20) Infrastructure Requirements</b>											
Infrastructure	Location	Description	Priority			Delivery Partners	Potential Funding Source	Expected Cost	Expected Delivery in Plan Period		
			Critical	Essential	Desirable				2016-2021	2022-2027	2028-2036+
Environment & Green Infrastructure	H17, H20	On-site provision of public open space				NNDC, Site Developer	S106	??		2023-2025	
	H17, H20	Contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS).				NNDC, Site Developer	S106/S111	£185.93 per net new residential dwelling		2023-2025 £38,487	
Social	H20	Provision of elderly persons accommodation				Site Developer	S106	??		2023-2025	
Transport	H17	Off-site improvements to Pound Close, including vehicular access				NNDC, Site Developer	S106	??		2023-2025	
	H17	Off-site improvements to access into Spout Hill				NNDC, Site Developer	S106	??		2023-2025	
	H20	Provision of access off Nightjar Road, and delivery of new footpath connections across the A148 linking the site to FP9a				Site Developer	S106	??		2023-2025	
Utilities: Water	H17, H20	Off-site provision of mains water reinforcements and additional WRC process capacity.				NNDC, Site Developer, Anglian Water	S106	£1.5 million			2030-2035

Hoveton (HV01/B) Infrastructure Requirements											
Infrastructure	Location	Description	Priority			Delivery Partners	Potential Funding Source	Expected Cost	Expected Delivery in Plan Period		
			Critical	Essential	Desirable				2016-2021	2022-2027	2028-2036+
Environment & Green Infrastructure	HV01/B	On and off-site provision of new pedestrian and cycle connections throughout the development that connect to the wider area				NNDC, Site Developer	S106	??		2025-2030	
	HV01/B	Off-site provision of green access corridors to existing areas of open space				NNDC, Site Developer	S106	??		2025-2030	
	HV01/B	On-site provision of open space				NNDC, Site Developer	S106	??		2025-2030	
	HV01/B	Contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance and & Mitigation Strategy (GIRAMS).				NNDC, Site Developer	S106/S111	£185.93 per net new resi dwelling		2025-2030 £22,311	
Social	HV01/B	Provision of elderly persons accommodation				Site Developer	S106	??		2025-2030	
Transport	HV01/B	Provision of new highways access onto Tunstead Road				NNDC, Site Developer	S106	??		2025-2030	
	HV01/B	Contributions towards the Wroxham and Hoveton Network Improvement Strategy Action Plan				NNDC, Site Developer, NCC	S106	??		2025-2030	



Ludham (LUD01, LUD06/A) Infrastructure Requirements											
Infrastructure	Location	Description	Priority			Delivery Partners	Potential Funding Source	Expected Cost	Expected Delivery in Plan Period		
			Critical	Essential	Desirable				2016-2021	2022-2027	2028-2036+
Environment & Green Infrastructure	LUD01, LUD06/A	On-site provision of open space				NNDC, Site Developer	S106	??		2024-2034	
	LUD01, LUD06/A	Contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS).				NNDC, Site Developer	S106/S111	£185.93 per net new resi dwelling		2024-2034: £6,507	
Transport	LUD01	On-site provision of a new access point onto Willow Way				NNDC, Site Developer	S106	??		2024-2026	
	LUD01	On and off-site provision of a new pedestrian footpath connecting the site with the school bus service stop nearby				NNDC, Site Developer	S106	??		2024-2026	
	LUD01, LUD06/A	Off-site improvements to the footway between Grange Close and Ludham Primary School, including a new crossing point on Catfield Road				NNDC, Site Developer	S106	??		2024-2034	
	LUD06/A	On-site provision of a new access point onto Grange Close				NNDC, Site Developer	S106	??			2032-2034
Utilities: Water	LUD01, LUD06/A	Off-site provision of mains water reinforcements and additional WRC process capacity.				Anglian Water	Anglian Water AMP	£0.007 million	2020-2025		

North Walsham (NW01/B, NW52 NW62/A)											
Infrastructure	Location	Description	Priority			Delivery Partners	Potential Funding Source	Expected Cost	Expected Delivery in Plan Period		
			Critical	Essential	Desirable				2016-2021	2022-2027	2028-2036+
Environment & Green Infrastructure	NW01/B & NW62/A	On and off-site provision of new areas of open space (of a total no less than 31ha) across the development area, (including a 'Town Park of at least 2ha' within the western extent of the development area and strategic green infrastructure				NNDC, Site Developer	NNDC, S106	Estimated cost for works on all projects is between £10-27 million <sup>75</sup>		2024-Beyond current Plan Period	
	NW01/B & NW62/A	On and off-site provision of biodiversity enhancements such as green corridors, new allotment provision (of no less than 2.4ha)				NNDC, Site Developer	S106	Estimated cost for works on all projects is between £10-27 million		2024-Beyond current Plan Period	
	NW01/B & NW62/A	improvements to the existing 'Weavers Way' green corridor				NNDC, Site Developer	NNDC, S106	Estimated cost for works on all projects is between £10-27 million		2024-Beyond current Plan Period	
	NW01/B & NW62/A	Contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS)				NNDC, Site Developer	S106/S111	Estimated cost for works on all projects is between £10-27 million		2024-Beyond current Plan Period: £399,749	
	NW01/B & NW62/A	On-site provision of flood mitigation and storage measures where necessary across the development area				NNDC, Site Developer	S106	Estimated cost for works on all projects is between £10-27 million		2024-Beyond current Plan Period	
	NW01/B & NW62/A	Sustainable drainage and flood mitigation and storage measure that are integral to urban development and green infrastructure across the development area				NNDC, Site Developer	S106	Estimated cost for works on all projects is between £10-27 million		2024-Beyond current Plan Period	
Social	NW01/B & NW62/A	new provision of play areas and sports pitches (of no less than 2ha in scale)				Site Developer	S106	Estimated cost for works on all projects is between £10-27 million		2024-Beyond current Plan Period	
	NW01/B & NW62/A	Provision of no less than 100 units of specialist elderly persons accommodation				Site Developer	S106	Estimated cost for works on all projects is between £10-27 million		2024-Beyond current Plan Period	

<sup>75</sup> Estimated cost has been taken from Norfolk County Council's Infrastructure Delivery Plan, 2022. Their costings separate the cost into three phases: Feasibility Phase (£120,000), Development phase (£2-5 million) & Construction phase (£8-22 million). These figures were taken from 2020 high-level estimates dependent on options chosen to take forward and excluding risk and optimism bias.

	NW01/B & NW62/A	Provision of new community facilities across the development area where required, including a local centre providing options for retail and health services, in addition to improvements to the existing North Walsham Football Club				NNDC, NCC, Site Developer	S106/NCC	Estimated cost for works on all projects is between £10-27 million		2024-Beyond current Plan Period
	NW01/B & NW62/A	Creation of a new on-site 2-form entry primary school on no less than 2.5ha of land.				NNDC, NCC, Site Developer	S106	£9-10.5 million		
Transport	NW62/A	Off-site improvements to local highway and transport networks around the development area, including existing and proposed key junctions that will require intervention and mitigation				NNDC, Site Developer	S106	Estimated cost for works on all projects is between £10-27 million		2024-Beyond current Plan Period
	NW62/A	Wider road network improvements including potential improvements to the bridge over the River Bure, and traffic management improvements to the B1150 network.				NNDC, NCC, LEP, Site Developer	S106	Estimated cost for works on all projects is between £10-27 million		2024-Beyond current Plan Period
	NW62/A	Provision of a new 'Link' road that connects Norwich Road to Cromer Road and includes provision of a route over the railway line for access to the Lyngate/Folgate Road industrial estate				NNDC, NCC, Site Developer	S106 – Potential for LEP funding	Estimated cost for works on all projects is between £10-27 million		2024-Beyond current Plan Period
	NW62/A, NW01/B	Provision of new and enhancements to existing pedestrian and cycle links connecting the development area to existing key assets within NW such as the train station, town centre and existing local schools				NNDC, Site Developer	S106	Estimated cost for works on all projects is between £10-27 million		2024-Beyond current Plan Period
	NW52	Provision of a new highway access, that includes provision for a future access road from Bradfield Road to Cornish Way				NNDC, Site Developer	S106	Estimated cost for works on all projects is between £10-27 million		2024-Beyond current Plan Period
	NW52	Existing highway improvements to Cornish Way				NNDC, Site Developer	S106	Estimated cost for works on all projects is between £10-27 million		2024-Beyond current Plan Period

<b>Mundesley (MUN03) Infrastructure Requirements</b>											
Infrastructure	Location	Description	Priority			Delivery Partners	Potential Funding Source	Expected Cost	Expected Delivery in Plan Period		
			Critical	Essential	Desirable				2016-2021	2022-2027	2028-2036+
Environment & Green Infrastructure	MUN03	On-site provision of public open space				NNDC, Site Developer	S106	??		2025-2027	
	MUN03	Contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS)				NNDC, Site Developer	S106/S111	??		2025-2027: £5,577	
Transport	MUN03	On-site provision of a new access point onto Cromer Road				NNDC, Site Developer	S106	??		2025-2027	
	MUN03	Off-site provision of a new pedestrian/cycle route connecting Cromer Road and Church Lane				NNDC, Site Developer	S106	??		2025-2027	
Utilities: Water	MUN03	Off-site provision of mains water reinforcements and additional WRC process capacity.				Anglian Water	Anglian Water AMP	£4.303 million		2025 - 2030	

Sheringham (SH04, SH07, SH18/1b) Infrastructure Requirements											
Infrastructure	Location	Description	Priority			Delivery Partners	Potential Funding Source	Expected Cost	Expected Delivery in Plan Period		
			Critical	Essential	Desirable				2016-2021	2022-2027	2028-2036+
Environment & Green Infrastructure	SH04, SH07, SH18/1b	On-site delivery of public open space				NNDC, Site Developer	S106	??		2024-2030	
	SH04, SH07, SH18/1b	Contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS)				NNDC, Site Developer	S106/S111	£185.93 per net new resi dwelling		2024-2030: £24,728	
	SH18/1b	On and off-site improvements towards existing cycle/footway routes and new access to the existing footpath, FP27 and new cycle path connection to Cooper Way				NNDC, Site Developer	S106	??		2025-2028	
Transport	SH04	Provision of a new cycle route from Holway Road to Morley Hill				NNDC, Site Developer	S106	??		2026-2030	
	SH04	On-site provision of new pedestrian and maintenance access across the site from Sheringham Community Centre to Morley Hill				NNDC, Site Developer	S106	??		2026-2030	
	SH04	Off-site provision of a new pedestrian crossing and refuge island on Holway Road				NNDC, Site Developer	S106	??		2026-2030	
	SH04	On-site provision of a new access point onto Holway Road				NNDC, Site Developer	S106	??		2026-2030	
	SH04	On-site provision of a new access point via Seaview Crescent				NNDC, Site Developer	S106	??		2026-2030	
	SH07	On-site provision of a new access point onto Weybourne Road				NNDC, Site Developer	S106	??		2024-2027	
	SH07	Appropriate off-site contributions towards the extension of the 30mph speed limit area				NNDC, Site Developer	S106	??		2024-2027	
	SH07	Off-site improvements to the existing cycle/footway on Weybourne Road between the site access point, the swimming pool and residential development to the south				NNDC, Site Developer	S106	??		2024-2027	
	SH18/1b	Off-site improvements towards the existing access point onto Holway Road from existing development to the east				NNDC, Site Developer	S106	??		2025-2028	

Stalham (ST19, ST23/2) Infrastructure Requirements											
Infrastructure	Location	Description	Priority			Delivery Partners	Potential Funding Source	Expected Cost	Expected Delivery in Plan Period		
			Critical	Essential	Desirable				2016-2021	2022-2027	2028-2036+
Environment & Green Infrastructure	ST19, ST23/2	On-site provision of public open space				NNDC, Site Developer	S106	??		2024-2028	
	ST19, ST23/2	Contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS).				NNDC, Site Developer	S106/S111	£185.93 per net new resi dwelling		2024-2028: £27,889	
Transport	ST19	On-site provision of a new footway along the site's southern frontage				NNDC, Site Developer	S106	??		2024-2028	
	ST19	On-site provision of a new access point onto Ingham Road				NNDC, Site Developer	S106	??		2024-2028	
	ST19	Off-site improvements towards the widening of the existing Ingham Road carriageway across the site's frontage				NNDC, Site Developer	S106	??		2024-2028	
	ST19	Provision of a Transport Assessment to determine any potential off-site highways mitigation works, including consideration of traffic capacity at junctions between the site and the A149				NNDC, Site Developer	S106	??		2024-2028	
	ST23/2	On-site provision of a new access point onto Yarmouth Road				NNDC, Site Developer	S106	??		2024-2028	
	ST19	On-site provision of a new cycle/pedestrian route to development north of the site				NNDC, Site Developer	S106	??		2024-2028	
Utilities: Water	ST19, ST23/2	Off-site provision of mains water reinforcements and increase WRC process capacity.				Anglian Water	Anglian Water AMP	£5.292 million	2025-2025		
	ST19, ST23/2	Off-site provision of mains water reinforcements and increase WRC process capacity.				Anglian Water	Anglian Water AMP	£1.365 million		2025-2030	

Wells-Next-the-Sea (W01/1, W07/1) Infrastructure Requirements											
Infrastructure	Location	Description	Priority			Delivery Partners	Potential Funding Source	Expected Cost	Expected Delivery in Plan Period		
			Critical	Essential	Desirable				2016-2021	2022-2027	2028-2036+
Environment & Green Infrastructure	W01/1, W07/1	On-site provision of public open space				NNDC, Site Developer	S106	??		2024-2027	
	W01/1	Off-site improvements to PROW, BR23 with a new access onto Ashburton Close				NNDC, Site Developer	S106	??		2024-2026	
	W01/1, W07/1	Contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS).				NNDC, Site Developer	S106/S111	£185.93 per net new resi dwelling		2024-2027: £13,015	
Transport	W01/1	On-site provision of new access points onto Home Piece Road and Market Lane				NNDC, Site Developer	S106	??		2024-2026	
	W07/1	On-site provision of new access point onto Mill Road				NNDC, Site Developer	S106	??		2024-2027	
	W07/1	On-site provision of new cycle/footway route from Mill Road to the site, and with connections to Bases Lane and Holkham Road				NNDC, Site Developer	S106	??		2024-2027	
	W07/1	Off-site improvements to existing footway between Holkham Road pedestrian and cycle access and 4 Laylands Yard				NNDC, Site Developer	S106	??		2024-2027	