

NW62/A – LAND WEST OF NORTH WALSHAM, HIGHWAY MATTERS

**Statement Of Common Ground
Between
North Norfolk District Council, Norfolk
County Council, Broadland District
Council
And
Lovell Partnerships Ltd, Flagship
Housing Developments Ltd & ESCO
Developments Ltd**

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PROPOSED EXPLANATORY TEXT AND POLICY WORDING FOR NW62/A

1.0 Introduction

- 1.1 North Norfolk District Council (NNDC) propose to allocate land North West of North Walsham (Site NW62/A) for residential-led development of approximately 1,800 dwellings, 7ha of employment land, community facilities and associated infrastructure. The majority of the site is being promoted by a consortium comprising ESCO Developments Ltd, Flagship Housing Developments Ltd and Lovell Partnerships Ltd (hereafter 'ESCO', 'Flagship', 'Lovell' or collectively, 'the Consortium').
- 1.2 Norfolk County Council (NCC) are, the Local Highway Authority, and Broadland District Council (BDC) are the neighbouring Local Planning Authority.

Background

- 1.3 Following their appointment by the Consortium in May 2022, AECOM have engaged with NCC, NNDC and BDC to develop the transport evidence to ensure a full understanding of the impacts of the proposed allocation, and that the policy is underpinned by proportionate evidence in accordance with the NPPF.
- 1.4 AECOM have prepared a Draft Transport Assessment [documents EX017 and EX018 in the Examination Library], the scope of which was agreed with NCC, and informed by BDC.
- 1.5 NCC have issued Position Statements on the proposed allocation site, and the role of the B1150, which are included in amalgamated form as document EH011(a)(ii).
- 1.6 The significant additional work that has been undertaken since the Local Plan was submitted has improved all parties' understanding of the highways impacts of the proposed allocation. Further modifications to the wording of Policy NW62/A and its explanatory text have been agreed by all parties. All parties agree that these changes should be incorporated as Main Modifications to the Plan to ensure that it accords with the recommendations of the Highway Authority as set out in document EH011(a)(ii) and properly addresses the concerns of Broadland District Council as set out in document EH011(g).

Purpose of this Statement

- 1.7 This Statement of Common Ground (SoCG) sets out the agreed position of NNDC, NCC, BDC and the Consortium in relation to two highways/traffic matters, specifically the impacts on Coltishall and Horstead, which lie within BDC's administrative area, and the need (or otherwise) for a link from Cromer Road to the Lyngate / Folgate Road Industrial Estate.
- 1.8 This Statement is confined to highway matters and is limited to agreement in relation to revisions to the required policy wording regarding the section titled Sustainable Transport, and associated explanatory text, which all signatories consider should be made to the Plan for the reasons set out in paragraph 1.6 of this statement. The agreed wording is attached as Appendix 1.

- 1.9 It is important to note that whilst the Draft Transport Assessment is considered by all parties to constitute adequate and proportionate evidence necessary to underpin policy NW62/A, any future planning application(s) will be subject to more detailed assessment, and a final detailed package of mitigation measures, together with a phasing plan for their implementation, will be secured at planning application stage.
- 1.10 Nothing in this agreement should be taken as indicating that the currently proposed list of mitigations contained within bullet point 8 of the proposed policy wording, Appendix 1, will be sufficient to address all highway related impacts of the development. Similarly, should adequate mitigation that fulfils the purpose of the mitigations identified within the proposed list be achieved through means other than the delivery of NW62/A, then this may obviate the requirement for NW62/A to deliver such mitigation. The revised policy wording represents the baseline of mitigation required to address the impacts of the allocation, based on evidence that is commensurate with the Plan-making stage. Further mitigations may be required as a result of more detailed transport assessment that will be considered at the application stage.

2.0 Coltishall and Horstead

- 2.1 It is agreed by all parties that the proposed allocation will result in additional traffic using the B1150, which is the main road through Coltishall and Horstead, and that without mitigation, the impacts of the development would be unacceptable.
- 2.2 Two specific mitigation measures have been identified within the Draft Transport Assessment: the provision of a right-turn lane from the B1150 to the B1354 north of the bridge, and the formalised demarcation of a bus stop adjacent to the War Memorial on High Street, Coltishall to support safe bus access and prevent obstructive parking.
- 2.3 All parties agree that Main Modifications should be made to the Plan to specify these mitigation measures within the policy wording.
- 2.4 In addition, the Draft Transport Assessment has highlighted that pedestrian safety improvements are required at Coltishall and Horstead. Unless otherwise agreed with the Highway Authority, this will include works to improve crossing facilities at Ling Way, High Street and the B1150/B1354 junction.
- 2.5 All parties agree that Main Modifications should be made to the Plan to specify this within the policy wording.
- 2.6 In terms of the phasing of mitigation measures, all parties agree that the mitigation measures at Coltishall/Horstead will be required to be implemented at the beginning of the first phase of development, to ensure that impacts from construction traffic are appropriately mitigated and minimise any impact from the early phases of development on the functioning of the highway network.
- 2.7 All parties agree that Main Modifications should be made to the policy to specify the timing of the delivery of the mitigation measures at Coltishall and Horstead.

3.0 Road link to North Walsham Industrial Estate

- 3.1 As submitted, both the explanatory text and wording of Policy NW62/A include a requirement for a new road to be constructed linking Norwich Road to Cromer Road, and north to North Walsham Industrial Estate, which would include delivery of a link over the railway line.
- 3.2 All parties agree that the transport assessment of the allocation impacts has illustrated that a northern extension of the link road to the Industrial Estate at Lyngate Road is not required to mitigate local impacts of the proposed allocation, and that the proposed allocation does not include all the land required to deliver associated road improvements north of the allocation along Bradfield Road. Consequently, all parties agree that this requirement should be removed from both the policy wording and explanatory text.
- 3.3 All parties agree that delivery of the part of the allocation to the north of the railway line will require further assessment of the impacts on both the railway bridge and the wider highway network. For clarity, this would include an assessment of the impacts on the B1150 at Coltishall and Horstead, particularly if any such development improves access to the B1150 for HGVs as this could have the potential to increase HGV traffic through Coltishall and Horstead. All parties agree that Main Modifications should be made to the Plan to ensure there is clarity about the additional highway assessment work that is required.

4.0 Signatures

On behalf of North Norfolk District Council:



Mark Ashwell, Planning Policy Manager, North Norfolk District Council

17th January 2024

On behalf of Norfolk County Council:



Richard Doleman, Strategic Transport, Norfolk County Council

17th January 2024

On behalf of Broadland District Council:



Paul Harris, Place Shaping Manager, Broadland District Council

17th January 2024

On behalf of the Consortium:



Iain Hill, Partner, Bidwells LLP

17th January 2024

APPENDIX 1

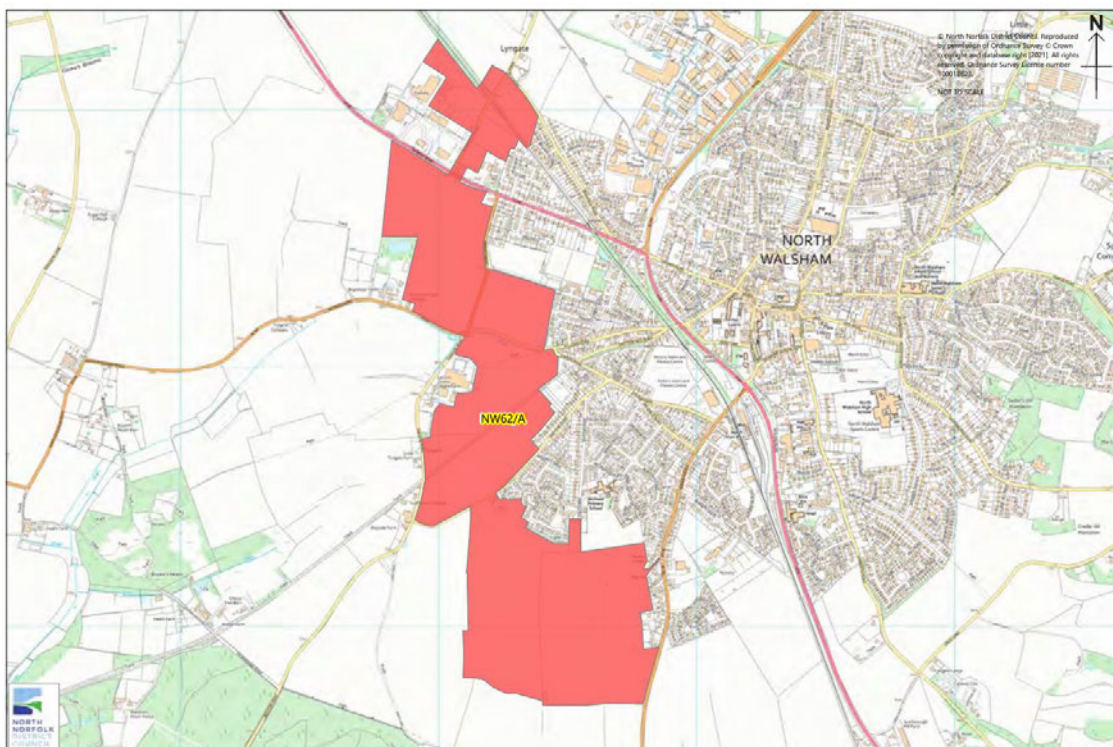
PROPOSED EXPLANATORY TEXT AND POLICY WORDING FOR NW62/A

The revised wording agreed by NNDC, NCC, BDC and the Consortium is set out below, with changes from the wording of the Submitted Local Plan (incorporating the additional modifications proposed by NNDC in document A5.11) highlighted by blue text indicating additions and red struckthrough text indicating deletions.

Please note that other changes to the policy text have been suggested by the Consortium in their Matter 5 Hearing Statement; for clarity these are not reflected here as they have not been agreed with all parties, but the views of the Consortium remain as set out in their Matter 5 Statement.

14.3. Mixed Use: Land West of North Walsham (NW62/A)

The following site is allocated for approximately 1,800 dwellings, 7 hectares of employment land, green infrastructure, community facilities and a road linking Norwich Road, and Cromer Road and the industrial estate:



Description

14.3.1. North Walsham West covers a significant area of land that stretches from the railway line to the north west of the town, across arable land - around the west of the town, to Norwich Road to the south. The suggested development area covers a total of 108 hectares and would envelop Link Road, Greens Road, Aylsham Road, Tungate Road and Skeyton Road.

14.3.2. In the 2018 Landscape Character Assessment the whole of the site is within the landscape type characterised as 'Low Plains Farmland'. The Low Plains Farmland Type is flat or gently undulating open landscape with long, uninterrupted views, predominantly arable land use and dispersed rural settlements. It is not identified as a landscape type which is more sensitive to the impacts of development and is not subject to any local or national landscape designations.

14.3.3. It is proposed that North Walsham West would deliver the following:

- approximately 1,800 dwellings;
- a western link road - linking Cromer Road to Norwich Road ~~and via Links Road to North Walsham Industrial Estate~~;
- 7 hectares of serviced employment land;
- ~~a new primary school~~; land for a new 2 form entry primary school, of approximately 2.5ha – the precise requirement will be agreed at planning application stage through discussions with Norfolk County Council;
- significant areas of landscaping and public open space;
- other required infrastructure, improvements and mitigation including, but not limited to, health services, drainage and power.

Constraints

14.3.4. Development proposals will need to take into account:

- ~~A Transport Assessment will be required that will explore the benefits of the western link road and the impacts (with mitigation required) on the surrounding network including the route to Norwich via Coltishall.~~ The development will have a significant impact on the road network within and around North Walsham and on the B1150 at Coltishall. Therefore, a Transport Assessment will be required that will explore the benefits of the western link road and the impacts (with mitigation required) on the surrounding network including the route to Norwich via Coltishall. The Transport Assessment should include an assessment of walking and cycling routes and a comprehensive strategy to promote walking and cycling and other modes of sustainable transport.
- The link road will be designed to facilitate future northern and southern connections. Any further connections will require their own Transport Assessment that considers impacts on the surrounding network, including the effect of general and HGV traffic on the B1150 at Coltishall.
- Development on the land to the north of the railway line will require a Transport Assessment to determine the suitability of the rail bridge and assess the impacts on both the local highway network and the wider network. This includes the B1150 at Coltishall as any proposals that improve access to the B1150 for HGVs have the potential to increase HGV traffic through Coltishall and Horstead. The Transport Assessment will also need to identify any mitigation required and set out a timeframe for its delivery. No development will be permitted on those parts of the allocation until the Transport Assessment has been completed.
- The site has a number of public rights of way running through it, including the Weaver's Way. These will need to be retained and enhanced as part of any proposal.
- There is limited surface water drainage capacity to the west of North Walsham. A comprehensive SUDs scheme will be required.

- Development of the scale proposed will require comprehensive infrastructure enhancements including, but not limited to, education, health and community facilities.
- Proposals will need to provide for the retention and potential expansion of North Walsham Football Club.

Deliverability

14.3.5. The delivery of the site will be complex and may take a number of years to come to fruition. The majority of the site is currently being promoted for development by a single consortium comprising three separate land owners.

14.3.6. In 2021 the Planning Authority began work on the preparation of a Development Brief for the site and consulted the local community and other stakeholders on an overarching Vision for the development and a set of high level principles. The feedback has informed the policy below and will provide the basis for the preparation of a detailed Development Brief for the site which will be subject to further public consultation. The site (in part or whole) cannot be brought forward without the prior approval of a comprehensive **Development Brief** and approval of a **Design Code** for the whole site.

Policy NW62/A

Land West of North Walsham

Land to the west of North Walsham to provide a mixed-use sustainable urban extension amounting to 108 hectares, as defined on the Policies Map, is allocated for approximately 1,800 dwellings, 7 hectares of employment land, green infrastructure, community facilities and a road linking Norwich Road, and Cromer Road ~~and the industrial estate~~.

Planning permission will be granted subject to compliance with the relevant policies of this Plan and the following site-specific requirements:

Development Brief and Design Code

1. Prior approval and adoption of a comprehensive **Development Brief** incorporating a site wide **Vision and Master Plan** demonstrating how the development will respond to the particular characteristics of the site and detailing the delivery of all of the uses and infrastructure required in this policy.
2. Prior approval of a site wide **Design Code** to complement the Development Brief detailing the design principles for all development and land uses.

Green infrastructure

3. Prior approval of a Green Infrastructure Strategy detailing the delivery of the green infrastructure including new areas of open spaces, play areas, sports pitches, strategic landscaping and green corridors.

The Green Infrastructure Strategy should complement principles in the Design Code and Drainage Strategy. Delivery of on-site green infrastructure should provide the opportunity to contribute towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS);

4. Development proposals will provide the following specific green infrastructure:

- i. at least 17.47 hectares of new public open space including a new 'town park' of at least 2ha, new sports pitches of 2ha and a minimum of 2.4ha of allotments
- ii. a substantial area of strategic green infrastructure at a minimum of 10ha to the south and western countryside edge of the development to create a new green edge of the town;
- iii. enhancement of the Weavers Way corridor acting as a green access spine through the development including improving biodiversity along the corridor. It will provide a pedestrian & cycle crossing point across the link road that prioritises these uses over vehicle traffic;
- iv. a new green corridor which will traverse north to south through the development providing an access and biodiversity corridor;

Environmental Mitigation

5. Prior approval of a **Drainage Strategy** detailing the delivery of sustainable drainage and flood mitigation & storage measures that will be integral to the urban development and green infrastructure, including using surface water runoff as a resource that contributes to water sensitive urban design (WSUD) and integrating the water cycle within the built and green environment.
6. Proposals should appropriately use design, layout and landscaping to protect and enhance heritage assets and their settings including designated and non-designated heritage assets including the 'Battlefield Site'. Landscape buffering and open space should be used to protect and enhance the Listed Buildings at Bradmoor Farm;
7. Retain and enhance existing hedgerows on Greens Road, and the southeastern and western boundaries. Landscape buffers and/or green corridors will be provided along the existing urban edge of the town to protect the amenity of existing residential areas, and along Weaver's Way and the northernmost boundary. Retain existing mature trees along Skeyton Road and the eastern boundary of the site;

Sustainable Transport

8. A Transport Assessment, the scope and methodology of which is to be agreed with the Local Highway Authority, will be undertaken to identify appropriate off-site highway mitigation measures. These will include, but are not limited to:
 - Traffic and speed management measures and capacity improvements on the B1150 at Coltishall and Horstead. Unless otherwise agreed with the Highway Authority, this will include a new right turn lane at the junction of the B1150 and B1354, Coltishall and a new bus stop cage on the B1150 High Street, Coltishall;
 - Pedestrian safety improvements at Coltishall and Horstead. Unless otherwise agreed with the Highway Authority, this will include works to improve crossing facilities at Ling Way, High Street and the B1150/ Mill Road/ B1354 junction.
 - Improvements to the signalised junction at Norwich Road, North Walsham;
 - Measures to discourage the use of Aylsham Road and Skeyton Road, North Walsham by motor vehicles.
 - Provision of off-site pedestrian and cycle improvements to North Walsham town centre, key services and the railway station.

9. The agreed off-site highway mitigation measures will be delivered in accordance with a Phasing and Delivery Plan that will be agreed as part of the first planning application for the site. Unless otherwise agreed with the Highway Authority, any mitigation measures required at Coltishall and Horstead will be delivered at the beginning of the first phase of development, to ensure that construction impacts are appropriately mitigated and minimise any impact from the early phases of development on the functioning of the highway network.
10. Delivery of a new road designed as an attractive main street through the development with mixed-use frontage usages and segregated cycle paths and footways. This new road should be suitable for HGV traffic (including high sided vehicles) and will connect Norwich Road to Cromer Road. It should be delivered, at the earliest opportunity, in accordance with a phasing plan agreed as part of the first Planning Application;
11. No development on those parts of the allocation to the north of the railway line will be permitted until such time as a Transport Assessment has been prepared to determine the suitability of the rail bridge, assess the impacts on the local highway network and the wider network, including the B1150 at Coltishall, and identify any mitigation required and a timeframe for its delivery.
12. Provision of a network of interconnected streets, squares, green corridors and public spaces which prioritise moving around on foot and by cycle over the use of private motor vehicles;
13. Delivery of appropriate public transport measures on site providing facilities and regular services to/from the town and key services;
- ~~8. Provision of a network of interconnected streets, squares, green corridors and public spaces which prioritise moving around on foot and by cycle over the use of private motor vehicles;~~
- ~~9. Delivery of appropriate public transport measures on site providing facilities and regular services to/from the town and key services;~~
- ~~10. Provision of off site pedestrian and cycle route improvements to the town centre, key services and railway station;~~
- ~~11. Delivery of a new road designed as an attractive main residential street through the development with mixed-use frontage usages and segregated cycle paths and footways. This new road should be suitable for HGV traffic (including high sided vehicles) and will connect Norwich Road to Cromer Road and provide a suitable route over the railway for access to the Lyngate/Folgate Rd industrial estate together with appropriate junction. It should be delivered, in full at the earliest opportunity;~~
- ~~12. Off site improvements to the highways and transport network including key junctions that require intervention and mitigation;~~
- ~~13. Delivery of appropriate restrictions on the amount of private traffic (including HGV vehicles) that can travel along the Aylsham Road and Skeyton Road;~~

Community Facilities & Employment

14. Provision of community facilities including a new 2 form entry primary school of not less than 2.5ha of land focused in a broadly central location within the development, a local centre providing options for local convenience retail and health services and other community uses;

15. Options for the enhancement of facilities at North Walsham Football Club should be considered in line with local and national standards and guidance from Sport England and other sports bodies, as part of the wider Green Infrastructure strategy for the site;
16. Delivery of approximately 7 hectares of employment land located to the north of the allocation site in the Cromer Road/Bradfield Road area, reflecting the prevailing character of the town and recent development provided with direct access from the new link road and major road network.

New Homes

17. Delivery of approximately 1,800 homes built with a mix of dwelling types, sizes and tenures in accordance with Policy HOU2 of this Plan. A range of densities and layouts will provide variety within the scheme in line with the approved Design Code.

Mineral Safeguarding

18. The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. Any future development on this site will need to address the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 - 'safeguarding' (or any successor policy) in relation to mineral resources, to the satisfaction of the Mineral Planning Authority