GREATER NORWICH LOCAL PLAN REGULATION 18 CONSULTATION

GROWTH OPTIONS
FOREWORD - THE CHOICES WE FACE

Broadland, Norwich City and South Norfolk are great places to live and we all face many challenges to maintain what is special to each of us. The economy of our area is set to grow significantly during the plan period to 2036, promoting local prosperity. Well planned growth brings great benefits, providing us with the high quality homes, jobs and infrastructure we need, while at the same time protecting and improving our special environment. This is why this consultation is important.

We already have plans in place identifying where the new homes, jobs, green spaces and additional infrastructure we will need to 2026 will be built. The main locations include brownfield sites in Norwich, the major urban extension to its north-east, expanded strategic employment sites such as the Norwich Research Park and some growth at most of our towns and larger villages.

But we now have to make choices over where the identified additional growth needed to 2036 will go. The approach we take will have important long term implications for both our urban and rural communities. Should we continue to build on our current strategy which mainly concentrates growth close to Norwich? Or should we take a different approach, dispersing more of the additional homes to villages? Also, we could plan for a new settlement or settlements which could help meet our growth needs further into the future, or we could combine elements of different approaches.

There are lots of issues to take into account in making these choices. Social, environmental and economic factors must all be considered in deciding the best growth strategy. Most importantly, we need to make sure that we chose locations where new development, particularly the new homes we so desperately need, are delivered. As a current Government consultation document says “The housing market in this country is dysfunctional. The root cause is very simple: for too long, we haven’t built enough homes”. In addition, having too few houses built leaves us vulnerable to non-planned, speculative housing development.

We are taking a joined up approach working together as district councils and the county council with other providers of the facilities which support growth, such as transport, health care, education and water infrastructure. Current transport improvements, with the opening of the Northern Distributor Road, planned improvements to the A47 and new public transport and cycling facilities will affect growth choices. In addition, the plan will have to be adaptable as technologies develop in the future. For example, advances in digital communications will undoubtedly shape our lives as we move to 2036 and there are likely to be other changes that we don’t yet know about.

However our lives do change, sustainable access from homes to services and jobs will remain the key consideration for good planning. We need to plan for economic growth in the right locations, especially for high technology jobs. We also need to find the right sites to help young people currently struggling to get their first home and, with an aging population, for more homes for older people. To support this growth, we must make best use of the infrastructure we already have and plan for the new infrastructure we’ll need.
These are just some of the issues we must consider and choices we have to make through the Greater Norwich Local Plan. Please help us by providing your views and local knowledge.
SECTION 1 - INTRODUCTION

Why are we producing the Greater Norwich Local Plan?

1.1 The Greater Norwich Local Plan (GNLP) will provide the planning strategy and identify the sites for growth across the three districts of Broadland, Norwich and South Norfolk until 2036. We have to take a long term view of our development needs to 2036 to allow the housing, jobs, services and infrastructure we need to be provided at the right time and in the right place. Such a long term plan-led approach is good planning and is required by Government.

1.2 The Greater Norwich Development Partnership (GNDP) has been established to co-ordinate production of the plan. The GNDP consists of the three district councils, with the support of Norfolk County Council and the Broads Authority.

1.3 Greater Norwich is a key engine of growth nationally. The area is one of the fastest growing parts of the country and is establishing itself as a leader in science, technology and manufacturing. The partners are committed to helping to turn world class knowledge and ideas into world class jobs, particularly in key growth sectors such as the life sciences and biotechnology, agri-tech, food and drink, creative and digital industries, high-value engineering. We also need to support and boost other sectors such as tourism.

1.4 To do this, we must make the best of our main strengths including our vibrant, historic city centre, which will play a pivotal role in the economic success of Greater Norwich, our attractive suburbs, towns and villages, key strategic employment locations such as the Norwich Research Park (NRP), the varied and attractive environment, the area’s heritage, excellent higher education facilities and rapidly improving transport links.

1.5 Significant new infrastructure is currently being delivered or is planned. This new infrastructure, along with foreseeable technological changes such as digital communications improvements and further changes that are more difficult to predict at present, will inevitably affect how the area grows to 2036. It is therefore essential that we plan flexibly for a changing world.

1.6 Whilst planning flexibly for new jobs, homes and infrastructure, the GNLP must also protect and enhance our many environmental assets and provide for well-designed new development which will create attractive, sustainable new communities. This will help to ensure that Greater Norwich continues to be a great place to live and work.

1.7 To achieve our aims, the GNLP will need to reflect the Government’s requirements for local plans set out in the National Planning Policy Framework (NPPF) along with priorities set out in other strategies, agreements and initiatives which provide the context for growth in Greater Norwich. These include the Greater Norwich City Deal,
the Norfolk Local Transport Plan, the Norwich Area Transportation Strategy (NATS), national and regional rail and road investment strategies and programmes, the existing New Anglia Local Enterprise Partnership (LEP) Strategic Economic Plan and its emerging Economic Strategy and the Cambridge Norwich Tech Corridor initiative.

1.8 The Norfolk Strategic Framework (NSF), which is currently being produced, will also have an influence on the GNLP. It is an agreement between planning authorities in the county on approaches to strategic infrastructure, housing and jobs numbers and common policy approaches.

1.9 The currently adopted strategy planning to 2026, the Joint Core Strategy for Broadland, Norwich and South Norfolk (JCS), along with adopted Site Allocations Plans, Area Action Plans (AAPs) and Neighbourhood Plans in each of the three districts, set out where a high proportion of the growth required by the GNLP to 2036 will be located. As such, they will have a considerable influence on the new plan.

1.10 This means that the GNLP will need to plan for the additional growth needed to 2036. We will also need to have an eye on the long term beyond 2036. To establish how this can best be achieved, we need to identify the broad strategy for where the additional growth will be located, the sites for that growth and how we should plan for issues such as supporting the economy, environmental protection and good design.

1.11 This will involve discussions, including this consultation, and later decisions, on the additional growth needed and the options for distributing the growth close to Norwich, around towns and larger villages and in more rural areas. It is important to bear in mind, however, that whichever growth options we choose in this strategy, current commitments\(^1\) mean that the majority of the growth will be focussed in and around Norwich.

1.12 The key to the success of the GNLP will be ensuring the delivery of jobs, infrastructure and housing takes place. Jobs growth has been strong since the depths of the recession in 2011 and infrastructure is being significantly improved. However, like the rest of the country, not enough of the housing we need is being provided. The GNLP will be part of a wider package of joined up measures the councils are taking to work with the Government, New Anglia LEP, the development industry and service and infrastructure providers to fund and deliver the high quality growth Greater Norwich needs. To support delivery the councils are working in partnership as the Greater Norwich Growth Board (GNGB). The GNGB oversees decisions on investment in infrastructure to support growth and deliver on existing planning targets. The GNGB will continue to support delivery of the GNLP.

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\(^1\) Commitments are existing planning permissions and land allocations in adopted plans.
This “Regulation 18” consultation on the plan is your chance to comment on how much growth will take place and how and where it will happen.

This document, the Growth Options for the GNLP, forms the main part of the consultation on the plan. The document covers the broad planning strategy for the area and thematic strategic policies for growth. It consists of the following sections:

1. This Introduction
2. A Spatial Portrait of Greater Norwich
3. The plan’s Vision and Objectives
4. The Strategy
5. Identifying Development Sites (linking to the Site Proposals document)
6. Topic Policies
7. Monitoring.

The second consultation document is the Site Proposals document. It provides the opportunity for comments to be made on sites submitted for different uses through the Call for Sites which was held in 2016 and those submitted subsequently up to July 31st 2017. It also enables people to propose additional sites and to give views on settlement boundaries.

The two documents are supported by an Interim Sustainability Appraisal which is also available for comment. This evaluates the alternatives identified.

Each section of this document has specific consultation questions for you to respond to. There is an open question at the end of the document to enable you to make any additional comments you feel necessary. Wherever possible, please could you set out reasons for your responses and any additional evidence that you think may be relevant. Some questions are mainly aimed at “technical consultees” such as infrastructure providers and environmental bodies, but we welcome evidenced views from everyone.

For some issues we have identified favoured options for the plan approach we think should be taken. In other cases, generally where we are continuing to collect evidence or where different policy approaches could be taken, we have identified what we believe to be reasonable alternative options. In some cases we have also identified why other approaches would be unreasonable. We welcome your views on any or all of the options and their justification.

The consultation runs from 9am on 8th January 2018 to 5pm on 15th March 2018.

Consultation responses should preferably be made online at www.gnlp.org.uk. However, responses can be made in hard copy booklets. The booklets are available from xxxxxxx.

Next steps
1.21 We will use your consultation responses to inform the evidence base for the Regulation 19 Publication version of the plan.

1.22 The Regulation 19 version will be the councils’ chosen plan, including the growth strategy, general policies and site allocations. It is scheduled to be published in summer 2019 when it will be possible to make comments on the legal soundness of the plan.

1.23 Those comments will then be considered by a government appointed Inspector at the plan’s Public Examination scheduled to start in June 2020, with adoption scheduled for December 2020.

1.24 When adopted, it is expected that the GNLP will supersede the current JCS and the Site Allocations documents in each of the three districts.

1.25 The GNLP will not amend existing adopted Development Management policies for the three districts except in very specific circumstances where limited policy changes may be required.

1.26 The future role of the adopted Area Action Plans for Long Stratton, Wymondham and the North East Growth Triangle (NEGT) and Neighbourhood Plans will be considered in plan making.
SECTION 2 - A SPATIAL PORTRAIT OF GREATER NORWICH

2.1 Greater Norwich has significant importance for the east of England and beyond and has three assets of international importance – its heritage, natural environment and a growing knowledge economy.

2.2 In 2015, the estimated total population of the three districts was 396,510, with 223,000 living in the Greater Norwich urban area.

2.3 Greater Norwich is key to the region’s economy, and Norwich is a regional focus for employment, retailing, tourism, culture, education and leisure.

2.4 Most of the sectors identified as having high growth potential regionally\(^2\) have a strong presence in the area, including: advanced manufacturing and engineering at Hethel; agri-tech and life sciences at the NRP; and ICT and Digital Culture in the city centre. Other strengths particular to Greater Norwich include health sciences, financial services, tourism, retail, media and arts.

2.5 There has been a 7.8\(^3\)% rise in overall employment from 2011-15 with notable increases in: accommodation and food services; IT and communications; professional, scientific and technical activities; education; and health and social work. Agriculture, manufacturing and insurance have all seen a fall in employment levels.

2.6 Of all the sectors, retailing remains the largest provider of employment. Norwich is rated as the 13th best performing retail centre nationally\(^4\) and a number of market towns surrounding Norwich also have a strong local retail offer.

2.7 Levels of employment in Greater Norwich compare favourably to national averages and the numbers claiming unemployment-related benefits have seen a significantly sharper fall in recent years than the UK average\(^5\).

2.8 Rural enterprises are important to the local economy and home working is likely to increase in significance. South Norfolk has the largest proportion of micro-businesses in the county\(^6\). Greater – Norwich’s business survival rate is above the national average\(^7\).

2.9 There is variable access to high speed broadband and mobile phone connectivity, and it can be poor, particularly in rural areas. To help address this, Better Broadband

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2 New Anglia Local Enterprise Partnership’s Strategic Economic Plan identifies five high impact sectors which have high growth potential: Advanced Manufacturing and Engineering; Agri-tech; Energy; ICT/Digital Culture; and Life Sciences.
3 Calculated from figures supplied by NomisWeb, ONS Crown Copyright reserved. Number of part-time employees adjusted to reflect full-time equivalence (For 2011 part time hours at 42.2% of full time, and 2015 part time hours at 43.3% of full time to reflect national trends)
4 Source: CACI
5 Calculated from Claimant Count figures supplied by NomisWeb, ONS Crown Copyright Reserved [from Nomis on 3 August 2017]. Figures show a 59.5% fall in those claiming unemployment-related benefits, Job Seeker’s Allowance (JSA) and Universal Credit (UC). This compares to a fall of 44% for the UK overall.
6 ONS Inter Departmental Business Register data, 2016 (from Nomis)
7 ONS Business Demography, 2015 – Business births, deaths and survival rates. Businesses in Norfolk have a better rate of survival over five years (44.7%) than the regional (43.1%) and national (41.4%) averages.
8
for Norfolk is a partnership funded through Norfolk County Council installing high-speed fibre optic networks across the county.

2.10 In December 2013, the Greater Norwich City Deal was signed, which is building on the area’s leading status in science, technology and manufacturing and focuses on enterprise, skills and infrastructure.

2.11 Norwich’s vibrant, attractive and historic city centre is a catalyst for economic growth across Greater Norwich, encouraging investment into the area.

2.12 The A11 corridor is a major focus of growth, with the route providing key strategic access to London, Cambridge and much of the rest of the UK. The Cambridge-Norwich Tech Corridor initiative aims to boost economic development.

2.13 The A47 to the east of the area connects to Great Yarmouth and Lowestoft; they are coastal resorts and industrial towns with significant regeneration needs. The development of Eastport at Great Yarmouth provides improved access to continental Europe and for offshore industries.

2.14 To the south, the A140, providing access to Ipswich, London and locally to Diss and Harleston, is almost entirely single carriageway. To ease congestion at Long Stratton, a bypass is planned to be delivered alongside 1,800 new homes.

2.15 The A47 to the west provides access to the Midlands, the North and growth areas at Dereham and King’s Lynn. There is a Government commitment to making improvements to the A47, starting in 2020, including dualling, junction improvements at Thickthorn and safety measures towards Great Yarmouth.

2.16 The Norwich Northern Distributor Road (NDR), which aims to reduce congestion through the north of Norwich and improve access to the airport, coast and Broads, is under construction with completion scheduled for early 2018. Related improvements to public transport in Norwich are an integral part of the scheme.

2.17 The main rail service provides access to Wymondham, Diss, Ipswich, Cambridge and London. Improvements are planned, or already being delivered, on these lines. The Bittern and Wherry Lines provide local rail links and options for commuting from settlements such as Great Yarmouth, Lowestoft, Brundall, Acle, North Walsham, Cromer and Sheringham.

2.18 Norwich Airport is a catalyst for economic growth and there has been an increase in passenger numbers in recent years. As well as the key scheduled service to Schiphol (Amsterdam) which provides a hub for links to international destinations, there is significant business from offshore industries and other destinations. Other principal international connections are via Stansted Airport and ports at Felixstowe and Harwich.

2.19 There is a relatively good network of cycle routes linking settlements within Greater Norwich, including the Marriott’s Way, which links the city to Reepham and Aylsham. Significant grant funding has been secured to improve the cycle network in and around the city, linking the NRP and the city centre to the North-East Growth Triangle in Broadland, and to invest in other routes including between Wymondham, Norwich and Sprowston. Attracting additional funding for further initiatives is an
ongoing priority in the future. Norwich is in the top five districts in the country for cycle use.

2.20 Development of a Bus Rapid Transit (BRT) network is underway which, when complete, will provide infrastructure improvements and more frequent and faster services. The network will be developed further to promote public transport use in growth areas such as Wymondham, the airport and Broadland Business Park. The six Park and Rides sites around Norwich form one of the most comprehensive networks in the country and are well-connected to other bus routes. The Connecting Norfolk initiative promotes increasing use of demand responsive transport services and car sharing in rural areas.

2.21 There is an Air Quality Management Area (AQMA) which covers the whole of the city centre. Improvements in air quality are being achieved by road infrastructure changes and other initiatives. However, this remains an important issue with more work to be done.

2.22 Although per capita carbon dioxide (CO\textsubscript{2}) emissions have declined in line with national trends, they are above the national average in rural parts of the area, largely due to a greater reliance on car journeys.

2.23 Climate change is expected to result in generally higher temperatures, wetter winters, drier summers and more extreme weather events. River flooding in parts of Norwich and surface water flooding in a number of locations are significant issues.

2.24 There has been an increase in renewable energy generation in recent years, chiefly from solar (both small and large-scale), wind and some biomass developments.

2.25 The city is surrounded by countryside of high environmental quality, with historic market towns and villages spread through an attractive landscape. Parishes close to the city have a strong relationship with the Norwich urban area, while large parts of the area look to the network of main towns and smaller Key Service Centres to meet every-day needs and provide employment.

2.26 River valleys and green areas extend into or adjoin many built-up areas, with the Broads stretching from the eastern edge of Greater Norwich into the heart of the city.

2.27 The area’s landscape is diverse, including heathland, ancient woodland, grassland, wetland, marshland and reedbeds, forming a variety of habitats. Large tracts of rural Greater Norwich have high quality agricultural land.

2.28 Varied landscape character areas converge on Norwich: the fens and marshes of the Broads - a highly sensitive wetland environment of international significance; rolling landscapes of varied geology including woodland, heath and former parkland estates to the west and north; an extensive open clay plateau incised by rivers in the south; and a more intimate landscape of small fields and hedgerows in the east.

2.29 Work is ongoing to improve and expand the Green Infrastructure network throughout Greater Norwich and beyond.
2.30 The area has a rich concentration of historic buildings, churches, halls, historic parks and gardens, including many historic assets in Norwich and the surrounding market towns and landmark buildings such as Blickling Hall. Ancient monuments and significant archaeological potential add a further layer to this historic character.

2.31 There are internationally important wildlife sites across the area, particularly the River Wensum and in the Broads. Most of these are marshland, rivers or broads, so any potential impact on water quality is a key issue. There are challenges in dealing with pollution from fertilisers and pesticides, with water quality a key issue for the environmentally sensitive Broads. There are also negative impacts on some wildlife sites resulting from the pressure from high visitor numbers.

2.32 Relatively low rainfall totals mean that the whole Greater Norwich area is defined as suffering from serious water stress. Current local planning policy places a particular focus on promoting water efficiency.

2.33 The population of the area has higher than national average proportions of older people in Broadland and South Norfolk. Since they are popular retirement areas they are likely to see further growth in the older population, adding to already significant pressure on residential and home care services.

2.34 There are higher than average proportions of young adults in Norwich. While the overall proportion of minority ethnic residents is relatively low there has been a significant increase since 2001, particularly in Norwich.

2.35 There are some wards with high levels of deprivation in Norwich. Although the suburban and rural parts of Greater Norwich are relatively affluent, there are pockets of deprivation elsewhere.

2.36 While the health of people in Broadland and South Norfolk is generally better than the national average, in Norwich it is markedly worse. There is also marked variation within the city with life expectancy being 10.9 years lower for men in the most deprived areas than in the least deprived.

2.37 Although levels of crime are some of the lowest in the country in much of Greater Norwich, there are higher crime levels in inner urban wards, particularly in areas with a concentration of late night drinking establishments.

2.38 The area benefits from a strong and growing tertiary education sector provided by the University of East Anglia, the Norwich University College of the Arts, City College Norwich and Easton College. A recent increase in the birth rate has increased demand for education and other children’s services in the area.

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10 Source: ONS 2014-based sub-national population projections.

11 Index of Multiple Deprivation (IMD)

12 Source: ONS 2014-based sub-national population projections
2.39 In more deprived parts of the area, educational attainment is low. Norwich has above the national average of 16-17 year olds not in education, employment or training (NEETs). Norwich also ranks particularly poorly for social mobility\textsuperscript{13}. The picture for education, skills and training in Broadland and South Norfolk is significantly better.

2.40 Changing waste collection practices, including food waste collections in some parts, have helped the percentage of household waste recycled or composted to increase above the national average\textsuperscript{14}.

2.41 Broadland and South Norfolk are dominated by owner-occupied housing, whilst Norwich has a much higher percentage of Local Authority social rented and private rented properties. The area’s tenure mix has changed since 2001, with falls in home ownership and social renting and corresponding rises in the percentage of private rented properties across all three districts, mirroring the national picture.

2.42 There is a shortage of housing across all tenures in Greater Norwich. Overall delivery of housing from 2008-14 was at approximately 70% of the target, compared to a national delivery rate of 60\%\textsuperscript{15}. Completions have, however, increased every year since 2010.

\textsuperscript{13} Norwich ranked 323\textsuperscript{rd} out of 324 lower-tier authorities for social mobility: Social Mobility and Child Poverty Commission, Jan 2016

\textsuperscript{14} In 2014/15 Greater Norwich had a recycling & composting total of 48\% which exceeded Norfolk’s average rate of 43\%, and the national rate of 43.7\%. Source: Department for the Environment, Food and Rural Affairs, Tables ENV18 - Local Authority Collected Waste: Annual Results Tables –\textit{Table 3a: Regional Household Recycling Rates 2000/01 to 2014/15} \url{https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables}

\textsuperscript{15} From AMR, 2015-16: “Affordable housing completions were just 40\% of the current target of 561 completions per year, partly reflecting the fact that overall completions are below target.”
SECTION 3 - THE VISION AND OBJECTIVES FOR GREATER NORWICH

3.1 Establishing the vision and objectives is a key early stage for plan development as, in concisely setting out what the plan aims to achieve for Greater Norwich to 2036, they provide the context for policy development and monitoring indicators.

3.2 The draft vision and objectives in figure 1 below, agreed by the GNDP in January 2017, have been used to guide plan making so far. The vision, at the centre of figure 1, informs the surrounding objectives.

Draft Vision and Objectives

Question

1. Do you agree with the draft vision and objectives for the plan below?

Figure 1 Draft vision and objectives for Greater Norwich to 2036
The VISION for Greater Norwich to 2036 is:
To grow vibrant, healthy communities supported by a strong economy and the delivery of homes, jobs, infrastructure and an enhanced environment.

Economy
To support and promote the growth of an enterprising, creative, broad based economy with high productivity and a skilled workforce.

Communities
To grow vibrant, healthy communities giving people a high quality of life in well-designed developments with good access to jobs, services and facilities.

Homes
To enable delivery of high quality homes of the right size, mix and tenure to meet people’s needs throughout their lives.

Infrastructure
To promote the timely delivery of infrastructure to support existing communities and growth; and to improve connectivity to allow access to economic and social opportunities.

Environment
To protect and enhance the built and natural environment, make best use of natural resources, mitigate against and adapt to climate change.

Delivery
To promote the delivery of housing, jobs and infrastructure supported by intervention mechanisms where the market is unable to deliver.
SECTION 4 - THE STRATEGY

DELIVERING JOBS, HOMES AND INFRASTRUCTURE

4.1 Delivery is key to the success of the plan. The NPPF requires local plans to proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.

4.2 To achieve the Vision and Objectives of the plan, the GNLP will help to drive economic growth, delivering an increase on forecast growth in jobs and productivity. The plan will aim to support the delivery of 45,000 additional jobs by 2036 and enable growth in the economy, including in high productivity sectors. To make this happen the GNLP will include policies that:

- Support the economy through infrastructure investment, environmental enhancement and quality of life improvements;
- Enable development of the strategic employment locations in the city centre, the Norwich Airport area, Broadland Business Park/Broadland Gate, NRP, Wymondham/Hethel, Longwater and the Food Enterprise Zone;
- Promote the Cambridge Norwich Tech Corridor growth initiative;
- Promote inclusive growth and social sustainability;
- Provide for local employment close to where people live;
- Support a thriving rural economy.

4.3 Growth will be located to make the best use of the existing transport and green infrastructure networks and community facilities, with new and improved infrastructure provided where it is needed to support growth.

4.4 The strategy will deliver the housing that is needed. To do this, we intend to provide sites for 42,865 new homes. Taking account of sites which are already permitted or allocated, we will need new sites for 7,200 homes. These figures include additional sites to provide a buffer to help ensure all the homes we need are delivered.

4.5 The plan will maximise urban brownfield site capacity and ensure greenfield development takes place in accessible locations, helping to sustain town and village life, providing choice and aiding housing delivery.

4.6 The majority of the planned growth is focussed in and around Norwich, with the city centre and other strategic employment sites supporting the area’s regional, national and international economic functions and the suburbs and fringe parishes providing growing sustainable communities.

4.7 Growth of the economies of the main towns and rural areas will also be encouraged and supported, with some housing growth in all towns and in the villages with a range of services.
Question

2. Do you support the broad strategic approach to delivering jobs, homes and infrastructure set out in paragraphs 4.1 to 4.7? (If you wish to comment on jobs and housing numbers, please see questions 3 to 6 below).

Jobs targets

4.8 Jobs targets help focus the aims of local plan policy and ensure that economic policy aligns with housing policy and demographic projections. Although a jobs target is not a requirement and not all local plans have one, not having a target would undermine the ability to deliver the vision and objectives of the GNLP.

4.9 The East of England Forecasting Model (EEFM) estimates jobs growth over the GNLP period and beyond. It is updated annually. The model’s outputs are just one piece of evidence to assist in making strategic decisions. The model is robust but, as in all models, forecasts are subject to margins of error which increase at more detailed geographical levels. It is based on observed past trends which reflect past infrastructure and policy environments. Relatively recent infrastructure or policy changes have not fed through into these trends. It can be characterised as a “business as usual” forecast.

4.10 The Greater Norwich authorities are committed to working together to deliver more jobs overall than forecast, and a greater proportion of higher value jobs. This is reflected in the City Deal which commits to facilitate 13,000 more jobs than the target in the JCS. Taking account of subsequent EEFM forecasts, the SHMA recalculates the impact of the City Deal and concludes that this equates to 45,390 jobs in the period 2015-2036.

4.11 The Employment, Town Centres and Retail study (GVA 2017) contends that “given the nature of the Greater Norwich economy it is unlikely ‘business as usual’ will be a true reflection of the future economy – as such an alternative growth scenario is required”\(^{17}\). This scenario looks in more detail at key economic sectors within Greater Norwich, local drivers, and the consequent prospects for growth. It concludes that there are good prospects to grow the local economy. The enhanced forecast would add an additional 44,000 jobs in the area between 2014 and 2036. This scale of jobs growth is a little lower than, but broadly consistent with, the City Deal and demonstrates that potential in high value sectors alone can deliver the majority of this enhanced growth.

4.12 The precise target for the GNLP will need to be calculated for the submission version so that the latest forecasts can be taken into account but currently the evidence suggests a target of around 45,000 jobs 2015-2036.

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\(^{16}\) Paragraphs 5.16-5.26

\(^{17}\) Section 5 of the Greater Norwich : Employment Land Assessment
Options

**Option JT1: Plan to deliver forecast jobs growth plus additional growth.** This is consistent with the evidence and with our City Deal agreement with Government. This is the favoured option.

**Option JT2: Plan to deliver “business as usual” forecast growth only.** This would be consistent with the GNLP’s vision and objectives in broad terms, but would not help facilitate additional City Deal related jobs growth and could thus diminish the area’s ability to fulfil its potential.

This is considered to be a reasonable alternative.

Question

3. Which option do you support for jobs growth?

**Housing need**

4.13 Additional housing is needed because:

- People are living longer with a tendency to smaller households. This increases the need for more houses irrespective of any growth in the population;
- More people are moving into the area, mainly from other parts of this country, both because of economic growth and for lifestyle choices;
- More people are in need of housing as not enough homes have been built in recent years leading to a significant housing shortage. This lack of housing delivery has led to the parts of the area having no “5 year land supply”, which has resulted in planning permissions being granted for housing in locations not promoted in current local plans;
- The housing shortage in Greater Norwich has a significant impact on the quality of people’s lives, particularly for younger people looking to set up home for the first time. It is important to note that Government policy aims to significantly boost the supply of houses for all in society.

4.14 Identifying the housing need for the plan requires the use of evidence and a clear methodology to be established. This part of the document seeks views on the proposed approach.

4.15 The NPPF\(^\text{18}\) states that local plans should meet their objectively assessed need (OAN) for housing, with sufficient flexibility to adapt to rapid change. The way OAN is measured is changing. Until recently Local Planning Authorities (LPAs) commissioned Strategic Housing Market Assessments to establish OAN and more detailed housing evidence. In September 2017 the Government issued a consultation on a draft standard methodology for OAN\(^\text{19}\). This is a simplified methodology based on household projections uplifted by a factor that reflects affordability locally.

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\(^{18}\) Paragraph 4

\(^{19}\) Planning for the right homes in the right places
4.16 Evidence on the OAN for Greater Norwich had been established by the Central Norfolk Strategic Housing Market Assessment (SHMA) 2017 (see chapters 4 and 5 here for the SHMA and here for the Supplementary Note to the SHMA). As well as OAN, the report covers housing affordability and sets out the sizes, tenures and mix of housing required to meet needs. The SHMA identifies that the OAN for Greater Norwich from 2015 to 2036 is 39,486 homes (1,880 per annum).

4.17 The Government’s proposed standardised methodology suggests the OAN for Greater Norwich is higher at 2,052 per annum. The methodology can be rebased to the current monitoring year to give an OAN from 2017 to 2036 of 38,988 dwellings. If a different approach is adopted by the Government the OAN figure could change during the plan making period. However, given the Government’s clear intention, it is reasonable to base this local plan consultation on the draft methodology.

Calculating the housing numbers for the plan

4.18 The OAN is the starting point. Some local plans have a higher housing requirement than their OAN, for example because the area has to provide for unmet needs from surrounding districts, or a lower requirement because needs cannot be met within their boundaries for environmental or other reasons. The Norfolk Strategic Framework shows that there is no need for Greater Norwich to provide for unmet need from neighbouring districts. There is no evidence of any overriding reasons that prevent Greater Norwich meeting its own housing need.

4.19 The plan can provide for additional dwellings to support economic growth. The Government’s draft standard methodology means the OAN already includes a significant uplift to address lack of affordability of around 400 dwellings per year (7,600 over 19 years). This uplift to support affordability also provides for homes to support other needs such as economic growth. The City Deal seeks to deliver an additional 13,000 jobs by 2031 on top of the 27,000 jobs planned for in the JCS. The SHMA calculates how many homes would be required in the GNLP to support this enhanced growth. A simple recalculation of the SHMA assessment to rebase to 2017 suggests that around 40,700 dwellings would be needed to support potential jobs growth (forecast growth plus City Deal aspirations). Therefore, the OAN of 38,988 dwellings provides for the majority of the additional housing growth required to support the City Deal, although around 1,700 further dwellings could be required. Neither the SHMA nor the standard methodology requires this additional growth to be included in the OAN. However, to support our City Deal and ensure economic potential can be met, the GNLP would need to allocate sufficient opportunities to allow for this additional housing growth to come forward.

4.20 Housing sites can take longer to come forward than expected. Consequently, it is essential to over-allocate to maximise the potential to deliver the housing that we need to tackle the housing shortage and to support economic growth. The extra allocation is known as a delivery buffer and is consistent with the NPPF requirement for flexibility\textsuperscript{20}.

\textsuperscript{20} NPPF paragraph 14
4.21 A 10% delivery buffer on the 38,988 OAN established using the Government’s methodology raises the plan provision to 42,887. Taking account of existing commitment in April 2017 of 35,665 homes, this means that the GNLP has a housing allocation requirement to provide land for 7,222 homes, rounded to 7,200.

4.22 A delivery buffer lower than 10% would make it much less likely that needs would be met. A higher figure might be expected to increase the likelihood that housing need would be delivered, but it would also increase uncertainty for both housing developers and infrastructure providers, potentially risking delivery.

4.23 Based on recent trends and projected future delivery, it is estimated that an additional supply of up to 5,600 dwellings could be provided during the plan period on “windfall” sites. These are sites which are not allocated through the plan. Windfall development often takes place on small scale non allocated sites or as higher than expected numbers on commitments. It can also include some larger scale sites and office-to-residential conversions allowed under permitted development rights. The actual sites that will come forward and the precise scale of delivery is unpredictable but it is reasonable to assume that windfall will provide an extra source of housing supply which will assist in ensuring the area’s housing needs are met. Therefore the 10% delivery buffer provided by allocations could rise to as much as 24% if projected levels of windfall development are delivered.

4.24 Windfall development is a good source of small sites that can support small builders and aid overall delivery to ensure housing needs are met. The GNLP could include policies to encourage rural windfall (see question 43) and this would make it even more likely that the allowance is met or exceeded.

4.25 The additional plan provision and windfall development provides the flexibility to enable enough additional growth to come forward to fully support the jobs growth sought through the City Deal.

Questions

4. Do you agree that the OAN for 2017-2036 is around 39,000 homes?

5. Do you agree that the plan should provide for a 10% delivery buffer and allocate additional sites for around 7,200 homes?

6. Do you agree that windfall development should be in addition to the 7,200 homes?
Delivering Infrastructure

4.26 Housing and jobs growth needs to be supported by the appropriate infrastructure, such as GP surgeries, hospitals, transport and schools, when it is required to meet the needs of new and growing communities. Fears that new infrastructure will not be provided are often voiced as reasons for opposing growth.

4.27 Ensuring new infrastructure needs are met requires a co-ordinated approach between a range of organisations, authorities and providers. Demonstrating such cooperation is necessary to ensure a sound plan.

4.28 Current policy on implementation focuses on:
- Securing the provision of infrastructure and investment to support growth;
- Maximising the contribution of existing funding sources and investigating the scope for new ones;
- Co-ordinating the investment programmes of other public authorities and understanding the capital investment programmes of utility providers;
- Ensuring co-ordinated and timely implementation of infrastructure in line with development and regular review of the delivery programme;
- Delivering affordable/supported housing; and
- Identifying essential infrastructure including: transport, social infrastructure, local/renewable energy generation, water conservation, Sustainable Drainage (SuDS), strategic sewers, open space and green infrastructure, utilities, street furniture and public art.

4.29 This approach is supported by a delivery plan that identifies the key infrastructure requirements and a time period for delivery to support growth to 2026.

4.30 Current planned growth is dependent on the completion of strategic infrastructure improvements including the NDR and improvements to the A47 at Thickthorn (the A11/A47 junction), along with the completion of dualling between Dereham and Acle. Work is progressing on these schemes, with the NDR to be completed in early 2018 and the A47 improvements planned to start in 2020. These improvements may provide growth opportunities.

4.31 The Greater Norwich authorities all charge the mandatory Community Infrastructure Levy (CIL) on relevant developments. As part of the City Deal, the Greater Norwich authorities committed to pooling CIL income to create a substantial local growth fund for delivering infrastructure. The City Deal partners also have the ability to borrow up to £60 million against future CIL income to help forward-fund infrastructure.

4.32 Following consideration of the national CIL Review Panel’s report, the Government’s Housing White Paper (HWP) *Fixing our Broken Housing Market*, published in February 2017, stated that there will be an announcement about the future of the developer contributions system (CIL and Section 106) in the Autumn Budget 2017. Given the uncertainty, the Greater Norwich authorities have not yet undertaken a

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21 Set out in JCS Policy 20
review and update of CIL since originally adopting it. However, a review of CIL is a possibility dependent on Government announcements.

4.33 The revenue generated from development via planning obligations and CIL is sensitive to economic fluctuations; when economic downturns happen, they impact the development industry and the rate of delivery can fall steeply and take time to recover (as happened between 2008-2012). As most off-site infrastructure is at least part-funded through CIL, a slowing economy will lead to reduced CIL income and thus reduced ability to deliver infrastructure – although if development rates slow, then the need for new infrastructure may also be somewhat delayed.

4.34 In recent years greatly increased emphasis in national policy on development viability has led to a number of measures by central government to enable viability to be reviewed and s106 planning obligations renegotiated where necessary to ensure that a viable development can proceed.

4.35 The GNLP will look forward at infrastructure required to support the planned growth to 2036. There has been consultation with the major infrastructure bodies and, up to now, none have identified the need for further strategic improvements to support the overall scale of growth identified. The infrastructure requirements will vary depending on the distribution of growth and this evidence will need to be established once the range of growth options has been narrowed down. In turn the infrastructure requirements will provide valuable evidence to fine tune the exact distribution of the new growth.

4.36 It can be expected that over the timescale of the GNLP there will be further significant and wide-ranging changes to national planning policy. In addition, there will inevitably be changes in priorities and needs arising from technological changes. The key to a successful strategy for the GNLP relies on developing an implementation plan which is flexible and responsive enough to adapt to change.

4.37 The Greater Norwich authorities will continue to explore the feasibility of developing a Local Delivery Vehicle (LDV), which could have the potential to invest money in sites, forward-fund the installation of infrastructure to de-risk sites, and recoup the initial investment through the uplift in the value of the land, to then be deployed to another site or sites.

4.38 The Housing White Paper²² states that the Government is interested in agreeing “bespoke housing deals” with authorities which have “a general ambition to build”. This could involve the use of “planning freedom” powers introduced through the Housing and Planning Act 2016, the alignment of infrastructure spending, support from the Homes and Communities Agency (HCA) and various other measures. This too will be explored as a tool to assist with the delivery of planned housing.

4.39 Issues workshops took place in summer 2016, involving key stakeholders from the public, private and voluntary sectors, and parish council representatives – see Appendix 8 of the November 2016 Greater Norwich Development Partnership meeting for the full summary notes. There were a number of comments suggesting

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²² HWP paragraph 3.33
that the Greater Norwich authorities should take a more interventionist approach to help better ensure delivery of important housing sites – for example, through up-front delivery of key infrastructure.

Question

7. Are there any infrastructure requirements needed to support the overall scale of growth?

HOW SHOULD GREATER NORWICH GROW?

Existing Housing Commitment

4.40 The locations for the majority of the GNLP housing growth have already been established through existing housing commitments. Broad locations for the housing commitment as of April 2017 are set out in figure 2 below. More detail on the housing commitment figures is in appendix 1. Our approach assumes that existing housing commitments can be delivered.

Question

8. Is there any evidence that the existing housing commitment will not be delivered by 2036?

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23 Housing commitments are sites which already have planning permission or have been allocated for housing development in existing plans.
Housing Growth options

4.41 In line with the NPPF, a settlement hierarchy will help shape growth options for identifying sites for the additional 7,200 homes we believe we require.

4.42 The hierarchy is a reflection of the range and type of services available in and accessible from communities and is a guide to sustainability. While the hierarchy is a starting point it does not, by itself, determine the scale of development that is appropriate in any particular settlement. This will take account of factors such as the scale, range and quality of local services; deliverability; location in relation to strategic services and job opportunities and local constraints and opportunities.

4.43 The current levels in the hierarchy set out in the JCS, are “Norwich Urban Area”, “Main Towns”, “Key Service Centres” (KSCs), “Service Villages”, “Other Villages” and “Smaller Rural Communities and the Countryside”.

4.44 The Norwich Urban Area is defined as the city council area plus the adjoining suburban and fringe parishes.

4.45 The Main Towns of Wymondham, Diss (including Roydon), Harleston and Aylsham have a good range of day to day services and local employment. Long Stratton is currently a KSC, but with the planned growth will become a Main town.

4.46 KSCs are larger villages with some services and employment. These are Acle, Blofield, Brundall, Hethersett, Hingham, Loddon/Chedgrave, Poringland/Framingham Earl, Reepham and Wroxham.

4.47 The current definition of Service Villages and Other Villages reflects their range of basic services. The authorities wish to consider whether a new “group” based approach would be better for village growth. Accordingly, proposals for a potential revisions to the settlement hierarchy in the GNLP are set out in paragraphs 4.152 to 4.160 below.

4.48 This section deals with how much overall growth should be focussed in all of the settlements at different levels of the hierarchy rather than where individual settlements should be placed in the hierarchy.

Baseline Assumptions

4.49 To meet national policy requirements to make the most efficient use of land, it is critical that the best possible use is made of brownfield land, which is mainly within Norwich and the urban fringe.

4.50 As well as supporting regeneration, such sites generally have better access to services, facilities, public transport, walking, cycling and employment opportunities. The failure to redevelop such sites would result in the need to identify additional greenfield sites elsewhere.

4.51 However, large numbers of brownfield sites are already committed through existing plans and the potential to identify additional sites is limited.
There is also a need to balance the amount of land required for housing with other uses, such as employment, other town centre uses and open space.

There are 7,000 homes already committed in Norwich. It is currently estimated that there is capacity on brownfield land for 1,500 additional homes in Norwich, along with 200 in the Broadland part of the urban fringe. Work is ongoing to see if any more brownfield sites can be identified for development.

The GNLP also needs to maintain and enhance the vitality of towns and villages by planning for new development appropriate to the local range of services and facilities. This growth will help meet the overall level of housing need across the area by ensuring diversity and competition in the market for land, and by allowing opportunities for small scale builders. It will also promote social sustainability, in some cases helping people to continue to live where they have grown up, and to provide choice. This is particularly relevant given that many of the existing housing commitments are in large sites around Norwich.

Taking account of the above, to achieve the requirement for 7,200 homes, the approach taken to identifying broad growth locations is:

Firstly, establish a baseline of 3,900 homes that:
- maximises delivery on previously developed land within Norwich and the built up areas of the fringe parishes (1,700 homes);
- maintains and enhances the vitality of smaller settlements by ensuring a minimum level of growth in Main Towns and Key Service Centres (1,000 homes), Service Villages (1,000 homes) and Other Villages (200 homes) or Village Groups, some of which may be on previously developed land;

Secondly, identify alternative growth options for the remaining 3,300 homes in fringe locations, Main Towns, KSCs and Other Villages (or Village Groups) - see figure 3 on page 28 and appendix 1.

**Options for the distribution of the remaining growth**

Six growth options are set out in this document to help to determine the most appropriate distribution of sites to be allocated for the additional 3,300 homes not in the baseline.

The growth options provide alternatives with varying degrees of concentration nearer Norwich, focus on transport corridors and dispersal around the area, including the potential for a new settlement.
4.58 New settlements built to Garden City principles\(^{24}\) may offer an additional means of providing for growth and can, in the long term, create attractive new communities with a good range of services in accessible locations. This is because, if fully supported by the landowner, developer and local authorities, much of the uplift in land value resulting from the granting of planning permission can be invested in the new community itself.

4.59 As new settlements require significant investment in infrastructure, they can be challenging to deliver if effective mechanisms for securing the uplift in land values and to assist in providing infrastructure are not put in place. Therefore it is expected that a legal agreement would be required to ensure sufficient investment is available for any new settlements to be taken forward through the plan making process. If this is not achieved then there is the very real risk that CIL or other funding that would support potentially better value for money growth elsewhere could be diverted to a new settlement.

4.60 It is essential that locations for new settlements allow easy access to existing services in the short term until a critical mass of housing is achieved to allow a free standing new community with its own services to be established in the long term.

4.61 The absolute minimum eventual size for a new settlement is likely to be around 2,000 homes as this could support a primary school and a small range of local shops and other services. The larger a settlement grows to, the wider range of services it can support.

4.62 The time taken to bring new settlements forward means they could not provide significant amounts of housing before 2036, but would rather provide for an element of a long term strategic approach to growth in Greater Norwich.

4.63 Two sites submitted through the Call for Sites potentially provide the amount of land that could support a new settlement. These are at Honingham Thorpe (including land in Barford, Easton, Marlingford and Colton) and to the west of Hethel. The Honingham Thorpe site (site reference GNLP 0415 A to G in the Site Proposals document) is 360 hectares and is proposed for housing, employment and a country park. The other site (site reference GNLP1055 West of Hethel, Stanfield Hall Estate, Stanfield Road) is 364 hectares and is proposed to be a garden village with housing, hi-tech employment uses and community facilities. Site maps are available in the Site Proposals consultation document. Other potential sites may be identified, possibly through this consultation. Comments on new settlements can be made in response to question 13 below and through the Site Proposals consultation document.

4.64 A topic paper provides further detail on issues associated with the development of new settlements.

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\(^{24}\) See New Settlements topic paper
The Growth Options

4.65 It is important to note in relation to the six growth options that:

- Options are being tested through this consultation. Taking account of existing commitments in any individual settlement, there may be constraints e.g. in relation to infrastructure capacity and delivery, or environmental issues.

- Options refer to the total scale of additional growth in a location. To maximise delivery, where significant growth is proposed it may be spread over multiple sites. Larger sites may be allocated where early delivery can be demonstrated – for example where a site is an extension to one already being developed.

- Economic, housing need and housing delivery evidence, plus the high level of existing commitment in Broadland, suggests overall levels of growth should be higher in South Norfolk than Broadland.

- The strategy chosen for the submission plan in 2019 may be an amalgam of the options. The options aim to provide a framework for considering different strategic approaches.

4.66 The following table illustrates the scale of new growth and the new level of commitment that would result from each of the six options (in brackets). Figure 3 sets out: the existing commitment; the proposed additional growth; and total growth figure to 2036. More detail on the options, including conceptual maps, is in appendix 1.
### Figure 3 Strategic Growth Options

<table>
<thead>
<tr>
<th>Location</th>
<th>Parish / Area</th>
<th>Homes Committed</th>
<th>Option 1 Concentration Close to Norwich</th>
<th>Option 2 Transport Corridors</th>
<th>Option 3 Supporting the Cambridge to Norwich Tech Corridor</th>
<th>Option 4 Dispersal</th>
<th>Option 5 Dispersal plus New Settlement</th>
<th>Option 6 Dispersal plus Urban Growth</th>
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<td>Total Housing Provision (2017 to 2036)</td>
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</table>
Options

All of the six options are reasonable alternatives.

Analysis

Maximising the benefits of growth and minimising any resulting conflicts presents a number of choices which must be carefully balanced when identifying the most appropriate growth strategy for Greater Norwich.

While the options provide for only around 8% of the total housing allocations in the plan\(^{25}\) which will carry forward existing commitments, the approach will have important long term implications for our urban and rural communities.

Access to services and jobs are key considerations, as is the need to ensure that housing is allocated in the locations most likely to deliver to meet housing need. Social, environmental and economic implications must all be considered in deciding the best growth strategy.

All the growth options aim to maximise growth on brownfield sites. However, it is important to note that large numbers of brownfield sites are already committed through existing plans in the area and the potential to identify additional sites is limited. The need to balance the amount of land required for housing and employment uses is a particular consideration in the city.

All the options also aim to enhance the vitality of towns and villages by providing them with “baseline” levels of growth. Different options provide different amounts of additional growth in towns and villages which could further assist in supporting vitality, though consideration must be given as to whether supporting services and facilities will be accessible in smaller settlements.

The size of allocations will also be a key consideration. Whilst larger sites can provide new services and facilities, recent experience has shown that they are more difficult to get off the ground. Smaller sites are often more likely to deliver and can support the vitality of existing settlements. Sites of less than 10 dwellings often do not provide affordable housing or the mix of housing sizes to provide the type of housing choice needed, particularly in our smaller communities. On the other hand, small sites offer the opportunity for self-build and for smaller builders which can increase the speed of housing delivery. Capacity in the industry will have to be significantly increased if very large numbers of small sites are allocated.

Options 4 and 5 are more likely to address the draft plan objective to deliver homes. This is because they provide for a much wider dispersal of development, and in doing so increase diversity, choice and competition in the market for land, which should be beneficial for delivery. They would also increase social sustainability by providing opportunities for people to continue to live in villages. Options 1, 2 and 3 focus growth in locations that have significant outstanding commitment and have experienced delivery issues over the JCS period. Option 6 is somewhere in between.

\(^{25}\) About 83% of the sites in the GNLP will be allocations carried forward from existing plans and the proposed baseline provides around 9% of the total.
However, Options 1, 2 and 3 perform better than alternatives 4 and 5 in relation to plan objectives that seek to improve air quality, reduce the impact of traffic, address climate change issues, increase active travel and support economic development. This a result of the better geographical relationship of development under these options to services, facilities, employment opportunities and sustainable transport options. Again Option 6 is somewhere in between.

Questions

9. Which alternative or alternatives do you favour?

10. Do you know of any infrastructure constraints associated with any of the growth options?

11. Are there any other strategic growth options that should be considered?

12. Do you support the long term development of a new settlement or settlements?
Green Belt

4.67 CPRE Norfolk have launched a campaign for a Green Belt for Norwich.

4.68 Green Belts cannot be established as a means of restricting growth, but rather form part of a strategy for accommodating growth. They are established for the long term so a Green Belt would direct patterns of growth in Greater Norwich well beyond the end of this plan period.

4.69 The NPPF explains that Green Belts serve five purposes: checking the unrestricted sprawl of large built-up areas; preventing neighbouring towns merging; assisting in safeguarding the countryside; preserving the setting and special character of historic towns; and assisting urban regeneration. All of these purposes could be of relevance to Greater Norwich.

4.70 Critically, the NPPF says that new Green Belts should only be established in exceptional circumstances, for example when planning for new settlements or major urban extensions. The NPPF\textsuperscript{26} also says “the general extent of Green Belts across the country is already established”, emphasising the exceptional circumstances required for a new Green Belt. If proposing a new Green Belt, the NPPF states local planning authorities should:

- demonstrate why normal planning and development management policies would not be adequate;
- set out whether any major changes in circumstances have made the adoption of this exceptional measure necessary;
- show what the consequences of the proposal would be for sustainable development;
- demonstrate the necessity for the Green Belt and its consistency with local plans for adjoining areas; and
- show how the Green Belt would meet the other objectives of the NPPF.

4.71 Because they are long term, it would be necessary to demonstrate that future growth beyond 2036 could be accommodated if a Green Belt were established. So, for example, land around the urban fringe or other settlements might be excluded from a Green Belt to provide future options for development.

4.72 As illustrated in figure 4 below, Green Belts can take the form of continual belts around a city and its surrounding settlements of different scales or of green wedges.

\textsuperscript{26} Paragraph 82
4.73 We do not believe there is evidence to meet the exceptional circumstances required by the NPPF to justify the establishment of a Green Belt for Norwich. This is because:

- A **wide Green Belt** surrounding the Norwich urban area and inner settlements would have a significant impact on the delivery of sustainable development by restricting growth in those towns and villages that are closest to Norwich and are best placed to make the fullest possible use of public transport, walking and cycling. It would instead create a long term approach lasting beyond the plan period which focuses growth on areas further away from the city, generates longer journeys and could create affordability issues by restricting the supply of housing closer to the main areas of demand;

- A **narrow Green Belt** between Norwich and the first ring of larger settlements would prevent development between Norwich and its nearest towns and villages, but would increase pressure on those villages and towns in the longer term. This could have a significant impact on the form, character and appearance of those towns and villages, and the countryside that surrounds them;

- **Green Belt wedges** would most likely be based on the current plan approach of landscape protection zones around the Southern Bypass, and potentially...
the NDR, existing Strategic Gaps, the protection of river valleys and the preservation of undeveloped approaches to Norwich. This approach would reduce the impact on providing for sustainable locations for development. Since current local plan policies are directly aimed at, and have been broadly successful in, protecting these areas it would be very difficult to meet the Government’s requirements set out in paragraph 4.70 above.

4.74 However, we will need to ensure that the strong protection policies for our landscape and environmental assets in current plans are carried forward and strengthened where necessary. This includes landscape protection zones around the Southern Bypass (and potentially the NDR), retaining existing Strategic Gaps, the protection of river valleys and the preservation of undeveloped approaches to Norwich as set out in option LA1 on page 104 of this document.

Question

13. Do you support the establishment of a Green Belt? If you do, what are the relevant “exceptional circumstances”, which areas should be included and which areas should be identified for growth up to and beyond 2036?

Norwich City Centre

Context

4.75 The NPPF promotes a town centres first approach, placing a strong focus on ensuring the vitality of centres.

4.76 Norwich’s vibrant, attractive, historic city centre plays a pivotal role in the economic success of Greater Norwich. The city’s significance as an economic driver and attractor of investment of skilled labour is extremely important to Greater Norwich’s economy. The plan needs to strengthen these roles and support regeneration of the city centre as the strategic hub for shopping, leisure, culture and tourism, as an employment and education location and as an attractive place to live. A high quality city centre will continue to attract innovative knowledge based industries to the centre itself and to Greater Norwich as a whole.

4.77 In addition to identifying development sites, a range of other policies will be needed to help to attract investment. These will broadly continue the approach taken in the JCS. The approach will cover improvements to sustainable access, green infrastructure and the public realm, promotion of high quality development to protect and enhance the city’s historic assets, support for the city’s distinctive cultural, retail and leisure offer, improvement of air quality and promotion of the regeneration of brownfield sites to provide more jobs, homes and services.

4.78 Discussions at the issues workshops focussed on issues related to parking and recent changes to access to the city centre, which were largely welcomed. There was some
support for restrictive retail policies, but some suggested policies should be more flexible, allowing restaurants and shops to locate within the city centre without restriction. The importance of the redevelopment of Anglia Square, possibly including some convenience offer, was also emphasised.

**Defining the city centre area**

4.79 The JCS currently defines a broad city centre with different areas for retail, leisure and office uses. The broad area lies inside the city walls, along with the area around Sainsbury’s south of Queens Road, Riverside, the railway station and the area around Norwich City’s football ground. This area is shown on the map in appendix 2. The most likely areas which could be included in the city centre are:

- Land to the west of the Inner Ring Road between Dereham Road and the Barn Road roundabout;
- Land near the River Wensum to the east of Norwich City Football Club (Laurence Scott Electromotors, the Utilities Site and the Deal Ground).

**Options**

<table>
<thead>
<tr>
<th>Option CC1 Retain the current definition for planning purposes of the city centre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retaining the current city centre boundaries would encourage intensification of city centre uses within the currently defined area, enabling the centre to remain relatively compact, vital and vibrant and to continue to be well served by public transport.</td>
</tr>
<tr>
<td>A positive approach to identifying sites for city centre uses within the currently defined centre would enable appropriate sites for jobs, homes and services to be identified. In addition, the recent trend to make more intensive use of existing buildings, most particularly shops and offices, could be further encouraged.</td>
</tr>
<tr>
<td>Effective design policies could continue to ensure that intensification does not affect the historic character of the city centre. This could be done through continued use of the City Centre Conservation Area Appraisal, with updating it if necessary.</td>
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<tr>
<td>This is the favoured option.</td>
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<thead>
<tr>
<th>Option CC2 Enlarge the area defined as the city centre</th>
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</thead>
<tbody>
<tr>
<td>The limited amount of space and sites within the currently defined city centre may not be able to provide for the increased need for city centre functions identified in the evidence base without intensifying the use of land, which risks having a negative impact on the historic character of the city.</td>
</tr>
<tr>
<td>If locations cannot be identified for city centre uses such as retailing in the currently defined centre, there is a risk that more out of town development could take place which could undermine city centre vitality and viability in the long term. However, extending</td>
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</table>
town centre uses could also encourage less intensive, car based, land hungry development which would be more difficult to serve effectively by public transport. This is a reasonable alternative.

Question

14. Should the area defined as the city centre be extended?

Strategic city centre policy

4.80 Given the town centres first focus of national policy, the importance of the city centre to the economy of Greater Norwich as a whole and the enhanced potential for accessing external sources of funding when strategic planning policies for centres are in place, there is a clear need to have a strategic policy to guide development in city centre. The city centre policy should identify the amount of land needed for retail, leisure, and commercial development and allocate sites where possible. The policy should also include a vision for the city centre, with strategic priorities, to highlight aspirations and opportunities for the city centre to help increase Greater Norwich’s profile at the national and international level. This vision would cover key objectives including:

- increasing employment, particularly in high value growing sectors;
- increasing the residential population;
- enhancing the retail offer;
- maximising the tourism and leisure opportunities;
- creating a regional learning and innovation centre;
- enhancing connectivity, providing vehicular access to jobs, homes and shops, a public transport hub for the area and a green, walkable, cycle friendly centre.

The vision would be in parallel to, and informed by, collaborative work with other key city centre partners, including the Business Improvement District (BID). By combining a strong vision with site allocations and working with key partners, the GNLP can assist in providing a common marketing narrative for the city centre which could help to secure investment, and provide a focus for public/private partnerships, enabling better use to be made of land and providing support for economic growth sectors. The vision could also provide the hook for supplementary planning documents to be developed for specific issues, such as providing a public realm and green infrastructure strategy which could identify specific locations for improvements.

Question

15. Do you support the approach to strategic planning for the city centre in 4.80 above?
Specific city centre issues and questions

4.81 There are a number of specific city centre issues identified through evidence studies and experience of implementing the JCS which need to be addressed. These specific issues are followed by focussed questions below.

City centre offices

4.82 Office provision in the city centre has fallen by 8% since the start of the JCS planning period in 2008. The reduction is largely due to recessionary pressures and poorer quality office stock being converted to residential uses through changes in national planning policy making such conversions permitted development. There has also been limited market demand for speculative development of high quality offices, competition from new offices on the edge of the city and intensification of use in many remaining city centre offices.

4.83 The Retail, Employment and Town Centres Study, along with other evidence, identifies a more positive picture for the potential future of office based employment in the city centre. The enhanced growth forecast shows an estimated additional demand to 2036 for Greater Norwich as a whole of around 170,000 sqm of B1a (offices)/b (R+D) floorspace which rises to 340,000 sqm if windfall losses and churn are taken into account. While a significant amount of this demand will be accommodated at NRP and on out of centre business parks, a large proportion should be allocated in the city centre to help sectors based in the centre to grow, to realise sustainability benefits and achieve the economic benefits of agglomeration.

4.84 The evidence shows that the character of the city centre and its office stock is suited to the further development of knowledge intensive businesses. Such businesses typically form clusters in central locations which support face-to-face working and provide amenities. As a result, the main city centre growth sectors to 2036 are identified as digital, cultural and creative industries and financial services (particularly “FinTech” businesses).

4.85 Digital, cultural and creative industries are one of the fastest growing sectors in the UK, with Norwich having one of the most highly concentrated and diversified creative industry clusters, employing nearly 7,000 people in 2016. Many digital tech businesses are international in their outlook. Norwich University College of the Arts (NUCA), City College, the EPIC TV studios and incubation space for creative businesses have the capacity to stimulate development of the sector by providing creative expertise and skilled labour.

27 Digital, cultural and creative industries are based on individual creativity, skill and talent, including publishing, art, all types of design, creative writing, film, broadcasting, fine art, advertising, public relations and marketing.

28 FinTech companies leverage new technology to disrupt traditional financial services markets by creating new financial services, delivery channels, products and models. This includes any technological innovation in the financial sector, retail banking, insurance and investment.
4.86 The strategic approach for the city centre therefore needs to play to its strengths by prioritising investment in these businesses to maximise job creation and support competitiveness.

4.87 Such an approach will also support the growth of other employment sectors which do not locate in city centres by providing a vibrant hub to attract business into Greater Norwich as a whole.

4.88 To enable the growth of a broad range of knowledge based and other businesses, both high quality grade A office space and more affordable and flexible “start-up” and “grow-on” facilities need to be provided in the city centre, potentially through public/private partnerships. These could either take the form of mixed use or stand-alone employment developments.

4.89 The current JCS identifies primary office development locations as Anglia Square, the St Stephens area, Barrack Street/Whitefriars, Barn Road, and the King Street/Rouen Road/Mountergate area. Other policies allocate sites for office uses and require some office provision in all developments.

**Question**

16. What should the plan do to reduce office losses and promote new office development in the city centre?
Retailing

4.90 Norwich is very high in the national retail rankings, at 13\textsuperscript{th}. The high ranking is based on a strong and attractive retail offer and the city’s large hinterland with a growing population, with the main competing centres being some distance away.

4.91 Due to its large size, the JCS divides the city centre into inter-dependent retailing areas with different functions. As well as the central Primary retail area with its focus on providing locations for large scale retailers, the key diagram identifies a number of shopping areas around the city centre as “Other shopping areas”. These areas include:

- Specialist retailing areas at Norwich Lanes, Elm Hill and Magdalen Street, promoting smaller scale, independent retailers and tourism functions;
- The Large district centres (LDCs) centred on Anglia Square and Riverside, which meet everyday shopping needs and a mix of other activities;
- The Sainsbury supermarket at Queens Road;
- The Cathedral Retail Park/ Barn Road – a warehouse, car based retail area.

4.92 Despite retaining a strong centre, rather than the JCS target of a 30,000 m\textsuperscript{2} increase in comparison\textsuperscript{29} floorspace to 2016, there has been a decrease of 3,500 m\textsuperscript{2} (around 2\%) since 2011. This is largely due to diversification of uses and an expansion of the leisure economy which has led to major growth in the number of cafés and restaurants at the expense of shops, especially in the secondary areas of the city centre.

4.93 At the same time there has been a significant rise in small scale retailing units selling everyday goods around the centre and significant growth of independent retailers, resulting in low vacancy levels in specialist retail areas. Large scale retail investors in the city centre have largely concentrated on the intensification of use of existing retail units rather than new build.

4.94 Sites to meet the planned growth of retailing were allocated in the Norwich Site Allocations Plan, while JCS and development management policies also promote intensification of uses in the city centre and expansion where necessary\textsuperscript{30}.

4.95 Recent GNLP evidence shows there is a degree of over-supply of floorspace in the short term but that around 11,000 square metres of additional comparison retail floor space will be required in the Norwich urban area by 2027. Forecasting

\textsuperscript{29} The former definition of comparison retailing in the now superseded PPS7 was “the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods”.

\textsuperscript{30} Remaining sites including allocations for retailing are at Barn Road car park, St Stephens Street and Westlegate. In addition there are mixed use allocations including the potential for some retail development at Ber Street; Rose Lane/Mountergate; King Street; Duke’s Wharf; Pottergate car park; Land to the rear of City Hall and Chantry car park.
floorspace need beyond 2027 is too unreliable to determine the need for allocations for the whole plan period.

4.96 National policy supports markets. Norwich market has been fairly successful in supporting different types of businesses and temporary markets are held elsewhere at times.

**Question**

17. **What should the plan do to promote retailing in the city centre?**

**Leisure and the Late Night Activity Zone**

4.97 In line with national trends, there has been significant growth in café / restaurant and bars/night clubs sector in the city centre since 2008. The current policy approach distinguishes between the early evening and the late night economy. It promotes extending early evening uses across the city centre, identifying a leisure area. As a means of managing potential conflict between late night activities and residential and businesses uses, a more restrictive approach to late night activities is taken, focussing them at Riverside, Prince of Wales Road and Tombland. While management measures have been introduced through licensing, the separation of residential and late night uses has become less enforceable due to changes in national policy, and the market for night clubs appears to be declining.

**Question**

18. **Should the focus for late night activities remain at Riverside, Prince of Wales Road and Tombland or should a more flexible approach be taken?**

**City Centre Housing**

4.98 The amount of housing in the city centre has risen significantly in recent years\(^{31}\). Delivery will be further boosted in the near future with a number of large scale allocated sites under construction or likely to commence soon.

4.99 Windfall is likely to provide a further contribution, possibly including dwellings provided through office conversions granted prior approval as permitted development. The level of this contribution will be partially dependent on the plan’s approach to the loss of offices.

4.100 Housing is often provided as part of mixed use development and family housing has been specifically promoted on some sites to achieve a social mix. A number of sites allocated for mixed use development including housing have now been developed, or are being proposed for, new student accommodation.

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\(^{31}\) There was a 45% increase in the number of homes in the city centre between 2001 and 2011, rising from 4,881 to 7,087, with more built since.
4.101 The GNLP will need to balance providing new homes in highly sustainable brownfield city centre locations with ensuring sufficient land is available for other city centre functions.

4.102 Housing commitment in the city centre on sites of 5 or more units, along with sites submitted through the Call for Sites (which are in some cases for an intensification of uses), are set out on in the Site Proposals document.

**Question**

19. What should the plan do to promote housing development in the city centre?

**Air quality**

4.103 Norwich city centre has a legally required Air Quality Management Plan. Recent road changes have been implemented to reduce through traffic and air pollution, with further measures planned such as improvements to public transport, walking and cycling facilities. The current approach in the JCS focusses growth in appropriate locations to reduce the need to travel and enable public transport use and development management policies require school and workplace travel plans, promoting alternative fuel use and supporting car sharing and car club schemes. This issue is covered further in section 6.

**Cultural, Visitor and Education facilities**

4.104 Cultural and visitor facilities, along with education, are planned as focuses for city centre development.

4.105 The NPPF identifies concert halls and conference facilities as main town centre uses. A JCS evidence study identified potential to provide a new medium scale conference and concert facility in the city centre, either by conversion or new build. Whilst there remains an aspiration in some parts of the community for such a facility, no market interest has been shown in developing a site.

4.106 A number of new hotels have opened in recent years and Norwich city centre is an important tourism destination.

4.107 New education facilities have been provided in the city centre for NUA, City College and free schools in recent years, largely through building conversions.

**Question**

20. How can the plan best support cultural, visitor and educational uses in the city centre?
Remainder of the Norwich Urban Area and the Fringe Parishes

4.108 Current policy for Greater Norwich\textsuperscript{32} covers a broad range of issues for the suburbs and built up parts of the fringe parishes, recognising that this area is home to a significant number of people, businesses and environmental assets. The area also provides vital links between the city centre and the surrounding area and opportunities for redevelopment, regeneration and enhancement.

4.109 Specific policies in the JCS and other plans cover areas identified for large scale growth such as the North East Growth Triangle.

4.110 Significant development and enhancements have taken place in the area in recent years. These include employment expansion (particularly at the NRP and Broadland Business Park), new community facilities (including those at Cringleford, Queens Hills and Costessey), green infrastructure improvements (such as at Mousehold Heath and the Yare Valley) and cycle and bus facilities. In addition, a number of new educational establishments have opened, including the University Technical College Norfolk at Harford Bridge and the International Aviation Academy adjacent to the airport. New schools have been opened and others have been improved.

4.111 Further projects are in the pipeline, particularly for the green infrastructure, cycling and bus networks.

Option

<table>
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<tr>
<th>Option UA1 Policy for the remainder of the urban area and the fringe parishes</th>
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The favoured option is to continue the current approach of supporting:

- Regeneration of suburbs, with North, West and East Norwich being priorities;
- Well-designed development which improves townscape, retains character, improves gateways and increases densities where appropriate;
- Further development of the green infrastructure network, including protecting the landscape setting of Norwich and re-establishing heathland habitats;
- Retaining and improving local jobs;
- Promotion of Norwich as a learning city;
- Retention and enhancement of local services;
- Transport improvements (including measures associated with completion of the NDR such as area wide traffic restraint and improvements to the walking, cycling and bus networks).

\textsuperscript{32} JCS policy 12
Question

21. Do you support Option UA1 for the remainder of the urban area and the fringe parishes?

The Rural Areas

4.112 Whilst Norwich and its suburbs are clearly a very significant part of Greater Norwich, most of Broadland and South Norfolk is very rural in character. Market towns play a vital role in the rural economy, with most having a wide hinterland encompassing larger villages, smaller hamlets and open countryside. The services they provide (schools, shops, public transport, employment opportunities, healthcare, etc.) serve not only their own residents, but those for many miles around. These settlements are therefore “engines” of rural growth and prosperity and it is important that they are enabled to grow and thrive.

4.113 Smaller settlements, such as Key Service Centres (KSCs) and Service Villages, play a similar role to market towns, albeit at a smaller scale. Most current KSCs have a high school, and most Service Villages have a primary school, for example. Other Villages have fewer local facilities, and so tend to look to Service Villages, KSCs and Main Towns for some services.

4.114 In some rural parts of Greater Norwich, nearby villages can in effect “share” some services – the primary school may be in one village, a GP surgery in a second village and a food shop in a third. In this way, some “groups” of villages may, together, provide a higher range of services than each does alone.

The Main Towns

4.115 The four Main Towns of Aylsham, Diss, Harleston and Wymondham play a key role in the life of the area, supporting the economy and providing jobs and services to wide catchments. The Main Towns already have significant commitments of 3,500 homes and with a good range of services all the Main Towns provide opportunities for further growth. The amount of additional growth in each will depend on the growth option chosen, delivery of existing commitment and locally specific infrastructure constraints and opportunities.

Aylsham

4.116 Aylsham has a vibrant town centre which supports a sizable number of retail and service businesses. The historic core of Aylsham is a conservation area with numerous listed buildings particularly around the Market Place and Red Lion Street, and north of the centre to Millgate.

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33 Excluding Long Stratton which will become a Main Town when planned growth is delivered
The main access to Aylsham is via the A140, with the town centre by-passed to the east, west and south. Access to most of the remainder of the Greater Norwich area and beyond will be improved with the opening of the NDR.

There are a number of recreational opportunities in or near the town including a recreation ground on Sir Williams Lane, a new football facility at Woodgate Farm, the Bure Valley Way, the Marriotts Way and facilities at Blickling Hall. New development is likely to be able to support additional recreational facilities.

Blickling Hall, with its 384 hectares of historic parkland and woodlands, is one of the wooded estatelands which characterise much of the landscape around Aylsham. The Bure river valley forms a second landscape character area which limits expansion to the north and east, while there are fewer constraints to the west and south of the town.

Aylsham has seen a significant number of homes built since 2008. Current commitments total 350 homes, with the development of allocated sites progressing well. There is continuing strong market interest in developing housing in Aylsham. Five proposed housing sites have been submitted around the town through the Call for Sites, totalling 58 hectares in area.

The 55 hectare Dunkirk Industrial Estate lies to the north east of Aylsham and includes two long term allocations. There has been limited new development on these in recent years and speculative development is considered unviable.

There is a good range of services and facilities within the town including primary and secondary education. There are two GP surgeries and a dentists in Aylsham, all of which are still accepting patients.

In the past waste water disposal issues have been identified as having the potential to constrain further large scale growth at Aylsham as it is located close to internationally designated wildlife habitats in the Broads. Recent work with the Environment Agency and Anglian Water in connection with planning permissions and allocations in Aylsham has shown that bespoke solutions for water management are suitable for the current amount of commitment, but the capacity for growth could be limited.

Diss is at the southernmost part of the GNLP area on the border with Mid-Suffolk. It is close to the crossroads of the A140 and A143 and is on the Norwich to London railway line. Much of the older historic development of the town has been along Victoria Road, parallel to the River Waveney, with the settlement having subsequently developed northwards. The built up area around Diss also extends into the adjoining parish of Roydon, which is itself a Service Village.
4.125 Diss has an attractive conservation area at its core, with an exceptional concentration of listed buildings. As well as including the core of the town centre, the conservation area extends around a series of particularly important and distinctive open spaces at: The Mere and adjoining Diss Park; the Parish Fields; Mount Street Gardens; Rectory Meadow; and Fair Green. A separate conservation area covers an area of Victoria Road.

4.126 To the south of the town is the River Waveney which is a natural restriction on growth in that direction. To the east of Diss the landscape and tributary streams of the Waveney potentially limit expansion in this direction.

4.127 The commitment for Diss and Roydon is 319 homes. Diss has experienced steady growth over recent years. There are no known barriers to the delivery of the current commitments, which are expected to be completed by 2020, indicating that there would, in housing market terms, be scope for early delivery of additional sites. Fourteen proposed housing sites have been submitted around Diss and Roydon through the Call for Sites, totalling 51 hectares in area.

4.128 Traffic issues have long been a significant local concern. The scale of growth in the town will be partly dependent on how additional pressure on the historic town centre could be absorbed, both in terms of traffic capacity on the A1066 which runs through the town from west to east and also the ability to serve any additional development.

4.129 Relative to its size, Diss offers a wide range of employment opportunities, with two significant employment areas close to the station. The current local plan allocates a total of 15 hectares of employment land, a mixture of new allocation and already permitted or allocated sites. There are no known barriers to the delivery of the current commitments, although the town is close to the Mid-Suffolk Business Park at Eye Airfield, where land is allocated for in excess 100 hectares of employment, and which could affect the overall market in the area.

4.130 Diss has the second largest number of shops and services in Greater Norwich after Norwich. These serve a wide hinterland in the south of Norfolk and the north of Suffolk. Diss High School Academy includes a sixth form and there are no known capacity issues in terms of accommodating the current growth of Diss and the surrounding villages. The two GP practices in Diss are currently accepting new patients, as is one of the dental practices.

4.131 There is a good range of community facilities within the town including the leisure centre (with gym and swimming pool), library and community and arts venues such as the Corn Hall and the Youth and Community Centre. Recreation facilities are provided at the Sports Ground with dedicated facilities provided by the larger sports clubs at Diss Town F.C. and Diss R.F.C. at Roydon. However, if identified for large-scale development detailed investigation would be needed into what facilities could be expanded, and the impact of nearby smaller settlement that rely on Diss.
4.132 With its employment opportunities, good transport links and extensive hinterland, Diss could sustain further development. However, the amount of growth at Diss may be limited by its road capacity and landscape issues.

Harleston

4.133 Harleston is in the south of the GNLP area, bordering Mid-Suffolk. It is close to, and primarily accessed by, the A143. Harleston is an historic market town and employment centre serving a relatively wide local catchment. It is a compact town set between two river valleys, with the River Waveney providing the setting to the south of the town.

4.134 The town centre, which contains a number of former coaching inns and courtyards, is a conservation area. Residential estate development outside the centre has incrementally increased the population of the town, though it remains compact. The A143 to the south and east constrains growth in those directions. Starston Beck and a sewage treatment plant to the north of the town also form growth constraints, while there are fewer constraints to the west.

4.135 The commitment in the whole parish of Reddenhall with Harleston is 157 dwellings. Market interest in Harleston has been limited with three proposed housing sites submitted around the town through the Call for Sites, totalling just 2 hectares in area.

4.136 The centrally located supermarket, the strong independent retail offer and the distance from other market towns mean that Harleston is likely both to continue to support a fairly wide local catchment for day-to-day shopping needs and to draw day visitors from further afield for leisure shopping trips.

4.137 Traffic issues and parking are a significant local concern. The scale of any additional growth in the town will need to take account of how additional pressure on the historic town centre could be addressed. Surface water flooding has also been an issue in the town centre.

4.138 The leisure centre, church, community hall, school and GP practice are all within close proximity of the town centre. The GP practice and the dentist are currently accepting new patients. Capacity to extend the primary school and the high school has not been confirmed, but as the high school is on the edge of the built-up area, expansion may be possible.

4.139 The potential for additional expansion may be limited by the likely need for a new water supply to serve additional growth and the limited number of submitted sites.

Wymondham

4.140 Wymondham is the largest settlement in the GNLP area outside Norwich and one of the main towns on the Cambridge-Norwich Tech Corridor. Due to its location and
wide range of services and facilities the town has experienced steady growth over recent years.

4.141 Wymondham is currently the largest South Norfolk growth location. The parish, which includes the smaller settlements of Suton, Silfield and Spooner Row, has an outstanding commitment of 2,674 dwellings. All of the main committed sites are have commenced development and are due to be completed by 2026. Despite some significant infrastructure requirements, such as improvements to access under the railway bridge, there are no known barriers to the timely completion of this development. Twenty-five proposed housing sites have been submitted around the town through the Call for Sites, totalling 593 hectares in area. In addition, a site for a new settlement between Wymondham and Hethel of 364 hectares been submitted for consideration (see paragraph 4.63).

4.142 The location of the town and the high-quality of services (especially schools) means housing market is strong, as exemplified by both allocated and non-allocated sites being developed currently and in recent years. Constraints to further large-scale housing include:

- secondary school capacity;
- the setting of the Grade I listed (and nationally significant) Wymondham Abbey;
- the protection of the setting of the town, particularly the character of the river valleys and maintaining the separate identities of the settlements on the A11 corridor; and capacity to expand the town centre.

4.143 A new primary school is proposed as part of the South Wymondham development, replacing the existing Browick Road School. However the continued growth of the town is likely to require further consideration of primary school provision.

4.144 Wymondham High School Academy is on a ‘land-locked’ site; the school has a development plan which maximises the potential of the existing site to accommodate the majority of planned development to 2026, however beyond this there are critical issues in relation to secondary school capacity which need to be addressed before any further growth is considered. Additional secondary school provision exists at Wymondham College, Morley, south of the town. Whilst there is no immediate capacity at the school, it is on a site where additional space could be provided. However, depending on the sites chosen for growth at Wymondham, the College could be a considerable distance from new housing, and distant from other services, facilities and employment. At present the admissions arrangements for the College are different to other secondary schools which could also complicate the situation.

4.145 The historic core of Wymondham has an extensive conservation area with a large concentration of listed buildings, centred on the Market Cross. Particularly important to the townscape are the setting and views of the grade 1 listed abbey. The development of Wymondham, predominately to the north and east of
the historic centre, means that from the Tiffey Valley, Wymondham still has the ‘sense of a small historic town set in a rural landscape’. To the north and east of the town centre there are large areas of estate-scale development from the mid-20th century onwards, which is still continuing today, as well as large commercial and employment buildings, particularly around Gateway 11.

4.146 Wymondham is close to the expanding employment area at Hethel. Improved connectivity between Wymondham and Hethel is a key area for improvement. A 20 hectare allocation has been made at Hethel specifically for ‘uses associated with, or ancillary to, advanced engineering and technology based business’. The allocation relates to the existing businesses at Group Lotus and Hethel Engineering Centre.

4.147 The historic pattern of growth means that there has been little pressure on the countryside between Wymondham and Spooner Row; conversely there has been significant pressure on the remaining countryside between Wymondham and Hethersett, leading to the designation of this area as a Strategic Gap. The gap also includes the historic Kett’s Oak.

**Long Stratton**

4.148 It is anticipated that Long Stratton, which is currently classified as a Key Service Centre rather than a Main Town, will be re-classified as a Main Town once planned growth of around 2,000 homes takes place as it is anticipated that there will be a consequent growth in services. However, the potential for additional growth beyond that proposed through the AAP could be limited by waste water treatment issues. Two sites have been proposed in Long Stratton through the Call for Sites totalling 11 hectares.

**Question**

22. Do you know of any specific issues and supporting evidence that will influence further growth in the Main Towns?

**Settlement Hierarchy**

4.149 The Greater Norwich settlement hierarchy will group places together according to the availability of services and facilities, access to employment and opportunities for sustainable and active travel. Places that have similar characteristics are grouped in the same level of the hierarchy. In this way, the hierarchy helps to ensure that growth is distributed according the range of supporting services and infrastructure that are available in a particular location.

4.150 This approach is consistent with the NPPF which favours prioritising growth in settlements where it is supported by existing services, facilities and infrastructure,

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34 Wymondham Area Action Plan paragraph 2.6
35 South Norfolk Local Plan, HETHEL1
has the strongest links between homes and jobs and where opportunities for sustainable transport are maximised.

4.151 In order to maintain the vitality and viability of settlements and enhance choice and competition in the market of land for housing across Greater Norwich, it is however important that growth is distributed across the whole of the hierarchy, not just in those places at the top of it. Options for the distribution of growth to different levels of the Settlement Hierarchy are set out in paragraphs 4.65 to 4.66 of this consultation document.

**Options for Defining the Settlement Hierarchy**

4.152 A settlement hierarchy is identified in current JCS policy.

4.153 The existing hierarchy has six tiers:
- 1. Norwich Urban Area
- 2. Main Towns
- 3. Key Service Centres
- 4. Service Villages
- 5. Other Villages
- 6. Smaller Rural Communities and the Countryside

4.154 The top three tiers have well defined criteria which it is not proposed to change. However, in order to enable more growth to support the social sustainability of smaller villages and the countryside, we are considering combining tiers 4 to 6 of the hierarchy so that they become a single tier, “Village Groups”.

4.155 Village Groups are based on the premise that neighbouring villages share services. The implication of Village Groups is that villages or hamlets with few or no services would be considered suitable for growth if services could readily be accessed in neighbouring settlements. We are consulting both on whether this is a suitable approach and how it could work in practice.

4.156 As part of the possible changes to the settlement hierarchy, we are also considering changing the title of tier 3 from Key Services Centres to Service Centres.

4.157 Under either option, additional growth could come from windfall development, the scale of which will depend on the approach taken (see options AH7 and 8).

4.158 The two reasonable alternatives, as set out in detail in figures 5 and 6 below, are:
Options

<table>
<thead>
<tr>
<th>Options</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH1</td>
<td>Have a 6 tiered hierarchy&lt;br&gt;This would broadly be a continuation of the current approach, with some changes in the detail for tiers 4 to 6. The amount of growth that would take place in the different tiers of the hierarchy would be dependent on the scale and range of services.</td>
</tr>
<tr>
<td>SH2</td>
<td>Have a 4 tiered hierarchy including Village Groups as tier 4.&lt;br&gt;This would be a new approach. While tiers 1 to 3 would be the same as Option SH1, all remaining parishes below tier 3 would be amalgamated into Village Groups.</td>
</tr>
</tbody>
</table>

Figure 5 Proposed settlement hierarchy – Option SH1

<table>
<thead>
<tr>
<th>Hierarchy tier</th>
<th>Locations and settlements</th>
<th>Criteria and growth considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Norwich Urban Area</strong></td>
<td>Norwich, the built-up parts of the fringe parishes of Colney, Costessey, Cringleford, Trowse, Thorpe St Andrew, Sprowston, Old Catton, Hellesdon, Drayton and Taverham and the remainder of the Growth Triangle.</td>
<td><strong>Defining criteria</strong>&lt;br&gt;Access to a full range of high level and day-to-day services and employment opportunities. <strong>Growth considerations</strong>&lt;br&gt;Therefore suitable for infill (within defined development boundaries) and housing allocations, the scale of which would be dependent on site availability, the growth option chosen and local environmental and infrastructure considerations.</td>
</tr>
<tr>
<td><strong>2. Main Towns</strong></td>
<td>Aylsham, Diss (including Roydon), Harleston and Wymondham</td>
<td><strong>Defining criteria</strong>&lt;br&gt;Local access to range of day-to-day services and employment (schools; healthcare facilities; retail, including a supermarket; comparison goods shopping; a range of employment; other services; and frequent public transport). <strong>Growth considerations</strong>&lt;br&gt;Therefore suitable for infill (within defined development boundaries) and housing allocations, the scale of which would be dependent on site availability, the growth option chosen and local environmental and infrastructure constraints.</td>
</tr>
<tr>
<td><strong>3. Service Centres</strong></td>
<td>Acle, Blofield, Brundall, Hethersett, Hingham, Long Stratton, Loddon/Chedgrave, Poringland</td>
<td><strong>Defining criteria</strong>&lt;br&gt;Local access to some services and employment opportunities (a primary school; an accessible secondary school; healthcare facilities; day-to-day retail and services; local employment; frequent public transport). <strong>Growth considerations</strong></td>
</tr>
</tbody>
</table>

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36 As stated in paragraph 4.45 and 4.148, Long Stratton is currently a KSC, but with the planned growth it is anticipated that the consequent growth in services will make it a Main town.
<table>
<thead>
<tr>
<th><strong>Framingham Earl, Reepham and Wroxham</strong></th>
<th>Therefore broadly suitable for infill (within defined development boundaries) and housing allocations, the scale of which would be dependent on site availability, the scale and range of local services (higher levels of growth would tend towards locations with a secondary school); the growth option chosen; access to Norwich; and local environmental constraints.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>4. Service Villages</strong></td>
<td>See Appendix 3</td>
</tr>
<tr>
<td><strong>Defining Criteria</strong></td>
<td><strong>A Service Village must have:</strong> Access to four key services (<strong>accessible primary school</strong>, village hall, food shop and journey to work by public transport). <strong>Or</strong> Availability of at least six services from a menu of 12, <strong>which must include an accessible primary school</strong>. The other services are: post office, village hall; food shop; pub; pre-school facilities; petrol station; outdoor recreation; community groups; employment; healthcare facility; journey to work by public transport. <strong>Growth considerations</strong> Service Villages would be suitable for: • infill within (potentially enlarged) development boundaries; and • Housing allocations, the scale of which would be dependent on the growth strategy chosen, the scale and range of local services.</td>
</tr>
<tr>
<td><strong>5. Other Villages</strong></td>
<td><strong>Defining criteria</strong> Has a basic range of services. This is generally a primary school and village hall, although regard will be had to a range of other services. <strong>Growth considerations</strong> Suitable for infill development within a defined development boundary and, where there is an <strong>accessible primary school</strong>, small scale housing allocations.</td>
</tr>
<tr>
<td><strong>6. Smaller Rural Communities and the Countryside</strong></td>
<td><strong>Defining criteria</strong> Those areas, including villages, not in one of other categories of the hierarchy. <strong>Growth considerations</strong> Typically unsustainable for growth. Therefore, suitable only for farm diversification, home working, small-scale and medium-scale commercial enterprises where a rural location can be justified, including limited leisure and tourism facilities.</td>
</tr>
</tbody>
</table>

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37 Within 2 miles with safe walking facilities

51
Figure 6 Proposed settlement hierarchy – Option SH2

Tiers 1 to 3 would be the same as Option SH1, except that “Key Service Centres” would be re-named “Service Centres”.

Tier 4 Village Groups
All remaining parishes would be placed into Village Groups. Village Groups are based on the premise that neighbouring villages share services. The implication of Village Groups is that villages or hamlets with few or no services would be considered suitable for growth if services could readily be accessed in neighbouring settlements. We are consulting both on whether this is a suitable approach and how it could work in practice.

Questions

23. Do you agree with the approach to the top three tiers of the hierarchy?

24. Do you favour option SH1, and are the villages shown in appendix 3 correctly placed?

25. Do you favour the Village Group approach in option SH2? And
   a) What criteria should be used to define groups?
   b) Which specific villages could form groups?
   c) How could growth be allocated between villages within a group?

The Influence of the Norwich Urban Area

4.159 The concentration of jobs, services, facilities and travel options available in the Norwich Urban Area and its surroundings will continue to exert an influence on its surrounding area. In recognition of this influence, there has long been a policy approach called the Norwich Policy Area (NPA) which focusses development primarily in and around the urban area. This is consistent with the Core Principles in the NPPF. However, different approaches could also be consistent with national policy.

4.160 The NPA originated in strategic plans (the Norfolk Structure Plan, the East of England Plan and the JCS) to enable a co-ordinated approach to the allocation of sites in local plans produced individually by the three districts. In the JCS the NPA is described as “a long-standing local planning area used to ensure that growth needs arising from the Norwich Urban Area are addressed as close to it as possible.”

4.161 The NPA plays a role in promoting the economic strength of Norwich and its surrounding area, demonstrating the collective importance of the area and showing the scale of housing and jobs growth with a focus on Norwich. It is also the same as the NATS area used for transport planning.

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38 NPPF Paragraph 17
4.162 A number of ongoing changes in the area may affect consideration of whether there is a future role for the NPA. For example, the construction of the NDR, the changes to the office market in the city centre (particularly the loss of floor space), the City Deal and changes in working practices and commuting patterns enabled by advances in digital and other new technologies.

4.163 The GNLP could continue to identify an area in and close to Norwich in which the strongest influence of, and closest proximity to, the urban area is specifically recognised. This would provide continuity and could be useful in providing data for promotional purposes for economic development and in attracting investment.

4.164 However, as the GNLP will be a comprehensive local plan, encompassing both strategic planning policies and the allocation of sites, it is an option not to have a policy akin to the NPA, as the settlement hierarchy and allocations that will be included in this plan will determine the distribution of development.

4.165 Currently, the NPA is used as an area for measuring housing land supply, with the remaining parts of Broadland and South Norfolk treated as two separate areas. The NPPF requires needs to be met within the Housing Market Area (HMA). The SHMA identifies HMAs based on commuting patterns and migration. The whole of Greater Norwich and parts of Breckland and North Norfolk comprise the Central Norfolk HMA. The SHMA also identifies a Core Area as a functional HMA which is somewhat larger than the NPA but smaller than Greater Norwich. However, none of the other settlements in the surrounding area are sufficiently self-contained to establish separate functional housing market areas; they each have well-established links with the Norwich Core HMA in terms of both migration and travel to work.

4.166 On the basis of the available evidence, the SHMA concludes that the actual HMA is a geographically larger area than the Core Area and that an HMA based on the three Greater Norwich authorities would satisfy the requirements for defining a functional housing market area\(^39\). As the NPA is smaller than the Core Area it can also be considered too small to be an HMA.

4.167 The Government’s proposed methodology for calculating housing need is entirely predicated on establishing need at the level of the local authority. It supports joint plans. These should use the proposed approach to produce a single assessment of the housing need for the area as a whole based on the sum of the local housing need for each local planning authority.

4.168 Based on the evidence of the SHMA, and existing and emerging national policy, retention of the NPA or a similar area for measuring 5 year land supply is considered to be unreasonableness.

\(^{39}\) SHMA pages 137-138
4.169 If the GNLP were to have a Norwich centred policy area for other purposes, it could be based on the current NPA boundary\textsuperscript{40} or could be modified to different boundaries.

4.170 Having regard to the above text, both retaining and not having a Norwich centred policy area are considered to be \textit{reasonable alternatives}.

Question

26. Do you support a Norwich centred policy area and, if so, why and on what boundaries?

\textsuperscript{40} See map in appendix 4 of the ICS.
SECTION 5 - IDENTIFYING DEVELOPMENT SITES

5.1 As well as providing a growth strategy, the plan will also need to identify the suitable sites to accommodate that development. To start the process of identifying the additional sites to fulfil requirements a ‘Call for Sites’ was held.

Call for Sites

5.2 The Greater Norwich authorities undertook the Call for Sites between 16 May and 8 July 2016, with sites submitted after this date up to 31 July 2017 also being assessed. Notification was sent to a range of individuals and organisations covering planning and land agents, known sites owners (including those who submitted their sites unsuccessfully for possible inclusion in the current local plans), local businesses who may have aspirations to expand and town and parish councils. The call also received extensive publicity in the local press. Approximately 600 sites were submitted. Whilst the call was for sites across the full range of uses, including ‘Local Green Spaces’, the submissions have predominantly been for additional housing or housing-led development. Additional employment land has been put forward in key locations, including further land at NRP, and the majority of larger scale proposals have suggested mixed uses i.e. housing with an element of employment and/or supporting community infrastructure and open space.

5.3 Although the submitted sites are widely distributed across the area, the distribution is not even. Few new sites have come forward within the Norwich City area itself, reflecting the fact that a large number of brownfield sites within the city are already permitted and/or allocated for redevelopment. For the Main Towns, the volume of land submitted ranged from less than 2 hectares at Harleston to over 593 hectares at Wymondham, with a wide range of sites also submitted across smaller settlements.

5.4 Until the distribution of growth is established it is not known to what degree the sites submitted actually fulfil the requirements in particular locations. As such, additional sites may be required in some locations (see 5.9 below).

Housing and Economic Land Availability Assessment (HELAA)

5.5 An initial assessment of all Call for Sites submissions that were received before 31st July 2017 have been carried out through a Housing and Economic Land Availability Assessment (HELAA). The methodology for the HELAA has been prepared and agreed by all of the Norfolk LPAs under the Norfolk Strategic Framework, and is available on the GNLP website. The HELAA assesses the broad capacity of the sites, and is a desk-top exercise based around Red/Amber/Green (RAG) scores for a range of “Constraints and Impacts” associated with the potential development of those sites. The views of a range of technical stakeholders, such as Norfolk Wildlife Trust, Anglian Water, local authority Conservation and Environmental Health services, and Norfolk County Council’s Highways, Ecology and Historic Environment services have been taken into account in the HELAA assessment. The HELAA uses RAG scores to
assess the suitability of the sites (for the uses proposed by those submitting the sites) and this is complemented by an assessment of their Availability and Achievability in order to draw a conclusion about whether the site has potential capacity. The full HELAA can be found on the GNLP website.

5.6 The HELAA indicates that relatively few sites have no capacity for development. Consequently, there is more than sufficient land to accommodate the required housing. However, it should be noted that just because the HELAA identifies a site has capacity for development, this does not mean that it a suitable allocation site or would gain planning permission.

Sites Proposals document and Response Form

5.7 As part of the GNLP consultation, all of the sites submitted to the councils before July 31st 2017 have been published for public consultation. A separate Sites Proposals document containing all of the sites has been produced. This document sets out the submitted sites on a settlement-by-settlement basis and is available on the GNLP website. Please use the bespoke sites response form to comment on any of the sites and/or the assessment of a site in the HELAA.

5.8 The parish maps also illustrate the existing committed sites; the GNLP is based on the assumption that these sites will be completed by 2036 (many much earlier than that).

Additional Sites

5.9 Whilst the 600 sites have already been submitted for consideration, these may not necessarily be the best sites, or in the right locations. If you have a site which has not already been submitted, and you wish to be considered, please complete the sites submission form and return it to the GNLP team before the end of the consultation (22 March 2018).
SECTION 6 – TOPIC POLICIES

THE ECONOMY

Context

6.1 There is significant potential for economic growth in Greater Norwich. The City Deal has been signed with Government to promote accelerated growth, the LEP’s economic strategy identifies Greater Norwich as the region’s main engine of growth and the Norwich Cambridge Tech Corridor initiative promotes further growth of high tech industries which are growing in significance nationally and internationally. In addition, Norwich is part of the “Fast Growth Cities” group\(^{41}\) whose ability to attract knowledge-based businesses puts them in a strong position to continue to grow in the future. Key growth sectors are the life sciences and biotechnology, agri-tech, food and drink, creative and digital industries and high-value engineering. Other industries including retailing, tourism and financial services, remain important to the area.

6.2 While economic growth will occur, changes in the way we work mean that there may not be a need to retain all the current employment land. This section therefore seeks your views on how the plan can best support economic growth.

6.3 The NPPF requires local plans to assist in building a strong competitive economy by setting out a clear economic vision and strategy for the area to encourage sustainable economic growth and address barriers to investment, including a poor environment or any lack of infrastructure, services or housing.

6.4 Policies should also be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances and there is a particular focus on the expansion of knowledge driven, creative or high technology industries.

6.5 In relation to employment land, the long term protection of sites allocated for employment use should be avoided where there is no reasonable prospect of a site being used for that purpose.

6.6 The NPPF also requires plans to ensure the vitality of town centres by promoting competitive town centre environments, setting out policies for their management and growth and allocating sites for town centre uses\(^{42}\).

6.7 In relation to the rural economy, local plans should support sustainable economic growth and a strong rural economy by taking a positive approach to the growth of rural businesses, agricultural businesses, tourism and leisure developments and support local services and facilities.

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\(^{41}\) Centre for Cities - the other cities are Cambridge, Oxford, Milton Keynes and Swindon.

\(^{42}\) Policies should provide for the scale and type of retail, leisure, commercial, office, tourism, cultural, community services and residential development needed in town centres.
6.8 The Housing White Paper states that economic development is dependent on housing need being provided for and that changes to the NPPF will be made so that non-strategic employment land that has been vacant for five years should be considered for starter home led development.

6.9 The current Greater Norwich policy approach is wide ranging and covers a number of economic development issues, some of which are not directly related to land-use planning. It:

- seeks to develop the local economy in a sustainable way to support jobs and economic growth both in urban and rural locations. The strategy aims to provide for a rising population, develop Greater Norwich’s role as an engine of the wider economy, facilitate forecast job growth potential and increase the proportion of higher value, knowledge economy jobs. At the same time, it aims to ensure that opportunities are available for the development of all types and levels of jobs in all sectors of the economy and for all the workforce;
- requires sufficient employment land to be allocated in accessible locations and, consistent with the overall strategy, to meet identified need and provide for choice; and
- includes policies to help address the needs of small, medium and start-up businesses; larger scale needs; to overcome constraints to the release and development of key sites; and to control other uses on employment land.

6.10 Through a number of measures, it also facilitates opportunities for innovation, skills and training; promotes tourism, leisure, environmental and cultural industries, and supports the rural economy and diversification.

6.11 Feedback from the Issues workshops highlighted the importance of early funding and delivery of infrastructure improvements to supporting economic growth and the need for a more flexible approach to economic development which recognises the difficulties of influencing where businesses wish to locate. The importance of the economic opportunities presented by connections to Cambridge and increasingly in the future to Great Yarmouth was also emphasised.

6.12 The draft vision for the GNLP promotes a strong economy for Greater Norwich and the economy objective is to support and promote the growth of an enterprising, creative, broad based economy with high productivity and a skilled workforce.

6.13 The plan will need to continue to provide a wide ranging approach to supporting economic development and growth.

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43 Paragraph 4.18
44 In JCS Policy 5 and supporting development management policies
The supply of employment land

6.14 The area currently has around 340 hectares of undeveloped employment land that is allocated or permitted. The Employment, Town Centres and Retail study concludes that, even to support an enhanced level of employment growth, the overall need for land is significantly less at 114 hectares.

6.15 There are a number of issues to take into account when considering how much land should be allocated:

- There is a need for supply to exceed demand to provide choice and competition and to provide for the full range and scale of business requirements, and to ensure that there is a good distribution of local opportunities across the urban and rural area;
- Much of the available land is in extensions to strategic sites, building on success and providing long term certainty for investment extending into the future beyond 2036;
- Significant amounts of land are targeted at strategic needs and particular sectors (e.g. around the airport, at NRP, the Food Enterprise Zone and at Hethel);
- The long term success of the city centre as an engine of growth must be supported;
- The balance between city centre office development, which uses land more intensively and efficiently, and more expansive business parks;
- Too much allocated land could undermine growth by reducing certainty for developers and increasing the risk of investment in supporting infrastructure needed to bring sites forward;
- The HWP proposal that non–strategic employment land should be considered for Starter Homes led development may have a major impact.

6.16 Current larger allocations of undeveloped land are:

<table>
<thead>
<tr>
<th>Site</th>
<th>Size</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Business Park</td>
<td>35ha</td>
<td>An undeveloped area to the north of the NDR and east of the A140</td>
</tr>
<tr>
<td>Aeropark (a permission rather than an allocation)</td>
<td>40ha</td>
<td>Within the airport curtilage just south of the NDR</td>
</tr>
<tr>
<td>Rackheath</td>
<td>25ha</td>
<td>Within the northern part of the NEGT, no specific site has been identified and the scale of growth could be reviewed through a master-planning process</td>
</tr>
<tr>
<td>Broadland Business Park (BBP)</td>
<td>15ha</td>
<td>Northern extension of BBP (Laurel Farm).</td>
</tr>
<tr>
<td>Broadland Gate</td>
<td>18ha</td>
<td>Next to BBP</td>
</tr>
<tr>
<td>NRP</td>
<td>40ha</td>
<td>Extension of the existing NRP</td>
</tr>
<tr>
<td>Longwater</td>
<td>11ha</td>
<td>Extensions to the existing employment area</td>
</tr>
<tr>
<td>Food Enterprise Zone</td>
<td>19ha</td>
<td>The FEZ is a wider area, mostly unallocated, but includes a site in Honingham, benefitting from a Local Development Order</td>
</tr>
</tbody>
</table>
6.17 In addition to these large sites, there is also a wide range of smaller employment sites throughout the area.

6.18 Additional employment land has been put forward for inclusion in the GNLP. Significant proposals include:

- Land at Honingham/Easton which would extend the Food Hub either independently or as part of a new village;
- Land adjacent to the NRP. In particular, 64 hectares of land which wraps around most of the Norfolk and Norwich Hospital has been proposed for commercial and employment use (site GNLP 0331 in the Site Proposals document) – business, office, academic, medical and healthcare facilities. Some of this land might be logically needed for healthcare uses if the hospital wishes to expand at some point by 2036;
- Land at Wymondham/Hethel for a new village including a strategic employment site specialising in advanced engineering and technology.

Options

6.19 There is no evidence to justify increasing the overall supply of employment land. Further increasing supply for which there is no demand increases uncertainty, risking investment to bring sites forward. It also increases the risk of encouraging uses that will be damaging to the city and town centres.

6.20 While there is no overall need for additional land there could be a need for new allocations. Justification could include small sites to support housing growth or larger sites targeted at specific economic sectors.

6.21 Given the NPPF focus on retaining and enhancing “strategic” employment land, there is a need to identify such areas. Failure to do so could lead to the loss of strategic employment land, in full or in part, to housing or other uses over time, and would dilute the certainty for potential new occupiers that particular locations are available. It would also hinder the attractiveness for marketing purposes of Greater Norwich as a key employment location.

6.22 Three reasonable alternatives have been identified for the supply of employment land:

**Option EC1: Broadly maintain the current supply of employment land.** While there could be some minor changes, currently allocated employment land would continue to be allocated, and land already allocated or developed for employment uses would not be identified for redevelopment for other uses e.g. residential. This could be an appropriate strategy, but would run the risk of there being an excessive amount of land available, which might lead to pressure to “convert” some land to other types of
use in an unplanned manner (i.e. through applications rather than the GNLP itself). This is considered to be a **reasonable alternative**.

<table>
<thead>
<tr>
<th>Option EC2: <strong>Significantly reduce the overall level of supply while still maintaining choice and flexibility.</strong> As the principal of development is already established, employment land could be re-allocated for other uses (such as housing) rather than de-allocated. This is considered to be a <strong>reasonable alternative</strong>.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Option EC3: Develop a criteria-based policy allowing windfall development.</strong> This may be an appropriate policy choice alongside either EC1 or EC2 as it would provide flexibility. There is a possibility that locational requirements could change as new technologies develop in a rapidly changing economy. This is considered to be a <strong>reasonable alternative</strong>.</td>
</tr>
</tbody>
</table>

**Questions**

27. Which option or options do you support?

28. Which allocated or existing employment sites should be identified as strategic sites and protected?

29. Are there employment areas that should be identified as suitable for release for residential uses?

30. Are there any new employment sites that should be allocated?

**Retail and Town Centre Policy**

6.23 The NPPF requires a **sequential approach** to locate retail and other town centre uses within appropriate centres before edge or out of centre locations are considered.

6.24 The NPPF also requires the definition of a **hierarchy of “town” centres**. This helps ensure development of new retailing, services, offices and other town centre uses at a scale that is appropriate to the centre. The current levels of the hierarchy are:

1. Norwich City Centre (a nationally significant retail centre);
2. Town Centres, and Large District Centres within the Norwich urban area (these provide a relatively broad range of shops and services and function as a focus for the community and for public transport);
3. Large Village Centres and District Centres within the Norwich urban area (groups of shops usually containing at least one supermarket or superstore and non-retail service uses such as banks, building societies and restaurants);
4. Local Centres (small groupings of shops, typically comprising a general grocery store, and other small shops of a local nature).

6.25 The centres currently identified at each level can be found in JCS Policy 19. A new district centre on Hall Road, Norwich has recently been built. The NEGT will be served by a single new district centre within the Beeston Park development.

**Accommodating expenditure growth**
The Employment, Town Centres and Retail study provides evidence that local rates of “special forms of trading” i.e. expenditure that is not spent in traditional bricks and mortar shops, is higher than the national average. It also advises that retail needs forecast beyond 2027 are unreliable. Based on local data on special forms of trading, the local plan would need to provide for new comparison goods floorspace of around 11,100 sq.m net in the Norwich Urban Area, 2,300 sq.m net in the South Norfolk rural area and 400 sq.m net in the Broadland rural area. Comparison goods are most non-food goods.

There is no quantitative need for any additional convenience goods (i.e. food and everyday items) floorspace in the Norwich urban area over the period to 2027. There is an over-supply in Aylsham and Harleston and therefore there is no quantitative need for any additional convenience goods provision in these two towns. For the other smaller centres there is a need for up to: 2,500 square metres net in Diss; 300 in Wymondham, 1,200 for small centres in rural South Norfolk and 900 in rural Broadland. Where there is no quantitative need there may be a qualitative need, for example to provide a small supermarket in an under-served area of new housing.

In accordance with the sequential approach this floorspace should be accommodated in appropriate town, district or local centres.

Options

While the development management policies documents currently have a sequential approach to new retail development, the strategic nature of the GNLP means that the issue should be covered in the plan. There is no evidence that the levels of the hierarchy are inappropriate but some centres may have changed their position in the hierarchy due to gains or losses of facilities. Therefore two reasonable alternatives have been identified:

**Option EC4:** Maintain the current retail and town centre hierarchy. The current hierarchy in paragraph 6.24 is considered to be a reasonable alternative.

**Option EC5:** Focus new development for retail of comparison goods primarily within existing town centres (i.e. levels 1 and 2 in para 6.24) with perhaps some out of centre allocations. Evidence suggests that there will be a significant growth in retail expenditure on comparison goods. It also indicates that the average turnover across Norwich city centre is lower than comparable centres such as Cambridge. The quality of the offer in the city centre also lags behind some competitor centres. However, there could be some scope for out of centre development in sustainable locations, particularly if there is limited physical scope within the city centre and market towns to accommodate further comparison goods expenditure. This is considered to be a reasonable alternative.

Questions

31. Should the position of any of the centres in the retail hierarchy be changed?
32. Do any of the existing retail centres have scope to expand to accommodate further floorspace?

The rural economy

6.30 Current policy\textsuperscript{45} supports the rural economy and diversification by promoting:

- the re-use of redundant non-residential buildings for commercial uses (including tourism and possibly affordable housing);
- farmers markets, farm shops and cottage industries;
- e-commerce in villages;
- development of a food hub;
- rural businesses including tourism.

6.31 Technological changes during the plan period that are difficult to predict are likely to have a significant impact on the rural economy. Question 39 below covers broadband.

6.32 A Food Enterprise Zone west of Easton and south of the A47 has been agreed by Government. This will enhance rural development through the growth of food and farming businesses, including encouraging greater collaboration with research and education institutions, particularly those at Easton College and the NRP. A Local Development Order (LDO) covering an initial 10 ha part of the Food Enterprise Zone was approved in 2017. This creates a simplified planning regime for agriculture related development.

Question

33. What measures could the GNLP introduce to boost the rural economy?

\textsuperscript{45} JCS policy 5
ACCESS AND TRANSPORTATION

Context

6.33 Access and transport is fundamental in day to day life. A well-functioning transport system and access to jobs, services and information is vital to the economy of the area and the well-being and quality of life for residents. Making the most of infrastructure required to support the existing strategy will help support delivery of the growth proposed in the GNLP.

6.34 Section 4 of the NPPF covers transport issues. It states that transport policies are important to achieving sustainable development, but that urban and rural areas can present different challenges. Patterns of development which facilitate the use of sustainable transport modes, reducing congestion and greenhouse gas emissions, are encouraged for local plans. It also states that infrastructure investment strategies to support the growth of airports and other large generators of traffic should be supported. Development should, amongst other factors, be located and designed to support public transport, walking and cycling, minimise conflict between traffic and cyclists/pedestrians and where possible incorporate facilities for ultra-low emission vehicles. All developments generating significant volumes of traffic should be required to provide a Travel plan.

6.35 Current Greater Norwich access and transport policy covers a number of separate areas, including strategic transport improvements (such as the Long Stratton bypass, NDR and various rail and airport improvements), encouraging walking and cycling, boosting broadband connectivity, and improving public transport to and from Main Towns and Key Service Centres. The policy supports the Norwich Area Transportation Strategy (NATS) and identifies this as the detailed means by which transport improvement across the urban area of Norwich will be developed and delivered. The policy identifies strategic improvements to better link the area with the rest of the county and beyond and promotes travel choice and sustainable modes. It also recognises that the area is a mix of rural and urban and access in which travel issues vary, with the use of the private car being particularly important to the rural economy.

6.36 Annual Monitoring Reports detail a variety of transport and accessibility indicators, including commuting mode breakdown (car, cycling etc), carbon dioxide emissions and access to housing and services. A number of other transport measures are monitored through NATS monitoring, although this does not necessarily take place every year.

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46 Paragraph 29
47 Paragraph 30
48 Paragraph 31
49 Paragraph 35
50 Paragraph 36
51 JCS Policy 6
The main transport and accessibility issues emerging from the Issues workshops were:

- There are merits to both concentration and dispersal of growth and the plan should promote a balanced mix of both;
- The A11 should be the focus of growth;
- There is a need to promote better rail connections to London and Cambridge;
- More should be made of the local rail network;
- There is a need to secure funding and delivery of transport infrastructure improvements to support growth;
- Norwich Airport is important to the local economy;
- Recent transport improvements in Norwich city centre were welcomed;
- There is a need to consider congestion on radial routes and Inner and Outer ring roads;
- Bus Rapid Transit and other bus improvement measures need to be made to support the services people need, including simpler cross-service ticketing;
- Buses need to be cheaper relative to parking and park-and-ride costs;
- Car use remains important in rural areas, but there is a need to provide better routes for walking and cycling to schools and for commuting;
- Growth should be located to support the viability of bus services; and
- Fast broadband connectivity is key for all parts of Greater Norwich, with rural areas particularly in need of speed improvements.

**Strategic Transport issues**

Strategic transport connections are important to the local economy and growth. The recognition of and support for such improvements in the GNLP can be of considerable assistance when funding bids are being proposed, as well as being potentially necessary to support the scale of growth proposed. The GNLP will therefore include a policy on supporting strategic improvements. The wording of the strategic element of the current JCS policy will need updating to reflect recent progress on the NDR and recent Government funding commitments for improvements to the A47 and rail improvements planned as a result of the recent franchise announcements and to Norwich to London rail services.

The Roads Investment Strategy has identified improvements on the A47 trunk road at Blofield to North Burlingham, Thickthorn and Easton to East Tuddenham with these starting in 2021/22, 2020/21 and 2021/22 respectively. A new nine year East Anglian rail franchise commenced in October 2016. This will deliver significant improvements to rail services including more services and faster journeys across the network, with two trains providing 90 minute journey times between Norwich and London each way per day, and Norwich to Cambridge services extended to Stansted...
Airport every hour. In addition, the policy will need to recognise that the county council has identified the Norwich Western Link as one of its infrastructure priorities. As it develops, the GNLP will reflect progress towards delivery of the scheme.

Question

34. Are there any other specific strategic transport improvements the GNLP should support?

The Development and Implementation of Transport Improvements

6.40 NATS is founded on the principles of enabling growth through the provision of sustainable development and increasing accessibility through widening transport choice. NATS covers the wider urban Norwich area, so does not cover the whole of Greater Norwich. This reflects the areas of greatest transport concentration and pressure. Outside this area transport improvements are dealt with on a local basis. While the GNLP will need to identify the strategic transport improvements necessary to support growth in the plan, smaller-scale area-wide transport improvements to manage the impact of growth and pick up existing traffic issues in Norwich built-up area will continue to be managed through NATS.

6.41 NATS is being reviewed alongside the development of the GNLP, with public consultation exercises taking place at the same time. There are very clear and obvious links between the GNLP and the review of NATS – different patterns of future growth will impose different transport pressures and transport improvements will need to be delivered in a timely way to support planned growth.

Promoting healthier lifestyles, sustainable travel choices and greater accessibility to broadband

6.42 National and local policy is to reduce reliance on the private car and to promote more sustainable and healthy travel choices. Other approaches than that would not accord with local and national policy and are therefore unreasonable.

6.43 Related to this is a key desire to improve the speed and reach of high-speed broadband connectivity across Greater Norwich. The Better Broadband for Norfolk programme aims to make high-speed broadband available to more than 95% of Norfolk’s premises by spring 2020.

6.44 National Building Regulations R1 were updated in 2016 to require new buildings to have physical infrastructure to support high-speed broadband (i.e. ducting within the building), but there is no requirement to provide external or site-wide infrastructure beyond the access point. Currently, there cannot be a requirement for broadband connections in local plans, although the HWP proposes to require local plans to set out how high quality digital infrastructure will be delivered in their area.
The next generation of mobile phone networks will be 5G, and the rollout is expected to commence in 2020. Significantly more base and booster stations will be required than for the current 3G and 4G networks. The draft NSF\textsuperscript{52} states that all Norfolk authorities will aim to work with the telecommunications industry to produce shared guidance on the location of base and booster stations for the 5G network by the end of 2018, with the potential to include this in emerging local plan documents.

To be consistent with national and local policy, the GNLP will promote healthier lifestyles, sustainable travel choices and greater accessibility to broadband.

It is considered necessary to have a positive policy on non-car transport improvements and improved broadband connectivity. The alternative approach of leaving this to NATS and the market to bring forward schemes is \textit{unreasonable}. This is because it would probably not be viewed as positively planning for the longer-term, and would run the risk of reducing opportunities to connect up GNLP policy with Building Regulations and infrastructure investment programmes by utility providers.

\textbf{Option TRA1: Broadly continue the current approach}\textsuperscript{53} to encourage public transport improvements, walking and cycling improvements and a better, faster, more comprehensive broadband network. This option would enable positive consideration to be given to such measures, and would help support any funding bids that may present themselves. Improved broadband provision is a key issue, and the influence that a 5G mobile network (with ultra-high speeds) could have on this is significant too.

This is considered to be the \textit{favoured option}.

\textbf{Question}

35. Are there other measures that the GNLP can promote to support improved sustainable transport and broadband and mobile networks across the plan area?

\textsuperscript{52} Agreement 17
\textsuperscript{53} In JCS Policy 6
DESIGN

Context

6.48 As well as providing the homes and jobs we need, well-designed new development can add positively to existing places and create attractive new communities. This can be achieved through good design creating new green spaces and habitats, along with improved access to local services and sustainable transport networks. Good design is therefore essential to ensuring that Greater Norwich continues to be an attractive place to live.

6.49 The importance of good design in new development is recognised throughout the NPPF, and section 7 is titled Requiring good design. The Government “attaches great importance to the design of the built environment...good design...is indivisible from good planning and should contribute positively to making places better for people”.

6.50 Local plans should also “develop robust and comprehensive policies that set out the quality of development that will be expected for the area”, allowing for the establishment of “a strong sense of place”, to “create and sustain an appropriate mix of uses” and “create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion”.

6.51 Other Government policy means that few additional standards can be required in local plan policies. For the few allowable optional standards, local evidence is required to justify need. For example, developers must not be required to exceed security standards in individual dwellings; there is a national internal space standard on the minimum size of homes which can be applied through local plans where there is evidence that it is needed and there are optional higher building regulation specifications for accessibility of buildings.

6.52 Since publication of the JCS, Building for Life (BfL), used in the adopted policy to provide a means of assessing design quality, has evolved into BfL12. The system now assesses performance against 12 questions, with a traffic-light system (BfL used to be a points score out of 20) and is a collaborative dialogue, rather than an assessable standard. The Design Council recommends avoiding explicitly requiring all developments to achieve 12 greens, but ‘expecting developments to demonstrate they are targeting BfL12’ for outline applications. Importantly, additional standards must not compromise the viability of schemes.

54 Paragraph 56
55 Paragraph 58
56 Established through a House of Commons Written Statement and a subsequent review of technical housing standards through the Building Regulations
57 To promote wheelchair adaptable homes (for use in the future) and wheelchair accessible homes (for use now).
58 JCS policy 2
6.53 The density of development can often be an important element of good design. The NPPF tells LPAs to “set their own approach to housing density to reflect local circumstances”\(^{59}\).

6.54 Current policy\(^{60}\) requires development to the ‘highest standards’, creating a strong sense of place and respecting local distinctiveness. To achieve this, the protection of the landscape, townscape and the historic environment is prioritised. Further requirements cover; providing landscaping/public art; ensuring cycle/walk friendly neighbourhoods; increasing use of public transport; designing out crime; the use of sustainable/traditional materials and avoiding impact on environmental assets. Developments of 500+ dwellings or 50,000m\(^2\) non-residential development are required to be master-planned and 10+ dwellings should achieve at least 14 points in BfL. Design & Access statements for non-residential development are required to show how it meets similar high standards.

6.55 The districts’ development management policies provide further detail to address design in slightly different ways, but all deal with local character, scale and density. Norwich’s local plan\(^{61}\) requires the national minimum internal space standards and a proportion of wheelchair accessible homes\(^{62}\). Neither South Norfolk nor Broadland currently impose such standards.

6.56 Current Greater Norwich policy\(^{63}\) covers density of development. It says that development will: “make the most efficient appropriate use of land, with the density varying according to the characteristics of the area, with the highest densities in centres and on public transport routes”. Neither the South Norfolk Development Management Policies document, nor the Broadland equivalent, specify any minimum density requirements for development, emphasising the importance of considering appropriate densities in the context of local character. The Norwich Development Management Policies document expresses similar sentiments about respecting existing character and function, but also states\(^{64}\) that a minimum net density of 40 dwellings per hectare should normally be achieved in this wholly urban area, with higher densities normally acceptable in the city centre and areas close to other retail centres and the public transport network.

6.57 The density of individual planning applications is often calculated, but neither the South Norfolk nor Broadland monitor density specifically. Norwich does, however, and since 2008/9, about 90 per cent of dwellings completed have been at densities of more than 40 dwellings per hectare.

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\(^{59}\) Paragraph 47

\(^{60}\) JCS Policy 2

\(^{61}\) Policy DM2

\(^{62}\) These have been amended to reflect the House of Commons Written Statement on dwelling sizes

\(^{63}\) JCS Policy 1

\(^{64}\) Policy DM12
6.58 Relatively little was said in the Issues workshops about design and density, apart from emphasising the general importance of high-quality design in new development.

6.59 The GNLP’s draft objectives for communities promotes well-designed developments with good access to jobs, services and facilities. The homes objective focuses on the delivery of high quality homes of the right size, mix and tenure to meet people’s needs throughout their lives. The environment objective promotes design which protects and enhances of the built and natural environment, makes best use of natural resources and addresses climate change.

6.60 The HWP has a great deal to say on the importance of good design, and is particularly strong on the need for communities to have a stronger voice in the design of new housing. It proposes\textsuperscript{65} that the NPPF will be amended to require local plans “to set out clear design expectations following consultation with local communities”. Area Design Codes and the greater use of Local Development Orders are also encouraged\textsuperscript{66}.

6.61 In relation to space standards for residential dwellings, the HWP says\textsuperscript{67} that the Government “will review the Nationally Described Space Standard to ensure greater local housing choice, while ensuring we avoid a race to the bottom in the size of homes on offer”.

6.62 In relation to density, the HWP states\textsuperscript{68} that it is the Government’s intention to amend the NPPF to make clear that low-density housing should be avoided (where there is an identified shortage of housing land), and the scope for higher-density development in urban areas well-served by public transport should be considered.

**Options**

6.63 Not having a design and density policy in the GNLP, simply relying on existing development management policies, is unreasonable as the NPPF clearly requires a specific policy approach to be taken in new local plans. It would also risk a policy vacuum in some areas currently covered by JCS policies 1 and 2. Two reasonable alternatives have been identified:

Option DE1: Broadly continue with the existing design and density policy approaches, with some relatively minor changes and updating, covering general high-quality design, recognising local character, encouraging walking and cycling etc.

\textsuperscript{65} Paragraph 1.46
\textsuperscript{66} Paragraph 1.33
\textsuperscript{67} Paragraph 1.55
\textsuperscript{68} Paragraph 1.53
This would address, albeit in a fairly basic manner, the requirements of NPPF para 58. This approach could be appropriate, but may not enable full recognition of emerging national policy changes, with an increased focus on high-quality design and density.

This is considered to be a reasonable alternative.

**Option DE2: Create a stronger policy approach to design and density, including giving a clear policy approach to higher-density development in appropriate locations or scenarios.** There are links to the housing delivery policies. This approach would allow most of the existing policy content to be rolled forward, with appropriate updates, but it could allow greater specificity of design requirements. It could also allow identification of areas suitable for higher-density development, and perhaps specify minimum densities. It could consider the question of residential space standards, design quality and wheelchair accessibility too.

This is considered to be a reasonable alternative.

Question

36. Which approach do you support for promoting good design of new development?
Increasing the delivery of housing is a key aim of Government policy and is a significant issue in Greater Norwich. However, it is important that the GNLP ensures that a plan-led approach can be taken so that much needed housing is delivered in locations where it minimises the need for additional infrastructure and enables new residents to have sustainable access to services and jobs.

The NPPF requires local plans to set out strategic priorities to deliver the homes needed in the area and highlights the need for authorities to:

- Plan for a mix of housing based on current and future demographic trends, market trends and the needs of various groups, such as families, older people, self-builders, people with disabilities and service families; and
- Identify the size, type, tenure and range of housing required in particular locations, reflecting local demand.

Much of the key evidence base for housing need in Greater Norwich is in the 2017 SHMA. Chapters 4 and 5 (Core Matters) discuss the overall housing needs of the Greater Norwich area and more specific SHMA evidence is discussed in the relevant sections below.

Current policy in Greater Norwich covers a number of housing issues, including: the scale and distribution of housing growth; the mix of housing required for balanced communities; the delivery of affordable housing; delivery of Housing with Care; and planning for Gypsies and Travellers and Travelling Showpeople.

Annual Monitoring Reports (AMRs) in recent years have shown that housing delivery has been variable. In the Norwich Policy Area (NPA), there is not currently a five-year supply of land (the figure for the end of 2015/16, the most recent available, is 4.70 years). The housing land supply position in the two Rural Areas is much higher, being 28.4 years in the Broadland Rural Area and 39.6 years in the South Norfolk Rural Area. The delivery of affordable housing overall in Greater Norwich has also been short of that required in recent years.

Discussions at the Issues workshops in relation to housing delivery covered: early funding of infrastructure being critical to support housing; affordability; the need for developments to offer a balanced mix of housing which considers the needs of an ageing population, general support for appropriate...
6.70 While the HWP does not have any formal status at present, it is nonetheless a clear statement of the Government’s intent and is therefore important. Many of the proposals to speed up the delivery of housing would, if implemented, have important effects on the preparation of local plans. A Government consultation, Planning for the right homes in the right places, which ran from September-November 2017, fleshed out some the HWP intentions.

6.71 The draft GNLP objective To enable delivery of high quality homes of the right size, mix and tenure to meet people’s needs throughout their lives, will contribute to the vision to grow vibrant and healthy communities.

**What should the minimum affordable housing threshold be?**

6.72 Current Greater Norwich policy states that affordable housing will be sought on all sites of 5 dwellings or more, with stepped thresholds of 20%, 30% and 33% (for sites of 16 dwellings or more). However, a written ministerial statement in November 2014 (which is reflected in the Planning Practice Guidance) states that developments of fewer than 11 dwellings should not be required to provide affordable housing contributions (the Government’s reasoning being that small and medium-sized builders need support). Whilst this does not supplant the primacy of the development plan in the determination of planning applications, it is considered likely to be included in an updated version of the NPPF, which is expected in spring 2018.

6.73 Greater Norwich is a mix of urban areas and extensive rural areas, with many small settlements. Smaller sites have tended to be an important source of affordable housing, particularly in more rural areas. Applying a minimum threshold for affordable housing is closely linked to the minimum allocation size that the GNLP will have, but having too high a threshold for affordable housing would risk delivering less affordable housing through Section 106 agreements linked to planning applications.

6.74 Irrespective of the affordable housing threshold chosen for the GNLP, it is proposed to require the affordable rented: low-cost home ownership ratio evidenced in the SHMA rounded to 80:20 for sites of 50 or fewer dwellings.

**Options**

6.75 Two potential policy alternatives are suggested for this issue, requiring affordable housing on sites of five or more dwellings, and on sites of eleven or more dwellings. Two further options are considered to be unreasonable:

- **Requiring affordable housing on sites of fewer than five dwellings.**
  This approach would strongly conflict with Government policy to...
support small and medium-sized housebuilders, and would also be likely to generate viability concerns, meaning that some sites may have to go through additional negotiations to reduce or set aside the policy requirement, potentially delaying the delivery of housing.

- **Only requiring affordable housing on sites of more than 15 dwellings.** Excluding sites smaller than 15 from affordable housing requirements is likely to boost their viability. However, it could also significantly diminish the delivery of affordable housing, as many sites in Greater Norwich, particularly brownfield sites, tend to be smaller than this. This would therefore eliminate a significant source of affordable housing supply from smaller “windfall” sites that will come forward during the plan period. This approach could also reduce the choice of allocation sites, with potential detrimental impacts on character and appearance and also on securing mixed and balanced communities.

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**Option AH1 - A proportion of affordable housing would be sought on all sites of five or more dwellings or 0.4 hectares or more (as per current JCS Policy 4)**

Historically many small sites have been developed across Greater Norwich. With the potential decline of 100% affordable housing exception sites, smaller sites could become the main source of affordable housing in smaller settlements. The approach would, however, conflict with the threshold set out in national guidance, which is sites of 11 or more dwellings. Therefore, very clear evidence would be needed to show a local necessity, which would outweigh the approach advocated in the PPG (and, potentially in 2018, the NPPF).

The effect of this policy approach on site viability could be minimised by allowing the amount/tenure balance of sites to be adjusted in appropriate circumstances.

Notwithstanding the above, because of the potential importance of a lower threshold to the delivery of affordable housing in smaller settlements, this approach is currently considered to be a reasonable alternative.

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**Option AH2 - A proportion of affordable housing would be sought on all sites of 11 or more dwellings (or 0.5 hectares or more).**

This approach is consistent with current Planning Practice Guidance and may well be enshrined in future changes to the NPPF. The effect of this policy approach on site viability could be minimised by allowing the amount/tenure balance of sites to be adjusted in appropriate circumstances.

Therefore, this approach is considered to be a reasonable alternative.
37. Which approach to affordable housing thresholds do you prefer?

Application of affordable housing percentage requirements on sites

6.76 The 2017 SHMA conclusion\(^{71}\) is that a total of 11,030 affordable houses need to be provided over the period 2015-2036. With the figures rolled forward to the end of March 2017, this total has fallen to 10,333 (697 were delivered in 2015/16 and 2016/17). This is 26.5% of the total planned housing need for Greater Norwich (see section 4 above). However, it is inevitable that not all sites will be able to deliver a policy-compliant level of affordable housing. Circumstances can change, and the GNLP, as with all local plans, will need to recognise this through a viability exemption.

6.77 The SHMA evidence is that the amount of affordable housing need varies significantly across the three districts, from 19.9% in South Norfolk, and 24.4% in Broadland to 38.3% in Norwich (these figures will be slightly different with the delivery in 2015/16 and 2016/17 taken into account). However, as the GNLP is a joint plan, with a proportion of Norwich’s “overspill” housing being accommodated in Broadland and South Norfolk, applying these differential rates is not a reasonable policy approach to take.

6.78 Recognising that a reasonable policy approach in the GNLP is to plan for a higher amount of housing than the OAN (to reflect the ambitions of the City Deal), as explained in section 4 above, there are several alternative policy approaches.

6.79 Similar to current Greater Norwich policy\(^{72}\), it is proposed that a viability test be allowed for. This would allow for the proportion of affordable housing to be provided to be reduced or the balance of tenures\(^{73}\) to be adjusted where infrastructure or affordable housing costs would render a site unviable in current market conditions. It is also proposed that any applicant making a viability case to reduce the affordable housing requirements would need to do so using an open-book process. This means that the viability report could not, as a rule, be kept confidential.

Options

6.80 Seeking less than 27% affordable housing on all sites above the qualifying threshold is considered to be unreasonable. While this could increase the viability of most sites, it would risk under-delivery of the overall affordable housing target. It would also mean that a higher overall housing figure might be needed to get close to delivering 11,030 affordable houses, which could cause difficulties if excessive amounts of market housing would be needed to

\(^{71}\) See Figure 65

\(^{72}\) In JCS Policy 4

\(^{73}\) affordable and/or social rented v low cost home ownership housing

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help deliver the required amount of affordable housing. Under-delivering affordable housing would also have negative social impacts in terms of alleviating over-crowded accommodation and “hidden families”.

**Option AH3 - Seek 27% affordable housing on all sites above the qualifying threshold**

This is the most straightforward application of the requirement for affordable housing in Greater Norwich, providing clarity and consistency between sites. Any possible impact on viability could be mitigated by allowing the amount/tenure balance of sites to be adjusted in appropriate circumstances, where evidence shows that the site would not be viable for the full amount of affordable housing.

Experience would dictate that not all sites will be able to meet a 27% requirement on viability grounds. Therefore, setting a requirement at 27% could risk under-delivery of affordable housing. This could be mitigated by ensuring that there is an appropriate delivery buffer incorporated in the scale of housing allocation to ensure sufficient sites are available to deliver the overall affordable housing requirement. Therefore this approach is considered to be a reasonable alternative.

**Option AH4 – Seek more than 27% affordable housing on all sites above the qualifying threshold**

The SHMA identifies an overall affordable housing requirement of 27%. Experience would dictate that not all allocated sites will be able to meet a 27% requirement on viability grounds. Therefore, requiring a higher affordable housing requirement would help to mitigate potential under-delivery on some sites.

This approach could, however, make sites less attractive to develop, as they would not be as profitable, thereby reducing the incentive for a developer to build; this would consequently negatively impact on delivery. It would run a significant risk of developers challenging a higher figure as being excessive.

Nonetheless this approach is considered to be a reasonable alternative, subject to clear demonstration that the higher requirement was viable.

**Option AH5: Specify the affordable housing amount with the potential for phasing on certain larger sites (perhaps 100+), with a more general policy for smaller sites**

This approach would allow consideration of the viability and the specifics of certain sites (which may have significant infrastructure requirements impacting on viability), and might allow specific sites to be identified for Build-to-Rent and/or other tenures, as appropriate. This could also allow larger sites – particularly new settlements – to be treated flexibly, with lower amounts of affordable housing to be acceptable in early phases of development.

Clearly, potentially allowing a lower amount of affordable housing would risk an overall under-delivering of affordable housing, but this risk might be limited by requiring clawback provisions to be part of planning permissions for all such sites.
Subject to more detailed information and consideration, this is considered a reasonable alternative.

Question

38. Which approach do you favour for affordable housing percentages?

Tenure split for affordable housing

6.81 The evidence of the 2017 Central Norfolk SHMA is that the split between affordable/social rented dwellings and low-cost home ownership (LCHO) should be 79:21 (which would be sensibly rounded to 80:20 for simplicity on sites below 50 dwellings). Whilst it is recognised that the definition of “affordable housing” may perhaps be broadened in the next update to the NPPF to include other tenures, such as Starter Homes, it is believed that this would not justify a different split. As an example, were the changes to come about, Starter Homes, Discounted Market Sales Housing, and some forms of intermediate housing would all “count” as LCHO products.

6.82 The evidence from recent AMRs is that, broadly, the current split of 85:15 is met, even if reduced levels of affordable housing are accepted as being justified on viability grounds.

6.83 The Government sees Build-to-Rent (the large-scale construction and management of blocks or groups of dwellings) as having potential to increase housing delivery, benefit from off-site construction techniques and tap into less traditional sources of housing finance such as pension funds. The economics of Build-to-Rent schemes are different to normal and there may be an argument to consider the merits of such potential sites differently.

Options

6.84 There is no evidence to apply a different affordable housing ratio to that established in the SHMA as doing so would risk insufficient affordable and social rented dwellings being provided. Consequently, this is an unreasonable approach.

Option AH6: Require all qualifying sites to provide the SHMA-evidenced ratio of rented and low-cost home ownership housing on all sites

The most straightforward approach is to apply the rounded SHMA requirements of a 79:21 split (rounded to 80:20 for sites of 50 or below for simplicity) between rented and low-cost home ownership products across all qualifying sites. Compliance with such a policy would, in broad terms, ensure that the needs for different tenures are met. Therefore, this is the favoured option.

74 As required in JCS Policy 4, which applies to sites of 16+ dwellings
Question

39. Do you support the favoured option for tenure split?

Rural Windfall, Exception Sites and Small Sites

6.85 Current Greater Norwich policy allows for housing on “exception” sites, either through allocations in Other Villages or above, or elsewhere on a windfall basis, where there is an identified local need. It does not mention cross-subsidy specifically, but says that such houses should be made available “in perpetuity”, although the NPPF glossary on “Rural Exception Sites” says that small numbers of market homes may be allowed at the LA’s discretion (to cross-subsidise the affordable housing), for example where there is no grant funding available for affordable housing. In some cases, funding from the Homes and Communities Agency (shortly to be re-named Homes England) may be available to support specific sites.

6.86 The HWP suggests that a broader mix of tenures will be classed as “affordable housing” in the future, including Starter Homes. It states\(^{75}\) that Starter Homes are intended, with local connection tests, to be acceptable on rural exception sites, although it is not made clear whether such a tenure mix could be 100% Starter Homes.

6.87 The HWP also states\(^ {76}\) that local plans should have policies to support small “windfall” sites, including allowing an element of cross-subsidy. By “small” it is assumed that what is meant is 10 or below, so potentially below the affordable housing threshold. The worry is that this could mean that most of the historic sources of exception sites could potentially come forward for all-market schemes instead – so why would any landowners want to offer such sites at below market levels if this changes?

6.88 It also raises questions about the extent to which the GNLP should consider restricting, if at all, the total number of sites/dwellings which would be allowed under the “small sites windfall” policy that the HWP indicates will be necessary.

6.89 There is also a desire on the part of some to make some provision for Custom Build plots/sites in smaller settlements.

Options

6.90 Two reasonable alternatives are identified below:

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\(^{75}\) Paragraph 4.19

\(^{76}\) Paras 1.30, A52 and A54
Option AH7: Allow “small sites windfalls” to be permitted adjacent to development boundaries (i.e. sites of 10 or fewer to also include garden plots), subject to them meeting certain criteria (such as acceptable landscape impact, highways impact, access to services etc.) in all settlements with a development boundary. This could be an appropriate policy, making smaller sites more easily available for development, increasing flexibility and it would become difficult to resist if the NPPF is changed to encourage this. However, properly-planned growth in the GNLP will allocate an appropriate number of dwellings to defined settlements to meet the overall housing need. A policy allowing extra “windfall” sites could therefore potentially lead to more of such sites coming forward, with developers attracted by the fact that these sites might be below the affordable housing threshold. It could also make providing infrastructure more difficult and expensive to plan for and deliver (for example, water supply and treatment and providing school places). This option could therefore affect the plan-led approach in Greater Norwich.

This is considered a reasonable alternative, albeit one with some drawbacks.

Option AH8: Don’t allow any small-scale windfall sites for market housing, only for genuine “exception” sites (including an element of cross-subsidy, if necessary). On the basis that appropriate allocations will be made to enable villages to “thrive”, as discussed in the HWP, such a policy could may also affect the plan-led approach. This option will be easier to justify if a more dispersed pattern of growth is chosen.

This option is regarded at the current time as a reasonable alternative.

Question

40. Which approach do you think should be taken to rural windfall and exceptions sites?

Housing mix – relative ratios of house sizes by bedrooms

6.91 The evidence from the 2017 SHMA 77 sets out the mix of dwelling sizes required separately for flats (1 and 2+ bedrooms) and houses (2, 3, 4, and 5+ bedrooms). It also has separate breakdowns for market housing and affordable housing. This reflects some of the recent tax and benefits changes, including changes to Local Housing Allowance (LHA) rates, and the Spare Room Subsidy. The table below includes the percentages too:

77 Figure 83
### Figure 6 Objectively Assessed Need Housing Mix (excluding the City Deal implications)

<table>
<thead>
<tr>
<th></th>
<th>Bedrooms</th>
<th>Market Housing (numbers and percentages)</th>
<th>Affordable Housing (numbers and percentages)</th>
<th>Total (numbers and percentages)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flats</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>1</td>
<td>1,285 (4.5%)</td>
<td>2,725 (24.7%)</td>
<td>4,010 (10.2%)</td>
</tr>
<tr>
<td></td>
<td>2+</td>
<td>1,352 (4.8%)</td>
<td>1,404 (12.7%)</td>
<td>2,756 (7.0%)</td>
</tr>
<tr>
<td>Houses</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>3,227 (11.3%)</td>
<td>2,863 (26.0%)</td>
<td>6,090 (15.4%)</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>16,393 (57.6%)</td>
<td>3,238 (29.4%)</td>
<td>19,631 (49.7%)</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>4,982 (17.5%)</td>
<td>661 (6.0%)</td>
<td>5,643 (14.3%)</td>
</tr>
<tr>
<td></td>
<td>5+</td>
<td>1,215 (4.3%)</td>
<td>140 (1.3%)</td>
<td>1,355 (3.4%)</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td><strong>28,454</strong> (100%)</td>
<td><strong>11,031</strong> (100%)</td>
<td><strong>39,485</strong> (100%)</td>
</tr>
</tbody>
</table>

6.92 There are some significant differences between the mixes for market and affordable housing. For instance, the percentage of flats required is only 9.3% of market dwellings, whereas it is 37.4% of affordable dwellings, and three-bedroom houses constitute 57.6% of market housing need, compared to only 29.4% of affordable housing need. Individual figures for the three Greater Norwich districts\(^{78}\) show considerable differences too. As might be expected, given its younger and generally less prosperous population, Norwich has a significantly greater proportional need for one- and two-bedroom properties than Broadland and South Norfolk, especially for affordable housing.

6.93 It is important to note that the figures above only relate to the OAN figure for Greater Norwich. Should it be decided that the GNLP will plan to accommodate more than OAN (see section 4), then it would introduce a little more flexibility in terms of housing mix (overall) – in other words, if certain sites could not deliver the SHMA-proposed mix of housing sizes, the overall market housing and affordable housing OAN targets (by numbers) might still be met or exceeded.

6.94 There will always need to be some flexibility in this policy area to enable specific proposals to be considered on their merits (i.e. constrained brownfield sites, or to avoid 1-bed flats/houses on small sites in areas where the grain of development is larger houses in spacious plots). The proposal below would be intended to apply to all sites, whether they be allocated or windfall.

6.95 All sites above the threshold would be expected to provide the housing mix in line with the most recent evidence. Currently this is figure 6 above, drawn from the 2017 SHMA, but this may change in future updates of the SHMA.

**Options**

6.96 Allowing different housing ratio mixes to apply for Broadland, Norwich and South Norfolk is **unreasonable**. The current evidence base shows that Norwich has a much higher need for 1-2 bedroomed properties, proportionately speaking, than the other

\(^{78}\) Figure 83 of the SHMA
two districts. However, requiring different figures to be applied for each district would run the risk of restricting much needed smaller dwellings in Norwich fringe locations like Thorpe St Andrew and Cringleford, which are likely to accommodate some of Norwich’s unmet need. Two reasonable alternatives have been identified:

**Option AH9: Specify a threshold above which the identified housing mix would apply.**
This would require smaller sites (perhaps 10-50 houses) delivering affordable housing to deliver a mix of smaller and larger dwellings. Sites below the threshold would not need to meet the mix. This would be appropriate if, for example, a rigid application of a mix would require a small brownfield site to provide a four-bedroom house as part of a mix when an all-flatted scheme would be more appropriate and sensible.

This option is regarded as a reasonable alternative.

**Option AH10: Do not require the identified housing mix need to be required on all sites individually.**

JCS Policy 4 does not have a threshold, instead requiring housing proposals “to contribute to the mix of housing required to provide balanced communities and meet the needs of the area”. Overall, it may be that schemes would naturally balance out – higher-density schemes would be expected to deliver more 1 and 2-bed dwellings, whereas more rural schemes might deliver more 3 and 4-bed dwellings. Larger schemes, particularly greenfield sites, tend to provide generally the right mix organically. Also, not requiring a mix explicitly would also allow some flexibility in relation to the ratios of flats and houses as the need/demand for flats is higher in some areas than others.

This is considered a reasonable alternative.

**Question**

41. Which approach to the mix of housing do you support?

**Older people & care accommodation**

6.97 There is a rapidly-ageing population in nationally and locally, which has significant implications for planning and plan-making. All Norfolk’s local authorities are working hard to try to reduce pressure on the social care and hospital budgets through a range of “early help” measures, and key amongst them is a desire to help keep people at home for as long as possible before moving into residential care accommodation. There is also increasing demand for specialist retirement-type accommodation, sometimes called “extra-care”. This accommodation includes an element of care which helps people to “down-size” to more appropriate and desired accommodation more easily. The NPPF, and the HWP, make clear that planning for older people’s housing needs is very important.

6.98 The 2017 SHMA says that, on a trend basis, about 1,900 extra “institutional” people are expected by 2036 across Greater Norwich, with the figure not counted as part of the OAN total. However, this does not necessarily mean that this requires an
equivalent increase in residential institution bed-spaces, because specialist older people’s accommodation may be more appropriate. If more housing with care or sheltered accommodation is provided, rather than care homes, then there will be a need for some additional figures to be added to OAN, and this is the position Norfolk County Council is promoting in the *Promoting Independence* strategy. The county council is doing further work on this issue and there should be some up-to-date figures available in the next few months.

**Housing with Care, Extra-Care Housing and Retirement Housing**

6.99 Four reasonable alternatives are detailed below:

<table>
<thead>
<tr>
<th>Option AH11: Enable residential care accommodation uses(^{79}) to be appropriate on any allocated housing sites, subject to a criteria-based policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Many housing sites are either existing commitments, or will be newly allocated in the GNLP. One approach could be to allow specialist residential care accommodation (use class C2) to be provided on allocated housing sites. This would enable such accommodation to be provided on a wide range of housing sites in a variety of locations.</td>
</tr>
<tr>
<td>This approach would need to be practised alongside a criteria-based policy: residential care accommodation is normally best-placed where it is well-related to local services, particularly a GP surgery, public transport and shops. This is to enable staff, residents and visitors to have good access.</td>
</tr>
<tr>
<td>However, it is recognised that there can be competition for many of these housing sites, and some retirement-type uses can sometimes be outbid by market housing developers due to higher build costs.</td>
</tr>
<tr>
<td>This is considered a reasonable alternative.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Option AH12: Make specific allocations for residential care and retirement care(^{80}) uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Some sites, such as those benefitting from good access to services including healthcare, public transport and shops, are particularly suitable for specifically allocating for residential and retirement care uses.</td>
</tr>
<tr>
<td>This option is regarded at as a reasonable alternative.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Option AH13: Develop a criteria-based policy to enable new retirement/care accommodation to be accommodated on land outside settlement boundaries and/or on other types of land within settlement boundaries</th>
</tr>
</thead>
<tbody>
<tr>
<td>It can sometimes be difficult for developers and operators to find the right sites in the right locations for the these kind of uses – higher build costs can mean that market housebuilders can often outbid retirement/care developers for sites. A criteria-based policy could enable unallocated sites to come forward when a need has been demonstrated, but probably only in higher-order settlements. This could be extended to include under-used or unviable employment land, which will normally be within settlement boundaries.</td>
</tr>
</tbody>
</table>

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\(^{79}\) Planning Use class C2

\(^{80}\) Planning Use class C3
settlement boundaries. Several such schemes have been approved in Greater Norwich in the last few years.

This option is regarded as a reasonable alternative.

Option AH14: Require an amount of C2 residential care and/or C3 extra-care or retirement uses to be accommodated on “qualifying” housing allocations in particular locations

Given the difficulties that are sometimes experienced in securing land for retirement/care type accommodation, one option is to require part of larger allocations to be set aside for retirement and/or care accommodation. Whilst this might have some viability implications, it is clear that the need for these types of accommodation is increasing with the ageing population, potentially justifying such a proactive approach.

This option is regarded as a reasonable alternative.

Question

42. Which approach or approaches to housing for older people and care accommodation do you favour?

Caravans and houseboats needs

6.100 National planning policy for Gypsies & Travellers and Travelling Showpeople is set out in Planning Policy for Travellers Sites (PPfTS) which is an adjunct to the NPPF.

6.101 The NPPF and PPfTS require that the accommodation needs of Gypsies and Travellers are met through the local plan which needs to identify a supply of specific, deliverable sites to provide 5 years’ worth of sites against locally set targets. Local plans are also required to identify a supply of specific, developable sites, or broad locations for years 6-10 and, where possible, for years 11-15.

6.102 A key change introduced in PPfTS alters the planning definition of Gypsies and Travellers to exclude those who have ceased travelling permanently. Only those who are “of nomadic habit of life”, including those who are temporarily non-nomadic, are classified as Gypsies and Travellers for planning purposes.

6.103 Under the requirements of the Housing and Planning Act 2016, local authorities are now required to carry out assessments of those residing or resorting to caravans or houseboats. Consultants were commissioned to carry out this work.

6.104 The key findings of the 2017 Norfolk Caravan & Houseboat Accommodation Needs Assessment (ANA) are that:

- There is little need for houseboat moorings outside the Broads Authority area;

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81 Paragraph 156

83

83
There is limited need (as distinct from demand) for more park homes in Greater Norwich;

• There is need for more Gypsy & Traveller pitches across Greater Norwich; and

• There is need for some additional Travelling Showpeople pitches in Greater Norwich to address over-crowding on two current sites.

Current policy

6.105 Current Greater Norwich policy\(^82\) quantifies the need for new Gypsy and Traveller pitches to 2026, including new transit provision, based on figures in the former East of England Plan. However, these figures were updated by a Greater Norwich Gypsy and Traveller Needs Assessment in 2012 (which itself has now been superseded by the 2017 ANA), and so are of little relevance now. Policy 4 states that sites should normally not contain more than 10-12 pitches and should be in locations with good access to services, with some provision to be provided in association with large-scale strategic housing growth.

6.106 All three districts have existing criteria-based development management policies to assist in the determination of Gypsies & Travellers planning applications, including transit sites. However, in the light of changes to the national definition of Gypsies and Travellers for planning purposes in the PPfTS and the findings of the Caravans and Houseboats ANA, there may be a case for a new policy approach.

Current accommodation

6.107 Current accommodation for Gypsies and Travellers is a mixture of public sites in South Norfolk and Norwich, and private sites in South Norfolk and Broadland. There are two Travelling Showpeople yards in Norwich (one large) and a site in South Norfolk. There is also a transit site for Gypsies and Travellers at Costessey in South Norfolk.

Future accommodation needs

6.108 The position in relation to future accommodation for Gypsies and Traveller needs is complicated. There is a lack of clarity about whether the change to the definition of Gypsies and Travellers introduced through PPfTS applies to those who are nomadic for work-related reasons or to those who are nomadic for cultural reasons. Most existing case-law supports the first definition, which is the so-called “tighter” approach. The alternative or “looser” approach could also apply to those who travel mainly for cultural reasons, to attend festivals, social gatherings and so on. The ANA includes both sets of figures but emphasises that it is for the Greater Norwich authorities to decide which are more appropriate. The Greater Norwich authorities are of the view that the so-called “tighter” definition is the more appropriate one to

\(^{82}\) JCS policy 4
use, in line with current practice, but it is recognised that as case-law and appeal
decisions continue to evolve nationally, the situation might change.

6.109 The ANA does not make findings on an identified “split” of public site need against
private site need, but the findings of the surveys show that most Gypsies and
Travellers would prefer to live on a small family site, rather than as part of a larger
site with other families. Some families and individuals can likely afford to buy and
develop their own site if they can find a suitable and available site; some could
afford to develop a site, but not to buy it (at least to begin with); and others are not
likely to be able to afford to buy or develop a site, and so would need to live on a
public site.

6.110 The findings of the ANA show that Gypsies and Travellers are not wedded to living in
a specific Greater Norwich district; whilst, in many cases, wanting to stay fairly close
to existing family members, they do not draw a distinction between the three
districts. This is useful information, and bolsters the recommendation in the PPfTS\textsuperscript{83}
that authorities prepare a joint local plan and “set targets on a cross-authority basis
to provide more flexibility in identifying sites”. The ANA therefore provides the need
figures for the whole of Greater Norwich, not broken down into district-level figures.

6.111 The ANA concludes that whilst there is additional need for temporary stopping
places, this does not necessarily need to be in the form of transit sites, but could be
through “negotiated stopping places”, where very limited facilities would be
available for up to 28 days every year.

6.112 In relation to Travelling Showpeople, given the large vehicles and fairground
equipment that needs to be stored and transported, the plots that are required are
somewhat larger than a Gypsy and Traveller pitch. Frequent travelling also means
that good access to the major road network is important.

6.113 The Caravans and Houseboats ANA has therefore identified the scale of the need for
Gypsies and Travellers (under the “tighter” definition), Residential Caravan Dwellers,
Houseboat Dwellers and Travelling Showpeople as:

\textsuperscript{83} Paragraph 10 c)
<table>
<thead>
<tr>
<th>Accommodation type/Period</th>
<th>2017-2022</th>
<th>2022-2027</th>
<th>2027-2032</th>
<th>2032-2036</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gypsies and Travellers</td>
<td>-2</td>
<td>11</td>
<td>11</td>
<td>11</td>
<td>31</td>
</tr>
<tr>
<td>Travelling Show people</td>
<td>25</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>46</td>
</tr>
<tr>
<td>Residential Boat Dwellers</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Residential Caravan Dwellers</td>
<td>91</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>106</td>
</tr>
</tbody>
</table>

### Options

#### Houseboats

6.114 Making specific allocations of land for permanent and/or temporary houseboat moorings is considered to be **unreasonable** as there is no evidence of need in Greater Norwich, and no potential sites have been put forward through the Call for Sites.

6.115 The **reasonable alternatives** are:

**Option HB1:** Develop a criteria-based policy to allow for moorings for houseboats (temporary or permanent) to come forward in appropriate areas in Greater Norwich, subject to evidence of need

There are virtually no permanent, permitted moorings for houseboats in Greater Norwich, with the Broads area having most, and the Accommodation Needs Assessment does not identify any needs over the period to 2036. However, the current local plans do not contain a houseboat policy to allow new applications to be assessed against. Developing a criteria-based policy is therefore considered a **reasonable alternative.**

**Option HB2:** Continue with the current approach of not having a policy to judge applications for moorings for houseboats against, relying instead on the NPPF and other development plan policies.

As the number of applications for new houseboat moorings is likely to be very low, there may be a case for not having a policy covering this matter in the GNLP – it is not required for a Local Plan to have a policy to cover every possible planning scenario.

This option is regarded as a **reasonable alternative.**

### Question

43. Which of the reasonable alternatives for houseboats do you favour?
Gypsies & Travellers

Options

6.116 Having only a criteria-based policy is not an appropriate option. It would reduce the level of certainty that the level of identified need would be provided, given the practical difficulties that there can sometimes be in finding acceptable sites for new Gypsy and Traveller pitches to be located on. It would also run contrary to the PPfTS\textsuperscript{84} which requires local planning authorities to set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople which address the likely permanent and transit accommodation needs. PPfTS requires authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of sites against the target, as well as to identify a supply of specific, developable sites or broad locations for growth for years six to ten and, where possible, years 11-15.

<table>
<thead>
<tr>
<th>Option GT1: Make specific allocations of land to deliver the quantified need for new Gypsy and Traveller accommodation pitches (as well as a criteria based policy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>This would give the greatest certainty that the scale of required need would be planned for, especially in the first five years of the plan period. These allocations could be new sites and/or extensions to existing sites. This policy approach would need sit alongside a criteria-based policy to judge new windfall applications against, as required by Planning Policy for Traveller Sites.</td>
</tr>
<tr>
<td>This is therefore considered the favoured option.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Option GT2: Require larger housing allocations (say 150+) to include a certain number of Gypsy &amp; Traveller pitches to help meet the overall level of need</th>
</tr>
</thead>
<tbody>
<tr>
<td>This could help meet the overall level of need, and would help secure mixed communities and promote &quot;peaceful and integrated co-existence between the site and the local community&quot;\textsuperscript{85}.</td>
</tr>
<tr>
<td>This option is regarded at as a reasonable alternative.</td>
</tr>
</tbody>
</table>

Questions

44. Which policy approach do you favour to planning for the needs of Gypsies and Travellers?

45. Are there any suitable sites for Gypsy and Traveller accommodation you wish to submit?

\textsuperscript{84} Paragraph 11
\textsuperscript{85} Planning Policy for Traveller Sites, paragraph 13a
**Travelling Showpeople**

6.117 Evidence from the Caravans and Houseboats ANA shows that the current site at Mousehold is over-crowded and that about an additional 46 plots are needed in Greater Norwich or North Norfolk, 25 of which are required from 2016-2021. They generally need to be well-located in relation to the major road network due to the regular use of HGV vehicles. Such plots also need to be fairly large, to allow the storage of both touring caravans and fairground equipment.

**Option**

6.118 Given the practical difficulties that there can be in finding appropriate sites for new Travelling Showpeople plots to be located on (no new sites have been provided since the JCS has been adopted, despite an identified need), it is necessary to allocate sites.

Option TS1: Make allocations to deliver some or all of the need for new Travelling Showpeople plots, along with a criteria based policy

This gives the greatest certainty that the scale of required need would be being planned for. Due to constraints at existing sites preventing extensions, these sites would need to be new sites. Such a policy approach would be best practised alongside a criteria-based policy to judge new windfall applications against.

Allocating to meet the most or all of the identified level of need is therefore considered the favoured option.

**Questions**

46. Do you support the favoured option for planning for the needs of Travelling Showpeople?

47. Are there any suitable sites for Travelling Showpeople accommodation you wish to submit?

**Residential Caravans/Park Homes**

6.119 The ANA concludes that there is a need/demand for about 106 dwellings in Greater Norwich to 2036, most of which is in the period 2017-2022. The two main sources of need/demand for this type of accommodation are firstly those who choose this accommodation for affordability reasons, and secondly those who choose it for "lifestyle" reasons. In addition, some who self-identify as a Gypsy or Traveller, but who do not travel at all for work reasons, likely form part of the need/demand in this category.

6.120 Some existing caravan parks could perhaps expand to meet need, and other sites new sites could also be considered.
Option

6.121 Having only a criteria-based policy would not be a reasonable approach to take, as it would not demonstrate how the Greater Norwich authorities would best meet the identified need/demand for this type of accommodation.

Option RC1: Make allocations to deliver at least part of the quantified need/demand for new Residential Caravans, along with a criteria based policy

Such locations would generally be outside existing settlement boundaries, albeit they could be included within new/expanded settlement boundaries. As with Gypsies and Travellers, a criteria-based policy to assess potential new sites against would also need to be included.

Allocating to meet the most or all of the identified level of need is therefore considered the favoured option.

Questions

48. Do you support the favoured option for residential caravans and park homes?

49. Are there any potential locations for new/expanded residential caravans sites that you wish to propose?
CLIMATE CHANGE

Context

6.122 Local plans, particularly those which deliver housing and jobs growth, must take account of their impacts on climate change. National policy requires that the net UK carbon account for six key greenhouse gases is reduced by 80% by 2050 and imposes a legal duty to include “Policies designed to secure that the development and use of land in the local planning authority area contribute to mitigation of, and adaption to, climate change”.

6.123 Climate change is highlighted in the NPPF as “central to the economic, social and environmental dimensions of sustainable development”, with LPAs told to “adopt proactive strategies to mitigate and adapt to climate change”. LPAs are also instructed to “plan for new development in locations and ways which reduce greenhouse gas emissions” and “take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape”. Energy issues are covered in paragraphs 6.179 to 6.187 below.

6.124 The JCS covers climate change in Policy 1: Addressing Climate Change and Protecting Environmental Assets, although the matter also finds expression in several other JCS policies. The two “parts” to climate change are addressed in Policy 1: mitigation (through locating and designing development to use resources efficiently and minimising greenhouse gas emissions) and adaptation (the location and design of new development to be adapted to a changing climate and more extreme weather).

6.125 Annual monitoring results show that carbon dioxide (CO$_2$) emissions per capita have generally decreased year-on-year across Greater Norwich since 2011/12. However, it is unclear whether, with a growing population, overall emissions have risen over the period.

6.126 The GNLP’s draft environment objective is: To protect and enhance the built and natural environment, make best use of natural resources, mitigate against and adapt to climate change and the communities objective is: To grow vibrant, healthy communities giving people a high quality of life in well-designed developments with good access to jobs, services and facilities. The overall vision is relevant to climate change too: To grow vibrant, healthy communities supported by a strong economy and the delivery of homes, jobs, infrastructure and an enhanced environment. It is also important to note that greenhouse gas emissions/climate change is one of the Sustainability Appraisal objectives and so reasonable alternatives for all policies will all be assessed against it.

86 The 2008 Climate Change Act
87 The 2004 Planning and Compulsory Purchase Act
88 Paragraph 93
89 Paragraph 94
90 Paragraph 95
91 Paragraph 99
Option

6.127 No alternative approaches to the favoured option have been identified.

<table>
<thead>
<tr>
<th>CC1 Continue the current policy approach</th>
</tr>
</thead>
</table>

The favoured option is for the GNLP to include a policy to consider the impacts of climate change based on the current policy approach.

Question

50. Do you support the favoured option for climate change policy?
AIR QUALITY

Context

6.128 Successful planned growth needs to take account of its impacts on air quality. Air quality impacts on health and quality of life and the plan should take positive steps to address current air quality problems. This section discusses how the plan should tackle the issue.

6.129 The NPPE\(^\text{92}\) requires that planning policies should ensure that, taking into effect cumulative impacts and the presence of any Air Quality Management Areas (AQMAs), compliance with air quality values should be achieved. The inter-relationship between planning and air pollution is further detailed, with new development in AQMAs being required to be consistent with the local Air Quality Action Plan and the importance of assessing cumulative impacts of developments on air quality being particularly noted. \(^\text{93}\)

6.130 There are limited references to air quality in the JCS, although poor air quality in Hoveton (just across the bridge from Wroxham, in North Norfolk district) is noted. An AQMA was designated in Hoveton and so development in Wroxham may impact air quality in Hoveton, and vice versa.

6.131 There has been at least one AQMA in Norwich since 2003. Four individual AQMAs were amalgamated into a single Central Norwich AQMA in 2012, covering the area within the Inner Ring Road. Norwich City Council published the most recent Air Quality Action Plan in 2015, and an Air Quality Annual Status Report was published in 2016. The action plan details measures to be taken to reduce nitrogen dioxide (NO\(_2\)) to below threshold levels, largely focussing on transport and travel measures. NATS has an important role in tackling these issues through implementation measures such as prioritising sustainable transport.

6.132 All three Greater Norwich authorities have existing development management policies covering air quality\(^\text{94}\), although the precise details and coverage vary. All three authorities also have development management policies requiring Transport Assessments and/or Travel Plans to be prepared and submitted alongside relevant applications, which must encourage sustainable modes of travel.

6.133 Air quality, particularly in Norwich, was noted as a concern by stakeholders at the Issues workshops, and it was felt that traffic reduction should be tackled. The need for better monitoring of air quality elsewhere in Greater Norwich was also raised as an issue.

6.134 In July 2017, in response to the requirements of the High Court, the Government published the UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations. In it,

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\(^{92}\) Paragraph 12

\(^{93}\) Paragraphs 109, 120 and 124

\(^{94}\) EN4 (Broadland), DM 11 (Norwich City) and DM 3.14 (South Norfolk)
29 local authority areas are identified as having exceeded NO$_2$ target levels persistently, and so are required to take local action to resolve the issue within the shortest time possible. No particular measures are mandated, but they could include retro-fitting improved engines to local buses, support for cycling, changes to infrastructure and the introduction of vehicle charging zones. No Greater Norwich authorities are on the current list, but should NO$_2$ emissions worsen in Norwich, or not improve sufficiently, it is conceivable that Norwich could be added to the list later. The Government also announced in July 2017 that the sale of new petrol- and diesel-fuelled cars would be banned in the UK by 2040.

6.135 The draft GNLP environment objective is: *To protect and enhance the built and natural environment, make best use of natural resources, mitigate against and adapt to climate change* and the communities objective is: *To grow vibrant, healthy communities giving people a high quality of life in well-designed developments with good access to jobs, services and facilities*. The overall vision is relevant too: *To grow vibrant, healthy communities supported by a strong economy and the delivery of homes, jobs, infrastructure and an enhanced environment.*

**How should air quality be covered in the GNLP?**

6.136 The potential implications of development on air quality (and vice versa) will be considered through the development of the GNLP. Individual sites will be considered through the site assessment process, and relevant planning applications may need to demonstrate how they have assessed air pollution impact. Given the increased recognition of the dangers caused by poor air quality, the existing development management policies may need to be strengthened to enable air quality impacts to be assessed and mitigated.

6.137 There are links to other issues, and not just NATS. For example, improving the availability of high-speed broadband in rural areas could potentially facilitate greater home-working, and so reduce the need to travel by motorised vehicles. Two reasonable alternatives have been identified:

**Options**

**Option AQ1 – Require planning applications which have the potential to impact on air quality to be accompanied by air pollution impact assessments and mitigation measures**

This approach could see policy criteria developed against which types of planning applications would be judged, and/or in which areas of Greater Norwich would need to be accompanied by air pollution impact assessments. The results of the assessments would need to influence the design and layout of the scheme, and would be expected to also influence other potential mitigation measures (such as open space provision, tree-planting, cycle-path provision, public transport provision, any electric vehicle charging points etc).
There are potential benefits from having an over-arching air quality policy in the GNLP, to better ensure that cumulative and consequential impacts of developments can be considered on a similar basis throughout Greater Norwich. It would also clearly demonstrate that the requirements of the NPPF in relation to air quality are being considered. A further benefit is that this policy approach could evolve with the review of the NATS programme. This is considered to be a reasonable alternative.

**Option AQ2 – Do not have a specific policy in the GNLP on air quality**

There is already existing policy coverage of air quality matters and related issues in the three districts’ development management policies documents. Taken with the NPPF requirements in relation to air quality, specific policy coverage in the GNLP could represent unnecessary duplication.

However, there is an existing AQMA in Norwich, and with the Government’s increased focus on improving air quality nationwide, a new, up-to-date policy to detail how relevant applications will need to consider the issue of air quality may be needed.

Although arguably a less positive approach than Option AQ1, this is also considered to be a reasonable alternative.

**Question**

51. Which approach do you favour for air quality?
THE ENVIRONMENT

FLOODING

Context

6.138 Given the likely impact of climate change on increasing flood risk, it is important that the GNLP, like current planning policy for Greater Norwich, steers new development away from flood risk areas as far as possible. The plan must ensure that development mitigates against, and if necessary, is adapted to flood risk.

It is also important that statutory bodies and undertakers have full regard to flood risk and provide clear advice to the local planning authorities to enable them to assess planning applications.

6.139 To achieve this, the NPPF states that LPAs should take “full account” of flood risk\(^{95}\) and requires local plans to “take account of climate change over the longer term, including factors such as flood risk”. \(^{96}\) It also makes it clear how local plans should consider the assessment, and implications, of flood risk in seeking to steer development to areas with the lowest probability of flooding\(^{97}\), with the Planning Practice Guidance providing much more detail.

6.140 Current Greater Norwich flood risk policy\(^{98}\) emphasises that mitigation of any existing risk to be undertaken through good design and the use of sustainable drainage (SuDS) techniques. More detailed flood risk policies are in development management documents. Monitoring results over the years since 2011/12 show that no developments have been approved against the advice of the Environment Agency.

6.141 The main flood-related issue raised at the Issues workshops was the need to consider a whole-catchment approach to water management – such as flood storage in more upstream parts of river catchments.

6.142 A Stage 1 Strategic Flood Risk Assessment (SFRA) has been carried out for the Greater Norwich area, alongside the production of SFRAs for Great Yarmouth, North Norfolk and King’s Lynn and West Norfolk Borough Council by the same consultancy, JBA. The SFRA has been prepared with the ongoing involvement of Norfolk County Council (as Lead Local Flood Authority) and the Environment Agency. It applies the latest climate change allowances to models of river (fluvial) flooding, taking into account existing information on tidal/coastal flooding, groundwater flooding and surface water flooding (amongst other types). The SFRA maps show that some fluvial flood areas have expanded (as would be expected, given that the most recent climate change allowances require higher levels of rainfall and river flow to be taken into account), but there are no major differences compared to the previous (2007)

\(^{95}\) Paragraph 94
\(^{96}\) Paragraph 99
\(^{97}\) Paragraphs 100-102
\(^{98}\) JCS policy 1
SFRA that was prepared to inform the JCS. Surface water flooding has been the main type of flooding in Greater Norwich in recent years, caused by intense rainfall overwhelming drainage infrastructure, and the 2017 SFRA details some of these events.

6.143 The main fluvial flood risks are along the main rivers (the Wensum, Yare, Waveney and their tributaries), although smaller, non-main rivers can also have areas of risk. Norwich is the area with most (about 11,000) properties at risk of flooding in a 1 in 100-year flood event, and the city was named an Indicative Flood Risk Area by the Environment Agency in July 2017. Surface water flooding is known to be an issue in various settlements, including parts of Norwich, Poringland/Framingham Earl, Harleston, Long Stratton, Acle and Aylsham.

6.144 The draft GNLP environment objective is: *To protect and enhance the built and natural environment, make best use of natural resources, mitigate against and adapt to climate change.* The overall vision is relevant too: *To grow vibrant, healthy communities supported by a strong economy and the delivery of homes, jobs, infrastructure and an enhanced environment.*

**How should flooding and flood risk be covered in the GNLP?**

6.145 There is relatively little flexibility in how flood risk should be considered in preparing a local plan. In essence, development should be located away from areas of highest flood risk through the application of the Sequential Test. If, following consideration of the Sequential Test, it is felt that, consistent with wider sustainability objectives, it is not possible for development to be located in lower flood-risk areas, then the Exception Test can be applied. Parts of the centre of Norwich are most likely to fall into this category, but other areas of Greater Norwich, where there is brownfield land in town centres, could also do so.

6.146 All relevant planning applications must be accompanied by a site-specific Flood Risk Assessment. Mitigation of residual flood risk is important, as stated in the NPPF, and where possible, new developments should reduce flood risk overall. The use of SuDS techniques is strongly encouraged by the SFRA, and it also recommends that all relevant applications be accompanied by a Surface Water Drainage Strategy, to show how the design and drainage of a scheme will prevent properties from flooding from surface water. A key issue for the GNLP to consider is the extent to which a whole-catchment approach to flood risk should be practised.

**Option**

6.147 Some LPAs rely on requiring new development to follow the NPPF requirements only. However, as this approach would not meet the clear recommendations of our 99 NPPF paragraphs 100 and 101  
100 NPPF paragraph 102  
101 As defined in footnote 20 to NPPF paragraph 103
SFRA, especially to deal with surface water flooding risks, and would risk a lack of co-
ordination between sites and a lack of clarity about the long-term maintenance
regime for SuDS infrastructure, it is unreasonable. Based on national policy and local
evidence, a favoured option has been identified:

Option FR1 – Require all relevant applications to undertake a site-specific Flood Risk
Assessments and to provide a Surface Water Drainage Strategy showing how any
SuDS infrastructure will be maintained in perpetuity

This approach follows NPPF and Greater Norwich SFRA recommendations, requiring
flood risk and drainage matters to be considered at the very earliest stages of a
scheme’s design.

This is the favoured option.

Question

52. Do you support the favoured option for flood risk policy?
NATURE CONSERVATION, GREEN INFRASTRUCTURE AND HABITATS REGULATION ASSESSMENT MITIGATION

Context

6.148 Greater Norwich’s high quality natural environment is a significant factor in defining the area. Maintaining and enhancing these natural assets provides benefits for existing and new communities. It is important that the impacts of growth on the natural environment are mitigated both for environmental reasons and because the character of the area is key to the local economy, supporting successful growth.

6.149 Greater Norwich has a number of nature conservation sites that are protected under international legislation or agreements – Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites. In addition, the Norfolk and Suffolk Broads has a status equivalent to that of a National Park. Other sites are designated nationally, principally Sites of Special Scientific Interest (SSSIs), and a variety of habitats and species are protected under the 1981 Wildlife and Countryside Act.

6.150 Green infrastructure (GI) is defined in the NPPF Glossary as “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”. Section 11 of the NPPF is entitled Conserving and Enhancing the Natural Environment and details the main national policies on environmental protection, which include a range of requirements, such as planning for the creation, protection enhancement and management of green infrastructure and biodiversity. The NPPF also says that “Great weight” should be given to conserving the landscape and scenic beauty of the Broads and criteria-based policies should be developed which will distinguish between the hierarchy of designated sites. This is important to the GNLP as development and recreation and tourism pressure on the Broads is significant.

6.151 Current Greater Norwich policies cover the protection of nationally and internationally designated nature conservation sites, and promotes improvements to open spaces, green infrastructure and biodiversity. The proposed Green Infrastructure Network for Greater Norwich is a map showing the key existing and planned areas of protection and improvement. The three districts all have individual development management policies protecting lower-tier designated nature conservation sites.

6.152 The Habitat Regulations Assessment (HRA) for the JCS highlighted the particular pressures on the Broads, and various mitigation measures were identified as being required, including buffer zones and alternative destinations to help manage visitor pressure on the Broads and other nearby nature conservation sites. The need for

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102 Paragraph 114
103 Paragraph 115
104 Paragraph 113
105 JCS policies 1 and 2
106 In JCS Policy 1
mitigation measures were identified for the homes allocated in the NEGT in Broadland with greater detail considered in the now-adopted Growth Triangle Area Action Plan.

6.153 The AMRs show that a number of improvements to the GI network have been delivered, or are planned to be delivered, as new development has been permitted and delivered. The condition of designated nature conservation sites has generally improved since 2011/12 too, although it remains below target for SSSIs.

6.154 Attendees at the Issues workshops believed there to be a deficiency of green infrastructure in Greater Norwich, focussing particularly on the availability of accessible semi-natural green spaces, such as country parks. The problem of funding and maintenance of such spaces was recognised, but self-funding (through car-parking charges, on-site café etc.) were identified as options. Improved links to GI outside Greater Norwich were also identified as being important.

6.155 Various pieces of evidence base work have been undertaken, or are still underway, in relation to nature conservation and GI. A Recreation Impacts Study – Visitor Surveys at European Protected Sites was carried out across Norfolk and published in 2017. The study concludes that, in Greater Norwich, tourism and pressure from a growing population of local residents will continue to increase, especially in the Broads. Further work will be likely to need to be done to investigate the capacity of specific sites to absorb visitor pressure. Working with the other Norfolk LAs to investigate cumulative impacts and potential mitigation measures will therefore be important.

6.156 A Green Infrastructure Mapping Project is also underway across the whole of Norfolk. When complete later in 2017 this should allow the expansion of the current Greater Norwich GI network, which is viewed as an exemplar project, into the rest of Norfolk and the adjoining counties.

6.157 The HRA for the GNLP, which must be prepared to accompany any local plan, is also underway. The HRA screening report identifies different types of impact and mitigation for SAC, SPA and Ramsar sites. Potential impacts on European-designated sites identified include:

- Increased urbanisation of the countryside leading to fly tipping, littering or predation by domestic animals;
- Increased ground water abstraction, leading to detrimental impacts on biodiversity through:
  - changing the balance of freshwater to saline water in coastal wetlands;
  - depleting river flows and increased potential for saline water incursion;
  - depleting river flows with the effect of reducing dilution of pollutants and nutrients;
  - reduced ground water inputs/irrigation of fen areas

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107 JCS Policy 10

99
- Chemical release or water recycling plant failure resulting in pollution from waste water discharges;
- Increased emissions from vehicular traffic;
- Disturbance and trampling from people and especially dog walkers where nutrient enrichment from dog excrement is also an issue.

6.158 The draft GNLP environment objective is: To protect and enhance the built and natural environment, make best use of natural resources, mitigate against and adapt to climate change. The overall vision is relevant too: To grow vibrant, healthy communities supported by a strong economy and the delivery of homes, jobs, infrastructure and an enhanced environment.

How should nature conservation and Green Infrastructure be covered in the GNLP?

6.159 There are a large number of internationally designated nature conservation sites in the area both in the Broads and in Greater Norwich itself, such as the Wensum Valley. Legally, the GNLP will need to include a policy to ensure that new development does not have a negative impact on these designated sites. Without mitigation measures, some housing sites could probably not be allocated or permitted. Potential impacts on the designated nature conservation sites will depend partly on the growth distribution options and the housing sites chosen.

Options

6.160 Two possible approaches are suggested for protecting the designated sites:

**Option NC1 – Require housing developments to provide additional green space on-site to address the impact of housing growth on designated nature conservation sites**

This approach could be particularly appropriate for new development near designated sites, especially near the Broads. Such developments are likely to attract regular visitors (especially dog-walkers) to designated sites, adding to pressure there. Larger developments could provide “Suitable Alternative Natural Green Space” (SANGS) on their sites; smaller developments would have to make payments to provide the SANGS elsewhere.

This is a reasonable alternative.

**Option NC2 – Require housing developers to make payments so that impacts on the designated nature conservation sites are addressed.**

Payments could be used to fund measures such as: relocating parking, improved signage, wardens, other management measures, directing visitors to less sensitive parts of the sites or other locations and reducing vehicular access to designated sites.

This is also a reasonable alternative. Implementation will require agreement and work with other authorities and organisations, particularly the Broads Authority.
Question

53. Which option do you support?

6.161 It will also be essential that the multi-functional GI network established in the JCS\textsuperscript{108}, which is intended to provide a long term focus for investment, continues to be developed. Parts of this network have been added to or improved in recent years, in many cases with CIL funding. Greater Norwich’s approach to developing the GI network is planned to be extended county-wide through the NSF.

Question

54. Do you think any changes should be made to the Green Infrastructure network?

\textsuperscript{108} See JCS page 33
6.162 The varied landscapes of Greater Norwich, as well as the unique landscape of the neighbouring Broads, are a major asset for the area. Therefore it is essential that new development is focussed in areas where it will minimise impacts on the landscape and respects its character, being designed to take account of and enhance landscape settings.

6.163 The NPPF states that valued landscapes should be protected and enhanced, and LPAs are required to set criteria-based policies against which development proposals potentially affecting protected landscape areas should be practised, reflecting the distinctions between national and local landscape designations, with intrinsically dark landscapes protected from light pollution through effective planning policies. Where appropriate, landscape character assessments should be prepared, along with historic landscape character assessments.

6.164 Various landscape character assessments have previously been undertaken to support local plan documents. There are no nationally-designated landscape areas in Greater Norwich, although the Broads Authority area has status equivalent to a National Park, and there is thus a statutory duty to “conserve and enhance the natural beauty, wildlife and cultural heritage of the area”. Current Greater Norwich policy highlights that there are five distinct countryside character areas. Various areas are of particular historic and cultural significance, and there are sensitivities on the urban edges of Norwich and market towns. The Broads area is clearly of particular significance.

6.165 Current policy states the importance of maintaining important “Strategic Gaps” between Wymondham and Hethersett and between Hethersett and Cringleford. The precise geography of these gaps is out in the South Norfolk Development Management Policies Document. JCS Policy 2 also emphasises the urban/rural transition and the treatment of key “gateways”. South Norfolk policy defines four planning policy tools to protect the landscape setting of Norwich:

1) The Norwich Southern Bypass Landscape Protection Zone (NSBLPZ - much of the A47 corridor around the south of Norwich);

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109 Paragraph 109
110 Paragraph 113
111 Paragraph 125
112 Paragraph 170
113 JCS Policy 2
114 JCS Policy 10
115 Policy DM 4.7 and the Proposals Map
116 Policy DM 4.6
2) Key Views (long-distance views into Norwich from the south-west and south-east);
3) Undeveloped Approaches (various road and rail corridors with a distinctive rural character); and
4) Gateways (distinct landscape/townscape changes which mark the “arrival” into Norwich.) The Norwich Local Plan also identifies key gateways, both on the edge of the city council area, and on the edge of the city centre.

6.166 Finally, Rural River Valleys and Urban Valley Fringe landscape areas are identified as having special qualities\textsuperscript{117}, with the Norwich policies recognising the significance of the Wensum and Yare valleys in landscape terms\textsuperscript{118}.

6.167 Broadland policies\textsuperscript{119} focus on its Landscape Character Assessment SPD, and the protection of gaps between settlements, although these are not formally designated as Strategic Gaps.

6.168 The Broadland North East Growth Triangle AAP has a policy\textsuperscript{120} protecting an area either side of the NDR from inappropriate development. This is similar to the A47 southern by-pass protection zone in the South Norfolk Local Plan.

6.169 The AMRs show that landscape protection policies generally work well. Relatively few applications that might adversely affect key landscape designations tend to be made, because of the high chance of refusal, and those that are tend to have significant mitigation requirements. More generally, landscape character is an important consideration in a number of planning applications, and the layout and design of schemes need to take into account the effect of landscape character.

6.170 One major housing application within the Wymondham-Hethersett Strategic Gap was approved on appeal by the Secretary of State in 2016, comprising about 12 hectares of land (up to 300 dwellings), and two small applications in one of the Strategic Gaps were approved by South Norfolk Council.

6.171 At the Issues workshops key valley forms and geological/geomorphological landforms were felt to need appropriate protection, including some undesignated sites. Some attendees also asserted that a robust assessment of the need for, and extent of, any Strategic Gaps should be undertaken, particularly in locations where their existence might prevent the delivery of much needed housing.

6.172 The draft GNLP environment objective is: To protect and enhance the built and natural environment, make best use of natural resources, mitigate against and adapt to climate change. The overall vision is relevant too: To grow vibrant, healthy communities supported by a strong economy and the delivery of homes, jobs, infrastructure and an enhanced environment.

\textsuperscript{117} South Norfolk development management policy DM 4.5
\textsuperscript{118} Policy DM3
\textsuperscript{119} Policy EN2 Landscape
\textsuperscript{120} GT2: Green Infrastructure
**How should landscape be covered in the GNLP?**

6.173 Two main areas need to be covered: firstly, landscape character and specific landscape protection policies; and secondly, the need for, and location and extent of, any Strategic Gaps.

**Landscape character and protection**

6.174 The existing landscape character evidence base in Greater Norwich is up-to-date; whilst landscape character can alter over time due to changes caused by new development and differing land management practices, these changes tend to be slow and rarely alter the fundamental character of landscapes.

6.175 The slightly different approaches to landscape taken in South Norfolk, Norwich and Broadland could be continued, or a similar approach could to be taken to landscape protection in Broadland as exists in South Norfolk.

**Options**

<table>
<thead>
<tr>
<th>Option LA1 – Retain the current South Norfolk Local Plan approach, extending the principles to those parts of Broadland closest to Norwich, including the route of the Norwich Northern Distributor Road.</th>
</tr>
</thead>
<tbody>
<tr>
<td>This approach recognises that maintaining the setting of Norwich in relation to its rural hinterland is important, with the considerable development pressures that exist in fringe areas. It does not mean that development would be inappropriate, but the sensitivity needs to be recognised. Similarly, some key landscape types – particularly the Broads, rural river valleys, and the Yare and Wensum valleys are of particular landscape sensitivity. Some more detailed landscape work would be necessary to identify locations for Key Views, Undeveloped Approaches and Gateways in the Broadland/Norwich transition zone.</td>
</tr>
<tr>
<td>This is considered to be the favoured option.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Option LA2 – Retain the general current approach to landscape protection in the current three separate local plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>This option recognises there are different policy frameworks dealing with landscape issues in the three districts in current local plans, and that this could be rolled together into the GNLP. This might not enable a more consistent approach to be taken in the GNLP, including a wider consideration of impacts on the Norwich/Broadland boundary, but it is considered to be a reasonable alternative.</td>
</tr>
</tbody>
</table>

**Question**

55. Which of these options do you favour?
Strategic Gaps

6.176 Strategic Gaps are not purely a type of landscape designation. They are generally used where there is separation between settlements, and that separation is important in retaining the identity of separate settlements and, often, in the landscape character of the area.

6.177 The two current Strategic Gaps in Greater Norwich were designated after considerable debate and challenge in the adopted South Norfolk development management policies document. Broadland development management policy EN2 highlights the gaps between settlements as one of the landscape characteristics that must be taken into account when considering development proposals, but does not identify and designate any specific Strategic Gaps.

Option

6.178 No alternatives have been identified for this issue.

Option SG1 – Assess whether any new locations should be designated as Strategic Gaps.

The two current Strategic Gaps were subject to rigorous debate in the production of the South Norfolk local plan, and are likely to remain a soundly based (notwithstanding that some residential permissions have been allowed in the two Gaps subsequently). The current South Norfolk policy (DM4.7) does not completely prohibit non-agricultural development in the Gap, but is criteria-based. A similar criteria-based policy would appear appropriate in the GNLP, alongside the consideration of the correct geography of the two current Gaps, and any other areas that might now be considered appropriate to be designated as new Strategic Gaps. This is considered to be the favoured option.

Question

56. Should the GNLP protect additional Strategic Gaps and if so where should these be?
ENERGY

Context

6.179 Local plans must demonstrate a positive strategy to promote the delivery of renewable and low carbon energy\(^\text{121}\). There has been a significant growth in renewable energy production in Greater Norwich in recent years, largely from small and large-scale solar installations and wind energy, along with a more limited amount of biomass development. However, recent Government policy and legislation\(^\text{122}\) mean that local plan policies cannot require energy efficiency for dwellings in excess of Building Regulations requirements, and wind turbines can only be developed in areas specifically identified in Local or Neighbourhood Plans.

6.180 Current Greater Norwich policy\(^\text{123}\) requires developers to maximise the use of decentralised and renewable or low carbon energy (DRLCE) sources, with a ‘Merton Rule’ requirement for sites of 10+ dwellings or 1,000m\(^2\) of non-residential development to provide 10% of the scheme’s expected energy requirements from these and maximise opportunities for sustainable construction. Larger schemes (500+ dwellings or 50,000m\(^2\) non-residential development) should maximise energy from DRLCE sources.

6.181 This has been monitored in the AMR by CO\(_2\) emissions per capita, which have reduced, and by the capacity of renewable energy permitted, which has fluctuated, although permitted development rights mean there may be significant micro-generation installations which are not recorded.

6.182 There was considerable discussion of the energy issues at the Issues workshops. Some felt that there should be a push for more rooftop solar/photovoltaics as the recent development of battery technology could enable better and more effective storage of locally-generated renewable electricity.

6.183 Wind turbines were believed to sometimes be “imposed” on communities and consequently taking more local control and ownership should be considered, perhaps through Neighbourhood Plans. Others felt that wind power should only be considered offshore, instead of using valuable agricultural land.

6.184 Some felt that solar farms should only be allowed on agricultural land of grades 3-5 (i.e. not the highest quality grades 1-2). Others believed that it is unnecessary to have policies on energy use because Building Regulations deal with the issues.

How should energy be covered in the GNLP?

6.185 Some evidence suggests that the minimum development size appropriate for decentralised energy is approximately 500 dwellings, but in a densely developed location, decentralised energy can be provided for existing dwellings so the

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\(^{121}\) NPPF Paragraph 97

\(^{122}\) Set out in written ministerial statements and elements of the Deregulation Act 2015

\(^{123}\) JCS policy 3
minimum development threshold could perhaps be lower. The “Merton Rule” requirement could potentially be increased but this could end up increasing costs overall, causing reductions in the spending on fabric of the buildings (i.e. for greater energy efficiency). One main issue identified is the limited previous consideration of local grid connections, particularly at strategic employment locations, and the need to consider this at an early stage in the planning process. The capacity of the grid and local grid connections are likely to take on increased importance and are a key Duty to Co-operate issue.

Options

6.186 There are two unreasonable approaches in this policy area. Not having a policy at all, merely relying on the national and DM policies already adopted by districts is considered to be unacceptable as this option would not conform to the NPPF requirement for a positive strategy to promote energy from renewable and low carbon sources and to maximise renewable and low carbon energy development.

6.187 A second unreasonable approach would be to require a higher minima of DRLCE sources than the current JCS – there is no current evidence that this is achievable.

<table>
<thead>
<tr>
<th>Option EN1: Keep a “Merton” policy approach, but remove sustainable construction content to avoid conflict with recent Government policy changes. Also identify suitable locations for wind and/or solar power.</th>
</tr>
</thead>
<tbody>
<tr>
<td>This option would be a positive step towards helping to meet carbon reduction targets and would meet the requirements of the NPPF.</td>
</tr>
<tr>
<td>This is considered to be the favoured option.</td>
</tr>
</tbody>
</table>

Question

57. Should option EN1 be included in the GNLP?

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124 Paragraph 97
WATER

Context

6.188 Greater Norwich, like many parts of the south and east of England, experiences low levels of rainfall and is defined by Environment Agency as an area of water stress. At the same time it has and neighbours internationally important water based environmentally protected sites. In addition, the Water Resources Management Plan 2014 emphasises the need for new development to be water efficient throughout the Anglian Water area, promoting water efficiency, enhanced metering and additional leakage control. The Inspectors at the JCS firmly supported a policy approach focussing on water quality and efficiency. It is therefore essential that growth in Greater Norwich addresses water efficiency and quality issues.

6.189 The NPPF\textsuperscript{125} states that “Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of .......... water supply and demand considerations”. A requirement for all housing development to have higher levels of water efficiency than the Building Regulations can be set if there is local evidence that it is needed and it will not affect viability.

6.190 A water policy, supported by an Advice Note to aid implementation, is included in the JCS and has been encouraged regionally for a number of years, previously through the Regional Spatial Strategy and more recently in the emerging Norfolk Strategic Framework. There needs to be a long term commitment to addressing water issues whilst promoting growth.

6.191 Water issues discussed at the Issues workshops included the role of the Building Regulations, capacity in waste water treatment networks (WWTW) and the use of reed-bed filtration techniques. Inclusion of a water policy in the GNLP would help to implement draft plan objectives to promote the timely delivery of infrastructure and to protect and enhance the natural environment, make best use of natural resources, mitigate against, and adapt to climate change.

6.192 The current JCS policy requires sufficient infrastructure to be provided to meet the needs of additional growth, whilst at the same time generally promoting water efficiency, protection of water quality and protection of areas of environmental importance. It also mentions specific infrastructure upgrades, including strategic sewers and upgrades to Whittingham and other WWTW.

6.193 Specifically in relation to water efficiency in new housing development, changes to the Building Regulations in 2015 removed the ability to continue to apply the adopted JCS policy requirement of 80 litres per person per day (lpppd). The standard Building Regulations requirement is 125 lpppd, but the 2015 changes continue to

\textsuperscript{125} Paragraph 94
allow for a higher standard of 110 lpppd to be applied, if evidence supports it and it is viable.

6.194 Viability of development is not affected by water efficiency requirements. The cost per dwelling of implementing the higher Building Regulations water efficiency standard of 110 lpppd is only £10 and the emerging GNLP viability study has shown that such a low additional cost will have no impact on development viability.

6.195 The requirement for water efficiency applies equally to non-housing development, so it is appropriate to continue the JCS approach, supported by an updated Advice Note using BREEAM standards, of requiring non domestic development to be water efficient.

6.196 Taking the above into consideration, continuation of the current approach is suitable and no alternatives have been identified for water.

**Option**

Option W1: Require sufficient infrastructure to meet the needs of additional growth, whilst at the same time promoting water efficiency (using available standards), protection of water quality and areas of environmental importance.

This is the favoured option.

**Question**

58. Do you support option W1?
**COMMUNITIES**

**Context**

6.197 The GNLP must provide the policy background to enable new communities to grow which have a range of services, good access, and enable people to lead active and healthy lifestyles. The NPPF\(^{126}\) has as a Core Principle that planning should: “Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs. It says that local plans should “promote the retention and development of local services and community facilities in villages such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship”\(^{127}\). It also requires that LPAs should “create sustainable, inclusive and mixed communities”\(^{128}\) and promotes healthy communities\(^{129}\).

6.198 Current Greater Norwich policy\(^{130}\) covers four main areas: health (including healthy living and care homes needs); crime (designing out crime); education (supporting tertiary education facilities, expansion to/new schools; and community infrastructure and cohesion (new community facilities, libraries and community integration).

6.199 The AMRs record a range of indicators for healthy and active living, including obesity, life expectancy and the accessibility to leisure and recreation facilities. There are no clear trends for these indicators in recent years, and recorded crime levels have also fluctuated somewhat. The AMR also records the level of education qualifications – broadly, these have all improved in recent years.

6.200 There was general support for the need for healthy communities to be developed at the Issues workshops. Some attendees believed that there is a deficit of GI across Greater Norwich, with accessibility of semi-natural green spaces for residents important.

6.201 The draft GNLP communities objective is to grow vibrant, healthy communities giving people a high quality of life in well-designed developments with good access to jobs, services and facilities.

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\(^{126}\) Paragraph 17
\(^{127}\) Paragraph 28
\(^{128}\) Paragraph 50
\(^{129}\) Section 8
\(^{130}\) JCS Policy 7, Supporting Communities
Location of affordable housing within sites

6.202 The amount of affordable housing secured through Section 106 agreements on normal “market” housing sites is covered in the Housing Delivery section of the GNLP. The provision of affordable housing as part of sites above the affordable housing threshold is an important part of achieving mixed and balanced communities and the location of affordable housing within sites can be important, too.

6.203 Affordable housing on a mixed should be “tenure-blind” – in other words, it should be very difficult to tell the affordable housing from external appearance of the building. “Pepper-potting” of affordable houses is the generally preferred approach (i.e. mixing affordable houses with market houses), but it is recognised that for Registered Providers (companies managing affordable houses), there can sometimes be economies of scale in the locating small clusters of affordable houses together. An outcome to avoid is the location of all the affordable housing for a development to be located in one part of the site together.

Options

6.204 Not setting policy for the distribution of affordable housing across and within housing sites would be unreasonable. This is because it would run a significant risk of “affordable only” sections of development sites being created and would be contrary to the NPPF.

<table>
<thead>
<tr>
<th>Option COM1: Affordable housing should usually be spread evenly across housing sites and should be tenure-blind in appearance.</th>
</tr>
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<tbody>
<tr>
<td>It is accepted that management scales of efficiency may sometimes militate in favour of small clusters of affordable dwellings rather than individual affordable dwellings. However, overall this approach is to avoid the danger of affordable housing (particularly social/affordable rented) being located away from the main body of ‘market’ housing, thus risking the creation of unmixed and unbalanced local communities. It would not apply “exception” sites (which will be mostly or entirely affordable housing anyway).</td>
</tr>
</tbody>
</table>

This is considered to be the favoured option.

Question

59. Do you support option COM1 for the distribution of affordable housing?

Health Impact Assessments

6.205 Current policy\textsuperscript{131} requires that Health Impact Assessments (HIAs) are undertaken to support “large-scale” housing proposals, with the threshold specified at 500

\textsuperscript{131} JCS Policy 7
dwellings in the accompanying advice note. HIAs assess the potential effects of a scheme on active lifestyles and the health of a population and identify the health care facilities required to support the development. This should help inform the design and layout to best allow for walking, cycling, open space and recreation and mitigate the impacts of vehicular traffic, especially in relation to air quality and noise.

**Options**

**Option COM 2: Require that developers submit a Health Impact Assessment for sites of 500 dwellings plus**

The HIA would show how the layout and facilities of new communities would give people the best opportunities to live healthy and active lifestyles and identify the health care facilities required to support the development. Where larger sites are subdivided, the overall size of the site would be used as the threshold, with an overarching masterplan and/or design code necessary covering the whole site

This is the favoured option.

**Option COM 3: Do not require that developers prepare and submit a Health Impact Assessment for any scale of development.** Instead, only the requirements of the NPPF and any relevant adopted Development Management policies would need to be taken into account. Voluntary HIAs would be welcomed, however, and there could be supporting text even without a policy

This is a reasonable alternative.

**Question**

60. Which option do you support?

**Neighbourhood Planning**

6.206 Neighbourhood Plans provide local communities with the power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. They give local communities the ability to choose where they want new development to take place, to say what new buildings should look like and what infrastructure should be provided. They are prepared in consultation with the local community and be the subject of a local referendum before they are “made” (adopted). They should support the strategic needs set out in the local plan and plan positively to support local development. When made they become part of the development plan and are considered alongside the district local plan when planning applications are determined.

6.207 As of September 2017, a number of neighbourhood plans have been “made” (adopted) in Greater Norwich. For further information on these, see the Broadland webpage and the South Norfolk webpage.
6.208 A number of further parishes have been the subject of area designation and plans for these parishes are at various stages of preparation. Neighbourhood plans can be brought forward at any time and can be developed before or at the same time as the local planning authority is producing its local plan. It is for the local planning authority to work closely with neighbourhood planning groups to minimise any conflicts between policies in the neighbourhood plan and the emerging local plan.

6.209 There is an opportunity for local communities to bring forward sites for development in neighbourhood plans in parallel with the developing local plan process and accordance with the emerging level of growth agreed with the local planning authority and share evidence the evidence being prepared by the Local Planning Authority and vice versa. Where there is a “made” neighbourhood plan, the local community will also benefit from enhanced Community Infrastructure Levy contributions. The councils therefore encourage local communities to prepare neighbourhood plans, particularly where those communities are identified for growth. If there is any conflict between plans the decision maker must favour the policy which is contained in the last document to become part of the development plan.

6.210 An important part of the assessment of the “Basic Conditions” tests of a Neighbourhood Plan is that the policies of the Neighbourhood Plan are in “general conformity” with the strategic policies contained in the development plan for the area (i.e. the various local plan documents).

Option

Option NP1: Identify which policies in the GNLP are classed as “strategic” for Neighbourhood Planning.
The strategic policies in the GNLP will be identified and set out in a table in supporting text.
This is the favoured option.

Question

61. Do you support option NP1? If so, which GNLP policies should be “strategic”? 
CULTURE

Context

6.211 Culture comes into many aspects of planning. It is of particular significance in Greater Norwich, both due to the current breadth and depth of the cultural offer available and the potential for culture to play an increasing role as our communities grow. The NPPF state that planning should support strategies to improve cultural wellbeing for all, and deliver sufficient community and cultural facilities to meet local needs. Many of the uses that could be classified as ‘cultural’ facilities are also classified as Town Centre Uses in the NPPF, indicating that a significant element of cultural provision will relate to the strategy for the city and town centres.

6.212 Within the JCS culture is specifically contained within Policy 8 ‘Culture, Leisure & Entertainment’. This clearly places culture as part of the wider ‘offer’ the Greater Norwich area, with venues and events being seen as bringing economic benefits, related to both visitors and residents, both in terms of direct income generation and spin-off effects for the wider economy. Cultural assets which enhance the local economy include museums, galleries, theatres, sports venues and festivals; specific events and venues mentioned include Norwich City Football Club and the Royal Norfolk Show. The scope of JCS Policy also sets culture within the wider context of the history, architecture and landscape of the Greater Norwich, recognising the multitude of historic buildings such as Norwich Cathedral, Norwich Castle, Blickling Hall and Wymondham Abbey, and the distinctive landscapes of the area. Culture also performs a function in terms of building and maintaining community identity.

6.213 The three development management policies documents also contain a number of cultural elements.

6.214 Currently there is little evidence from the AMR on the extent to which the existing policy has been used directly, either to support other local plan documents or through the development management process. Whilst the role of culture is referred to in the Norwich and South Norfolk development management policy documents, it is principally in the context of main town centre uses. Currently there are no indicators in the AMR which effectively measure the effectiveness of the current policy.

6.215 The Issues workshops had no direct outputs related to culture, the workshop outputs identified a need to build on current employment strengths, and to emphasise the local lifestyle to attract inward investments. Cultural and creative industries are already strong in the Norwich area and the role of the breadth of cultural facilities is a key factor in the high quality of life in the area.

6.216 Because of the broad influence of culture in the wider sense, a number of the draft GNLP objectives include elements that are relevant:
The economy objective makes specific reference to promoting the growth of a ‘creative and broad based economy’, which would undoubtedly include the creative and cultural sectors;

The communities objective emphasises the need ‘to grow vibrant, healthy communities’, again this would indicate that protection of cultural assets and the provision of new facilities, in the broadest sense, will be a factor in the delivering this objective; and

The environment objective includes the protection and enhancement of the built and natural environment.

**How should Culture be covered in the GNLP?**

6.217 The main question in developing a Culture policy is the extent to which it needs to be set out as a standalone policy within the GNLP, rather than being an integral element of other policies. Because all of the GNLP policies are currently in their formative stages, the extent to which the elements related to culture will be covered remains uncertain. Three reasonable alternatives have been identified:

**Options**

| Option CUL1: Broadly retain the current approach in existing JCS Policy 8 ‘Culture Leisure and Entertainment’.
<table>
<thead>
<tr>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>This policy would primarily act as a basis to make requirements:</td>
</tr>
<tr>
<td>• Future development management policies in terms of open space, design etc.;</td>
</tr>
<tr>
<td>• Site Specific elements of this plan or other documents, such as Neighbourhood Plans or Area Action Plans;</td>
</tr>
<tr>
<td>• For the protection of particular assets, such the Norfolk Showground.</td>
</tr>
</tbody>
</table>

The potential consequence of continuing with the current policy approach is that there could continue to be some repetition in the GNLP. For example, the current approach includes: the provision of public art and the promotion of innovative design, which are/could also be covered in a design policy; built facilities for leisure, which are/could equally be included in a communities policy; and access to green spaces, country parks and the wider countryside, which are/could be included in an environment or GI policy.

This is a reasonable alternative.

<table>
<thead>
<tr>
<th>Option CUL2: Develop a simplified Culture policy focussing just on the protection, enhancement and provision of facilities.</th>
</tr>
</thead>
<tbody>
<tr>
<td>This policy alternative would focus on the protection, enhancement and provision of facilities specifically for culture i.e. theatres, cinemas, concert venues, galleries, museums and other venues/spaces which are used for cultural events. This option is likely to need consequent development management policies and/or supplementary planning documents to ensure any criteria for the protection of existing facilities are...</td>
</tr>
</tbody>
</table>
clearly set out, or for new facilities which might fall outside defined development boundaries of outside the defined city or town centres.

This is a reasonable alternative.

**Option CUL3: Do not have a specific policy on Culture.** This would effectively incorporate all of the current JCS Policy 8 elements into other polices within the GNLP i.e. open space/leisure/community space and building provision within a ‘communities’ policy; access to the countryside through the Gi element of an ‘environment’ policy; innovative design/public art within a ‘design policy’; and protection of entertainment venues and support for creative industries within the ‘economy’ and/or ‘retail centres’ policy (for those cultural venues and facilities, such as markets, cinemas, galleries etc. which are classified as Town Centre uses in the NPPF).

For this policy approach to be effective it would necessary for culture to be a clear underlying theme throughout the plan, noting that it forms an essential element of many different aspects, including the economy, protection and enhancement of existing assets and leisure/recreation time.

This is a reasonable alternative.

**Question**

62. Which option do you support?
THE BROADS

Context

6.218 The Broads, which have a status equivalent to a National Park, border various parts of Greater Norwich, mostly along the main rivers of the Bure, Yare and Waveney. The Broads Authority has its own local plan and is the planning authority for most planning applications within its area. Due to the Broads importance, national policy and legislation recognises their special character and nature. The main functions of the Broads Authority and others in relation to the Broads\(^{132}\) are: conserving and enhancing the natural beauty, wildlife and cultural heritage of the Broads and promoting public opportunities to enjoy the special qualities of the Broads. This means that the GNLP is required to contribute to these functions.

6.219 Current Greater Norwich policy\(^{133}\) details how planning applications close to, but outside, the Broads area should take into account its special characteristics:

**JCS 18 - The Broads**

*In areas of close proximity to the Broads Authority particular regard will be applied to maintaining and enhancing the economy, environment, tranquillity, setting, visual amenity, recreational value and navigational use of the Broads.*

*Opportunities will be taken to make better use of the benefits of the Broads, and to support its protection and enhancement while ensuring no detrimental impact on the Broadland SPA, Broadland Ramsar and Broads SAC.*

6.220 A policy focussing on the Broads needs to be kept, with suggested modifications including:

- Provide greater clarity about the need for the Greater Norwich authorities to have due regard to National Park and Broads objectives\(^{134}\);
- Adding reference to the Broads area’s purposes and protected status as well as its conservation designations;
- Add references to the protection of landscape character in the Broads;
- Provide greater clarity about how the Greater Norwich authorities should work closely together when considering planning proposals on the boundary with, or near to, the Broads; and
- Ensure that the policy requires proposals near to the Broads area have regard to the protection of the tranquillity and dark skies of the Broads.

6.221 It is important to note that any applications for areas outside the Broads, but which could potentially affect the Broads, would need to take into account the special

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\(^{132}\) Set out in the Norfolk and Suffolk Broads Act 1998 (as amended)

\(^{133}\) Joint Core Strategy Policy 18 and its supporting text

\(^{134}\) This is needed to reflect the Natural Environment and Rural Communities Act 2006 and the Duty to Co-operate
character of the Broads, relevant Broads Local Plan policies and national policies and legislation, irrespective of whether there is a local plan policy covering this matter.

6.222 There was relatively little discussion of the Broads at the Issues workshops. However, the need for strong policies to recognise valued landscapes was highlighted, as was adequate provision of and maintenance of GI.

6.223 The most relevant objective is the environment objective to protect and enhance the built and natural environment, make best use of natural resources, mitigate against and adapt to climate change.

**Option**

6.224 Given the equivalent National Park status of the Broads and the strong protection set out in legislation and national planning policy for the Broads area, a positive policy approach should be taken.

**Option BR1: Have a specific policy covering development proposals close to the Broads, requiring the special characteristics and nature of the Broads area to be taken into account.**

The Broads area has long “borders” with the three Greater Norwich districts (particularly Broadland and South Norfolk), and settlements such as Acle, Brundall, Loddon and Wroxham are partly within the Broads. Consideration of the potential implications of planning applications on the Broads from land which is close to, but outside, the Broads area, is therefore important. This is the favoured option.

**Question**

63. Do you support option BR1?
SECTION 7 - MONITORING THE PLAN

Context

7.1 Effective monitoring will be central to understanding how well the draft plan’s vision and objectives are being achieved. To ensure that the strategy remains on track, the plan will require an effective, appropriate and proportionate monitoring framework to record development progress, assess whether its objectives are being met and gauge the effectiveness of policies, highlighting the need for any policy review at an early stage. Any GNLP policies which are not capable of being monitored effectively may need special justification for inclusion in the plan.

7.2 To do this, LPAs are required to publish an AMR. As a minimum, this must cover the preparation and implementation of local plans and report on Duty to Co-operate activities.

7.3 Since the JCS was originally adopted in March 2011, monitoring has been undertaken against a range of indicators based on that plan’s 12 spatial planning objectives, as well as the separate social, economic and environmental indicators deriving from the JCS sustainability appraisal. The results are published in the Greater Norwich authorities’ AMR. As of the last published AMR, which reports on progress for the 2015-16 monitoring year, a total of 53 separate monitoring indicators were used. Monitoring of separate local plan documents in the three districts is included within the overall JCS AMR.

Monitoring of the GNLP

7.4 As central and local government resources have reduced in recent years, so monitoring of some contextual plan indicators has also reduced somewhat, with the focus being on key policy information (such as housing and employment land development).

7.5 Given that the GNLP will be allocating individual sites, rather than simply setting out strategic development locations as the JCS did, it will be important to ensure that a detailed monitoring framework is in place to record progress on the implementation and delivery of the plan allocations, as well as the strategic area wide policies. This is particularly important in relation to maintaining a five year housing land supply. One specific issue policy may need to cover, however, is the approach that would be taken to help address a shortfall in the five-year supply of deliverable housing land (see below).

Question

64. Are there any current indicators that should be excluded or included in the GNLP monitoring framework?
Shortfall in Housing Land Supply

7.6 The NPPF requires LPAs to “identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements...”. Where this cannot be met from existing permissions and unphased allocations in the local plan, allocations phased for delivery later in the plan period should be brought forward. If, despite these steps, it is still not possible to demonstrate a five-year supply of land, then it may be useful for the GNLP to state how additional sites could be considered in a semi-planned way.

7.7 The most obvious solution is for the Greater Norwich authorities to turn to the annually-updated Housing and Economic Land Availability Assessment (HELAA). There are likely to be unallocated sites in the HELAA list which could potentially come forward for development. These would have the advantage over completely new sites in that they have already undergone a level of assessment, and so there could be a higher level of certainty of their delivery compared to windfall developments, which are inherently somewhat unpredictable.

Options

7.8 One approach would be to not have a specific policy approach in the GNLP on this matter. In the event of a shortfall in housing land supply, the NPPF requires that the presumption in favour of sustainable development be applied, with reduced weight afforded to “out-of-date” local plan policies. In practical terms, this means that housing applications on unallocated land should not be refused unless the harm would “significantly and demonstrably outweigh the benefits”. However, having no policy would not meet the NPPF requirement that steps be taken to “boost significantly the supply of housing”. This option is therefore considered to be unreasonable.

<table>
<thead>
<tr>
<th>Option HLS1 – Allow the most appropriate HELAA sites to come forward if there were no 5-year housing land supply</th>
</tr>
</thead>
<tbody>
<tr>
<td>Depending on the extent of the housing land supply shortfall, a shortlist of potentially acceptable sites would be in the annual Housing Land Supply report. There would need to be a surplus of HELAA sites identified, to ensure choice and competition to be able to demonstrate that there was a five-year supply. Criteria would need to be developed against which to assess the HELAA sites. The councils would aim to work with developers and landowners to deliver sites identified through this process.</td>
</tr>
<tr>
<td>This is considered to be the favoured option.</td>
</tr>
</tbody>
</table>

| Option HLS2 – Do a review of the GNLP to allocate more deliverable sites if there were no 5-year housing land supply |

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135 Paragraph 47
136 Paragraphs 14 and 49
137 Paragraph 47
The NPPF\textsuperscript{138} states that a local plan “can be reviewed in whole or in part to respond flexibly to changing circumstances”, and the HWP suggests that local plans should be reviewed at least every five years. Given the time it takes to prepare or review even a relatively straightforward local plan, this is unlikely to be a quick solution to remedying a housing land supply shortfall, but it is a reasonable alternative.

Question

65. Which option do you support?

General question

66. Are there any other issues relating to the GNLP you would like to raise?

\textsuperscript{138} Paragraph 153
APPENDIX 1 – THE GROWTH OPTIONS

The growth options tables 1 to 6 below divide housing figures into commitment, the plan baseline and how the additional homes from the various options would be broadly distributed, including percentage figures of overall growth. “Conceptual” maps are also provided for each option.

The growth options tables 1 to 6 below use the most up to date information on commitment from April 2017 and group commitment and growth in parishes into planning areas as follows:

<table>
<thead>
<tr>
<th>Location</th>
<th>Homes Committed</th>
<th>Parish</th>
<th>Homes Committed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Norwich</strong></td>
<td></td>
<td><strong>Norwich</strong></td>
<td></td>
</tr>
<tr>
<td>Norwich</td>
<td>6,999</td>
<td>Norwich</td>
<td>6,999</td>
</tr>
<tr>
<td><strong>Fringe Sectors</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West</td>
<td>1,625</td>
<td>Bawburgh</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Costessey</td>
<td>706</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Easton</td>
<td>905</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Honingham</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>South West</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2,828</td>
<td>Colney</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cringleford</td>
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<td></td>
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<td>Hethersett</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Keswick</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Little Melton</td>
<td>68</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>South</strong></td>
<td>290</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bracon Ash</td>
<td>24</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ketteringham</td>
<td>0</td>
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<tr>
<td></td>
<td></td>
<td>Mulbarton</td>
<td>117</td>
</tr>
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<td></td>
<td></td>
<td>Swainsthorpe</td>
<td>1</td>
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<td>East Carleton</td>
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<tr>
<td></td>
<td></td>
<td>Swardeston</td>
<td>76</td>
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<td></td>
<td>Tasburgh</td>
<td>34</td>
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<td></td>
<td></td>
<td>Newton Flotman</td>
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<td></td>
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<td><strong>South East I</strong></td>
<td>752</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bixley</td>
<td>60</td>
</tr>
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<td></td>
<td></td>
<td>Caister St Edmunds</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Framingham Earl</td>
<td>73</td>
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<td>Framingham Pigot</td>
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<td>Poringland</td>
<td>511</td>
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<td></td>
<td></td>
<td>Stoke Holy Cross</td>
<td>90</td>
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<td><strong>South East II</strong></td>
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<td></td>
<td></td>
<td>Bramerton</td>
<td>0</td>
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<td></td>
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<td>Kirby Bedon</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Trowse</td>
<td>264</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>East</strong></td>
<td>631</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Blofield</td>
<td>465</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Brundall</td>
<td>33</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Great and Little Plumstead</td>
<td>129</td>
</tr>
<tr>
<td>Area</td>
<td>Population</td>
<td>Location</td>
<td>Population</td>
</tr>
<tr>
<td>---------------------</td>
<td>------------</td>
<td>-----------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>North East</td>
<td>12,976</td>
<td>Postwick with Witton</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Spixworth</td>
<td>47</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Old Catton</td>
<td>29</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rackheath</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sprowston</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Thorpe St. Andrew</td>
<td>365</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Growth Triangle</td>
<td>12,513</td>
</tr>
<tr>
<td>North</td>
<td>1,722</td>
<td>Hellesdon</td>
<td>1,377</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Horsford</td>
<td>284</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Horsham St. Faith and Newton St.</td>
<td>61</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Faith</td>
<td></td>
</tr>
<tr>
<td>North West</td>
<td>297</td>
<td>Drayton</td>
<td>285</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Taverham</td>
<td>12</td>
</tr>
<tr>
<td>Aylsham</td>
<td>350</td>
<td>Aylsham</td>
<td>350</td>
</tr>
<tr>
<td>Wymondham</td>
<td>2,674</td>
<td>Wymondham</td>
<td>2,674</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Spooner Row</td>
<td>0</td>
</tr>
<tr>
<td>Diss</td>
<td>319</td>
<td>Diss</td>
<td>269</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Roydon</td>
<td>50</td>
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<tr>
<td>Long Stratton</td>
<td>1,968</td>
<td>Long Stratton</td>
<td>1,870</td>
</tr>
<tr>
<td>Harleston</td>
<td>157</td>
<td>Harleston</td>
<td>157</td>
</tr>
<tr>
<td>Acle</td>
<td>210</td>
<td>Acle</td>
<td>210</td>
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<td>Wroxham</td>
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<td>Wroxham</td>
<td>32</td>
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<td>Hingham</td>
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<td>Hingham</td>
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<tr>
<td>Loddon</td>
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<td>Loddon</td>
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<td></td>
<td></td>
<td>Chedgrave</td>
<td>0</td>
</tr>
<tr>
<td>Service and Other Village</td>
<td>38</td>
<td>Scole</td>
<td>38</td>
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<tr>
<td></td>
<td></td>
<td>Dickleburgh</td>
<td>51</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other BDC Village</td>
<td>372</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other SNDC Village</td>
<td>678</td>
</tr>
<tr>
<td>Total</td>
<td>35,665</td>
<td>Total</td>
<td>35,665</td>
</tr>
</tbody>
</table>
**Option 1 Concentration close to Norwich**

The majority of the plan’s housing requirement to 2036 is already committed. The total requirement for new allocations is 7,200. In order to ensure that urban brownfield sites are maximised and rural needs are addressed, all options include a “baseline position” which provides for 3,900 homes. Therefore there are sites for 3,300 further dwellings to find. Option 1 would concentrate all the 3,300 additional dwellings close to Norwich as urban extensions or in some of the closest villages.

<table>
<thead>
<tr>
<th></th>
<th>Commitment</th>
<th>Baseline</th>
<th>Option 1</th>
<th>Total</th>
<th>Growth %</th>
<th>Distribution of growth option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwich</td>
<td>6,999</td>
<td>1,500</td>
<td></td>
<td>8,499</td>
<td>20</td>
<td>The current figure of 1,500 homes in the baseline aims to maximise growth on brownfield sites whilst retaining sites for employment, town centre and open space uses. It will be kept under review as the plan is progressed.</td>
</tr>
<tr>
<td>Fringe Sectors</td>
<td>21,381</td>
<td>200⁴¹⁰</td>
<td>3,300</td>
<td>24,881</td>
<td>58</td>
<td>Around: 1,000 homes in the north east; 600 in the north and north west; 500 in the west; 1,200 in the south west.</td>
</tr>
<tr>
<td>Main Towns¹⁴¹</td>
<td>5,468</td>
<td>550</td>
<td></td>
<td>6,018</td>
<td>14</td>
<td>There would be no additional homes beyond the baseline in Main Towns, KSCs or Service and Other Villages under this option.</td>
</tr>
<tr>
<td>KSCs</td>
<td>674</td>
<td>450</td>
<td></td>
<td>1,124</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Service and Other Villages or Village Groups</td>
<td>1,143</td>
<td>1,200</td>
<td></td>
<td>2,343</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>35,665</td>
<td>3,900</td>
<td>3,300</td>
<td>42,865</td>
<td></td>
<td>7,200</td>
</tr>
</tbody>
</table>

---

³⁹ As of April 2017, Service and Other Villages commitment also includes Countryside figures (applies to all options)
⁴⁰ Brownfield sites in Broadland urban fringe (applies to all options)
¹⁴¹ Includes Long Stratton which will become a Main Town once anticipated growth is delivered (applies to all options)
**Option 2 Transport Corridors**

The majority of the plan’s housing requirement to 2036 is already committed. The total requirement for new allocations is 7,200. In order to ensure that urban brownfield sites are maximised and rural needs are addressed, all options include a “baseline position” which provides for 3,900 homes. Therefore there are sites for 3,300 further dwellings to find. Option 2 would concentrate all of the additional 3,300 dwellings in the main transport corridors. There is a degree of overlap with Option 1 as urban fringe locations tend to be well served by transport corridors.

<table>
<thead>
<tr>
<th></th>
<th>Commitment</th>
<th>Baseline</th>
<th>Option 2</th>
<th>Total</th>
<th>Growth %</th>
<th>Distribution of growth option</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Norwich</strong></td>
<td>6,999</td>
<td>1,500</td>
<td></td>
<td>8,499</td>
<td>20</td>
<td>The current figure of 1,500 homes in the baseline aims to maximise growth on brownfield sites whilst retaining sites for employment, town centre and open space uses. It will be kept under review as the plan is progressed.</td>
</tr>
<tr>
<td><strong>Fringe Sectors</strong></td>
<td>21,381</td>
<td>200</td>
<td>2,200</td>
<td>23,781</td>
<td>55</td>
<td>Around: 1,000 homes in the north east; 200 in the north and north west; 500 in the west; 500 in the south west. Due to existing commitment and environmental constraints associated with the Broads, there would be no growth in this option above the baseline in the A47 (E) corridor.</td>
</tr>
<tr>
<td><strong>Main Towns</strong></td>
<td>5,468</td>
<td>550</td>
<td>1,100</td>
<td>7,118</td>
<td>17</td>
<td>The remaining 1,100 homes would be predominantly allocated to Wymondham in the A11 Corridor and to Diss, possibly including villages on the A140 (S) (other than Long Stratton where there are significant constraints to growth beyond current commitments).</td>
</tr>
<tr>
<td><strong>KSCs</strong></td>
<td>674</td>
<td>450</td>
<td></td>
<td>1,124</td>
<td>3</td>
<td>Other than possibly in villages on the A140 (S) near Diss, there would be no additional homes in KSCs or Service and Other Villages beyond the baseline under this option.</td>
</tr>
<tr>
<td><strong>Service and Other Villages or Village Groups</strong></td>
<td>1,143</td>
<td>1,200</td>
<td></td>
<td>2,343</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>35,665</td>
<td>3,900</td>
<td>3,300</td>
<td>42,865</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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**Option 3 Supporting the Cambridge Norwich Tech Corridor**

The majority of the plan’s housing requirement to 2036 is already committed. The total requirement for new allocations is 7,200. In order to ensure that urban brownfield sites are maximised and rural needs are addressed, all options include a “baseline position” which provides for 3,900 homes. Therefore there are sites for 3,300 further dwellings to find. Option 3 would concentrate the great majority of the additional 3,300 dwellings in the A11 corridor, with significant growth in the south west fringe, Wymondham and a new settlement in or near the corridor.

<table>
<thead>
<tr>
<th></th>
<th>Commitment</th>
<th>Baseline</th>
<th>Option 3</th>
<th>Total</th>
<th>Growth %</th>
<th>Distribution of growth option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwich</td>
<td>6,999</td>
<td>1,500</td>
<td>8,499</td>
<td>20</td>
<td></td>
<td>The current figure of 1,500 homes in the baseline aims to maximise growth on brownfield sites whilst retaining sites for employment, town centre and open space uses. It will be kept under review as the plan is progressed.</td>
</tr>
<tr>
<td>Fringe Sectors</td>
<td>21,381</td>
<td>200</td>
<td>2,000</td>
<td>23,581</td>
<td>55</td>
<td>Around: 500 dwellings in the west (which lies between the NRP and the Food Enterprise Zone, close to the A11 corridor); 1,500 in the south west on the A11 corridor.</td>
</tr>
<tr>
<td>Main Towns</td>
<td>5,468</td>
<td>550</td>
<td>700</td>
<td>6,718</td>
<td>16</td>
<td>The additional 700 homes would be predominantly allocated to Wymondham in the A11 Corridor rather than the other Main towns.</td>
</tr>
<tr>
<td>KSCs</td>
<td>674</td>
<td>450</td>
<td>100</td>
<td>1,224</td>
<td>3</td>
<td>The 100 additional homes in KSCs beyond the baseline would most likely be allocated to Hingham, which already has high tech businesses and is close to the A11 corridor.</td>
</tr>
<tr>
<td>Service and Other Villages or Village Groups</td>
<td>1,143</td>
<td>1,200</td>
<td>2,343</td>
<td>5</td>
<td>There would be no additional homes in Service and Other villages beyond the baseline under this option.</td>
<td></td>
</tr>
<tr>
<td>New Settlement</td>
<td></td>
<td></td>
<td>500</td>
<td>500</td>
<td>1</td>
<td>There would be a new settlement in or near the A11 corridor under this option.</td>
</tr>
<tr>
<td>Totals</td>
<td>35,665</td>
<td>3,900</td>
<td>3,300</td>
<td>42,865</td>
<td></td>
<td>7,200</td>
</tr>
</tbody>
</table>
Supporting the Cambridge-Norwich Tech Corridor

Including a new settlement in or near the Cambridge-Norwich Tech Corridor

Key
- Norwich City Council (within the GNLP area)
- Broadland Area (within the GNLP area)
- South Norfolk Area (within the GNLP area)
- Broads Authority Area (outside the GNLP area)
- Cambridge-Norwich Tech Corridor
- A Roads
- Railways
- Norwich International Airport

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Norwich City Council - 100019747
South Norfolk District Council - 100019483
**Option 4 Dispersal**

The majority of the plan’s housing requirement to 2036 is already committed. The total requirement for new allocations is 7,200. In order to ensure that urban brownfield sites are maximised and rural needs are addressed, all options include a “baseline position” which provides for 3,900 homes. Therefore there are sites for 3,300 further dwellings to find. Option 4 provides high levels of dispersal to villages while also putting a limited amount of growth in the Norwich fringe parishes and the A11 corridor.

<table>
<thead>
<tr>
<th>Commitment</th>
<th>Baseline</th>
<th>Option 4</th>
<th>Total</th>
<th>Growth %</th>
<th>Distribution of growth option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwich</td>
<td>6,999</td>
<td>1,500</td>
<td>8,499</td>
<td>20</td>
<td>The current figure of 1,500 homes in the baseline aims to maximise growth on brownfield sites whilst retaining sites for employment, town centre and open space uses. It will be kept under review as the plan is progressed.</td>
</tr>
<tr>
<td>Fringe sectors</td>
<td>21,381</td>
<td>200</td>
<td>21,931</td>
<td>51</td>
<td>Around: 100 homes in the north and north west; 100 in the west; 150 in the south west.</td>
</tr>
<tr>
<td>Main Towns</td>
<td>5,468</td>
<td>550</td>
<td>6,668</td>
<td>16</td>
<td>The large majority of the option’s 650 homes would be distributed to Wymondham, Diss and possibly to Harleston.</td>
</tr>
<tr>
<td>KSCs</td>
<td>674</td>
<td>450</td>
<td>1,524</td>
<td>4</td>
<td>The large majority of the option’s 400 homes would be likely to be distributed to the KSCs in South Norfolk (Loddon, Hingham and Poringland).</td>
</tr>
<tr>
<td>Service and Other</td>
<td>1,143</td>
<td>1,200</td>
<td>4,243</td>
<td>10</td>
<td>The distribution of growth between these villages would be dependent on a range of factors including availability of sites, location, access to services and deliverability.</td>
</tr>
<tr>
<td>Villages or Village</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>35,665</td>
<td>3,900</td>
<td>42,865</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>7,200</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Option 5 Dispersal plus New Settlement

The majority of the plan’s housing requirement to 2036 is already committed. The total requirement for new allocations is 7,200. In order to ensure that urban brownfield sites are maximised and rural needs are addressed, all options include a “baseline position” which provides for 3,900 homes. Therefore there are sites for 3,300 further dwellings to find. Option 5 is similar to Option 4 in that it provides high levels of dispersal to villages while also putting a limited amount of growth in the Norwich fringe parishes and the A11 corridor. It differs to Option 4 in that it diverts some of the village growth to a new settlement.

<table>
<thead>
<tr>
<th></th>
<th>Commitment</th>
<th>Baseline</th>
<th>Option 5</th>
<th>Total</th>
<th>Growth %</th>
<th>Distribution of growth option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwich</td>
<td>6,999</td>
<td>1,500</td>
<td></td>
<td>8,499</td>
<td>20</td>
<td>The current figure of 1,500 homes in the baseline aims to maximise growth on brownfield sites whilst retaining sites for employment, town centre and open space uses. It will be kept under review as the plan is progressed.</td>
</tr>
<tr>
<td>Fringe Sectors</td>
<td>21,381</td>
<td>200</td>
<td>350</td>
<td>21,931</td>
<td>51</td>
<td>Around: 100 homes in the north and north west; 100 in the west; 150 in the south west.</td>
</tr>
<tr>
<td>Main Towns</td>
<td>5,468</td>
<td>550</td>
<td>650</td>
<td>6,668</td>
<td>16</td>
<td>The large majority of the option’s 650 homes would be likely to be distributed to Wymondham, Diss and possibly Harleston.</td>
</tr>
<tr>
<td>KSCs</td>
<td>674</td>
<td>450</td>
<td>400</td>
<td>1,524</td>
<td>4</td>
<td>The large majority of the option’s 400 homes would be likely to be distributed to the KSCs in South Norfolk (Loddon, Hingham and Poringland).</td>
</tr>
<tr>
<td>Service and</td>
<td>1,143</td>
<td>1,200</td>
<td>1,400</td>
<td>3,743</td>
<td>9</td>
<td>The distribution of growth between these villages would be dependent on a range of factors including availability of sites, location, access to services and deliverability.</td>
</tr>
<tr>
<td>Other Villages</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>or Village</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groups</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Settlement</td>
<td></td>
<td>500</td>
<td>500</td>
<td>1,000</td>
<td>1</td>
<td>A new settlement in a transport corridor</td>
</tr>
<tr>
<td>Totals</td>
<td>35,665</td>
<td>3,900</td>
<td>3,300</td>
<td>42,865</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Option 6 Dispersal plus Urban Growth

The majority of the plan’s housing requirement to 2036 is already committed. The total requirement for new allocations is 7,200. In order to ensure that urban brownfield sites are maximised and rural needs are addressed, all options include a “baseline position” which provides for 3,900 homes. Therefore there are sites for 3,300 further dwellings to find. Option 6 provides higher levels of dispersal to villages while putting significant growth in the Norwich fringe parishes, particularly in the north east and the west fringe.

<table>
<thead>
<tr>
<th></th>
<th>Commitment</th>
<th>Baseline</th>
<th>Option 6</th>
<th>Total</th>
<th>Growth %</th>
<th>Distribution of growth option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwich</td>
<td>6,999</td>
<td>1,500</td>
<td></td>
<td>8,499</td>
<td>20</td>
<td>The current figure of 1,500 homes in the baseline aims to maximise growth on brownfield sites in the urban area whilst retaining sites for employment, town centre and open space uses. It will be kept under review as the plan is progressed.</td>
</tr>
<tr>
<td>Fringe Sectors</td>
<td>21,381</td>
<td>200</td>
<td>1,900</td>
<td>23,481</td>
<td>55</td>
<td>Around: 1,000 homes in the north east; 200 in the north and north west; 500 in the west; 200 in the south west.</td>
</tr>
<tr>
<td>Main Towns</td>
<td>5,468</td>
<td>550</td>
<td>150</td>
<td>6,168</td>
<td>14</td>
<td>The option’s 150 homes would be likely to be distributed to Wymondham, Diss and possibly Harleston.</td>
</tr>
<tr>
<td>KSCs</td>
<td>674</td>
<td>450</td>
<td>150</td>
<td>1,274</td>
<td>3</td>
<td>The large majority of the option’s 400 homes would be likely to be distributed to the KSCs in South Norfolk (Loddon, Hingham and Poringland).</td>
</tr>
<tr>
<td>Service and Other Villages or Village Groups</td>
<td>1,143</td>
<td>1,200</td>
<td>1,100</td>
<td>3,443</td>
<td>8</td>
<td>The distribution of growth between these villages would be dependent on a range of factors including availability of sites, location, access to services and deliverability.</td>
</tr>
<tr>
<td>Totals</td>
<td>35,665</td>
<td>3,900</td>
<td>3,300</td>
<td>42,865</td>
<td></td>
<td>7,200</td>
</tr>
</tbody>
</table>
APPENDIX 2 - JCS DEFINITION OF NORWICH CITY CENTRE
APPENDIX 3 – SERVICE, OTHER VILLAGES AND SMALLER RURAL COMMUNITIES for OPTION SH1

DEFINING CRITERIA

Service Village - a Service Village must have:
Either access to four key services accessible primary school*, village hall, food shop and journey to work by public transport).
Or availability of at least six services from a menu of 12, which must include an accessible primary school*. The other services are: post office, village hall; food shop; pub; pre-school facilities; petrol station; outdoor recreation; community groups; employment; healthcare facility; journey to work by public transport.

If the range of services in a settlement is not sufficient to meet the above criteria, the categorisation is as follows:
Other Village with accessible primary school: has at least three services from above list of 12 including village hall and accessible primary school.
Other Village: has at least three services from above list of 12 including village hall (but no accessible primary school).
Small Rural Community (SRC): has three services or less from above list, and no village hall or accessible primary school.

*Note: For both Service and Other villages, a settlement was classified as having an accessible primary school if the school was within 2 miles from the centre of the settlement, and accessible the whole way from the outskirts of the settlement via a pavement.

LOWER TIERS OF THE SETTLEMENT HIERARCHY

<table>
<thead>
<tr>
<th>Broadland</th>
<th>South Norfolk</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Service Village</strong></td>
<td><strong>Aslacton and Great Moulton, Barford, Barnham Broom, Bressingham, Brooke, Bunwell, Burston, Dickleburgh, Ditchingham, Earsham, Fornsett (St. Peter &amp; St. Mary), Gillingham, Hales (including part in Heckingham parish), Hempnall, Kirby Cane (including part in Ellingham parish), Little Melton, Mulbarton and Bracon Ash, Morley, Needham, Newton Flotman, Pulham Market, Pulham St Mary, Rockland St Mary, Roydon, Saxlingham Nethergate, Scole, Seething, Stoke Holy Cross, Surlingham, Tacolneston, Tasburgh, Thrarton (including part in Ashby St Mary parish), Thorulton and Norton Subcourse, Tivetshall St Mary &amp; St Margaret, Wicklewood, Wreningham, Woodton (including part within Bedingham parish), Yelverton (including part in Alpington parish)</strong></td>
</tr>
<tr>
<td><strong>Other Village (with accessible primary school)</strong></td>
<td><strong>Alburgh, Bawburgh, Broome, Carleton Rode, Harwick, Thorston &amp; Hapton (excluding part adjacent to Long Stratton), Winfarthing, Spooner Row.</strong></td>
</tr>
<tr>
<td><strong>Frettenham, Marsham, Strumpshaw.</strong></td>
<td><strong>Frettenham, Marsham, Strumpshaw.</strong></td>
</tr>
<tr>
<td>Changes from JCS</td>
<td></td>
</tr>
<tr>
<td>Other Village to Service Village: Cantley, Hainford, Hevingham</td>
<td></td>
</tr>
<tr>
<td>Smaller Rural Community to Other Village: Felthorpe, Halvergate, Honingham, Stratton Stawless, Upton with Fishley, Weston Longville, Woodbastwick.</td>
<td></td>
</tr>
<tr>
<td>Other Village to Service Village: Bressingham, Burston, Fornsett (St. Peter &amp; St. Mary), Morley, Needham, Tivetshall St. Mary &amp; St. Margaret.</td>
<td></td>
</tr>
<tr>
<td>Service Village to Other Village (with accessible primary school): Alburgh, Broome, Carleton Rode, Spooner Row.</td>
<td></td>
</tr>
<tr>
<td>Smaller Rural Community to Other Village (with accessible primary school): Tharston &amp; Hapton (excluding part adjacent to Long Stratton).</td>
<td></td>
</tr>
<tr>
<td>Service Village to Other Village: Ashwellthorpe, Bergh Apton, Geldeston, Swardeston, Wortwell.</td>
<td></td>
</tr>
<tr>
<td>Smaller Rural Community to Other Village: Gissing, Wacton</td>
<td></td>
</tr>
<tr>
<td>Service Village to Smaller Rural Community: Bramerton,</td>
<td></td>
</tr>
<tr>
<td>Other Village to Smaller Rural Community: Aldeby, Caistor St Edmund, Claxton, Flordon, Great Melton, Haddiscoe,</td>
<td></td>
</tr>
</tbody>
</table>
## DATA FOR LOWER TIERS OF THE SETTLEMENT HIERARCHY

<table>
<thead>
<tr>
<th>Broadland Settlements</th>
<th>Core Services</th>
<th>Secondary Services</th>
<th>Status in Settlement Hierarchy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Primary School</td>
<td>Village Hall</td>
<td>Food Shop</td>
</tr>
<tr>
<td>Alderford</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Attlebridge</td>
<td>x</td>
<td>✓</td>
<td>x</td>
</tr>
<tr>
<td>Beighton</td>
<td>x</td>
<td>✓</td>
<td>x</td>
</tr>
<tr>
<td>Belaugh</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Blickling</td>
<td>x</td>
<td>✓</td>
<td>x</td>
</tr>
<tr>
<td>Blofield Heath</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Booton</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Brampton</td>
<td>x</td>
<td>✓</td>
<td>x</td>
</tr>
<tr>
<td>Brandiston</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Burgh and Tuttinton</td>
<td>x</td>
<td>✓</td>
<td>x</td>
</tr>
<tr>
<td>Buxton</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Cantley</td>
<td>✓</td>
<td>✓</td>
<td>x</td>
</tr>
<tr>
<td>Cawston</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Coltishall (with Horstead)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Village</td>
<td>Smaller Rural Community</td>
<td>Other Village</td>
<td>Service Village</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>-------------------------</td>
<td>---------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Crostwick</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Felthorpe</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Foulsham</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freethorpe</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frettenham</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gt &amp; Lt Plumstead</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Great Witchingham (Lenwade)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Guestwick</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hainford</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Halvergate</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Haveringland</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hemblington</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hevingham</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heydon</td>
<td></td>
<td></td>
<td></td>
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APPENDIX 4 – GLOSSARY

Accessible
In the case of community facilities and services (such as healthcare), easy to travel to or use. In reference to buildings or public transport, easy to enter and use by all.

• Affordable housing
Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market (for further information see annex 2 of the NPPF).

• Allocated
Land which has been identified for a specific use in the current development plan.

• Area Action Plan (AAP)
A development plan document within the adopted local plan that establishes a set of development proposals and policies for a specific area.

• Biodiversity
The variety of different types of plant and animal life in a particular region.

• Brownfield land, brownfield site
Land or site that has been subject to previous development.

• Built environment
The man-made surroundings that provide the setting for human activity, ranging in scale from personal shelter to neighbourhoods and large-scale civic surroundings.

• Bus Rapid Transit (BRT)
Bus-based public transport service providing more frequent and faster services than an ordinary bus route, achieved by making improvements to existing infrastructure, vehicles and scheduling.

• Community Infrastructure Levy
A Government initiative under which local authorities publish a schedule of standardised charges per new dwelling which are then paid by developers to help provide new infrastructure.

• City centre
The main commercial area of Norwich as set out on the city centre key diagram.

• Commitments
Development proposals which already have planning permission or are allocated in adopted development plans.

• Community facilities
Services that meet the day-to-day needs of a community such as post offices, village halls, food shops, public houses, pre-school facilities, petrol stations, outdoor recreation, community groups, GP practices and bus services.

• Comparison goods
Household or personal items which are more expensive and are usually purchased after comparing alternative models/types/styles and price of the item (e.g. clothes, furniture, electrical appliances).

• Conservation area
Area of special historic and/or architectural interest which is designated by the local planning authority as being important to conserve and enhance. Special planning controls apply within these areas.

• Convenience goods
Items bought for everyday needs, including food, drink, newspapers and tobacco and chemist’s goods.

• County Wildlife Site
Wildlife habitat identified and designated as being of particular local interest or importance by Norfolk County Council and the Norfolk Wildlife Trust but which is not of sufficient national merit to be declared as a Site of Special Scientific Interest.

• Criteria-based policies
Policies which set out conditions to be met for that type of development, so that ad hoc proposals may be assessed, even if the site is not identified for that land use in the local plan.

- **Decentralised and renewable or low-carbon energy sources**
  Sources of energy that are renewable or low-carbon (or a combination of these) and locally based (on-site or near-site, but not remote off-site), usually on a relatively small scale. Decentralised energy is a broad term used to denote a diverse range of technologies, including micro-renewables, which can locally serve an individual building, development or wider community and includes heating and cooling energy.

- **Development**
  Defined in planning law as ‘the carrying out of building, engineering, mining or other operations in, on, over, or under land, or the making of a material change of use of any building or land’.

- **Development Plan**
  A set of plans guiding future development in the area. The development plan may consist of a range of locally prepared development plan documents including the local plan, policies maps, site allocation plans, neighbourhood plans, core strategies, area action plans. The previous system referred to the local plan as the local development framework, or LDF.

- **Development Plan Document**
  Locally prepared document on a specific topic which forms part of the development plan and which is subject to independent examination before adoption. Also commonly referred to as DPDs.

- **Development boundary**
  See settlement boundary

- **District centre**
  A group of shops, containing at least one supermarket or superstore and other services, providing for a catchment extending beyond the immediate locality.

- **Employment use**
  Use primarily for industrial, warehousing, office or other business uses usually falling within classes B1, B2 and B8 of the use classes order.

- **Exception site**
  A small site to be used specifically for affordable housing that would not normally be used for housing, because they are subject to policies of restraint. Exception sites should be used for affordable housing in perpetuity. (NPPF, paragraph 54).

- **Green infrastructure**
  Green spaces and interconnecting green corridors in urban areas, the countryside in and around towns and rural settlements, and in the wider countryside. It includes natural green spaces colonised by plants and animals and dominated by natural processes as well as man-made managed green spaces such as areas used for outdoor sport and recreation including public and private open space, allotments, urban parks and designed historic landscapes as well as their many interconnections like footpaths, cycleways, green corridors and waterways.

- **Greenfield land (or site)**
  Land which has not previously been built on, including land in use for agriculture or forestry. Does not include residential garden land in rural areas.

- **Habitats Regulations Assessment (HRA)**
  This is a report which must be prepared to accompany a local plan. It identifies the impacts of the plan on, and any mitigation required for SAC, SPA and Ramsar sites.

- **Health Impact Assessment**
  An assessment to judge whether development proposals may have an impact on health or health inequality in terms of its effects on health and social care services, or wider lifestyle related considerations or factors such as social inclusion, independence or air pollution, for example.

- **Index of Multiple Deprivation**
An index, at Lower Super Output Area level, made up from seven domains (income; employment; education, skills and training; health and disability; crime; housing and services; and living environment).

- **Infill development**
  Small-scale development filling a gap within an otherwise built up area.

- **Infrastructure**
  The network of services to which it is usual for most buildings or activities to be connected. It includes physical services serving the particular development (e.g. gas, electricity and water supply; telephones, sewerage) and also includes networks of roads, public transport routes, footpaths etc. as well as community facilities and green infrastructure.

- **Joint Core Strategy (JCS)**
  Part of the adopted development plan in Greater Norwich - a spatial planning strategy that sets out long-term objectives for planning to 2026.

- **Knowledge economy**
  The sector of the economy which is increasingly based on knowledge-intensive activities, creating a greater reliance on intellectual capital rather than physical outputs. It does not rely solely on a few advanced technology industries but is applicable to many traditional industries.

- **Life Sciences**
  Any of several branches of science, such as biology, medicine, anthropology, or ecology, that deals with living organisms and their organisation, life processes, and relationships to each other and their environment.

- **Local centre**
  A group of shops or services forming a centre of purely local significance. See also city centre, district centre and commercial area.

- **Local Transport Plan**
  A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.

- **Low-carbon**
  To minimise carbon dioxide emissions from a human activity.

- **Northern Distributor Road (NDR)**
  A dual-carriageway road under construction to the north of Norwich, linking the A47 to the south-east of the city with the A1067 in the north-west.

- **Norwich Area Transportation Strategy (NATS)**
  Statement of strategic transportation policy for Norwich and surrounding area, most recently adopted in 2004. The most recent Implementation Plan was adopted in 2013.

- **Norwich fringe**
  Area next to the city of Norwich, but lying in other administrative districts which is predominantly developed, including open spaces encompassed within the developed area. For Broadland this includes the continuously built up parts of Hellesdon, Drayton, Taverham, Old Catton, Sprowston and Thorpe St Andrew and in South Norfolk it includes Colney, Costessey, Cringleford and Trowse.

- **Norwich Policy Area**
  Part of the county which is centred on and strongly influenced by the presence of Norwich as a centre for employment, shopping and entertainment, generally comprising the fringe and first ring of large villages around the city of Norwich, but extending to Long Stratton and Wymondham.

- **Park and ride**
  Provision of parking areas at the edge of the built up area and linked by frequent bus (or other public transport) services to the city centre.

- **Planning obligations**
  Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer to ensure that specific works are carried out, payments made or other
actions undertaken which would otherwise be outside the scope of the planning permission. Often called Section 106 agreements. See also Community Infrastructure Levy (CIL)

- **Previously developed land**
  See brownfield land.

- **Protected sites or species**
  Any site or species which, because of its rarity or threatened status is protected primarily by statutory legislation (The Wildlife and Countryside Act 1981 (as amended) and the Conservation (Natural Habitats etc) Regulations 1994) or international legislation.

- **Ramsar site**
  A European designation that protects areas of wetland.

- **Regional Spatial Strategy (RSS)**
  Formerly, a broad strategy setting out spatial planning policies for a region and helped to shape the adopted Joint Core Strategy. RSSs were revoked in 2010.

- **Renewable energy**
  Energy generated from sources which are non-finite or can be replenished. Includes solar power, wind energy, power generated from waste, biomass etc.

- **Settlement Hierarchy**
  A way of grading settlements based upon a number of criteria, such as population and services available.

- **Settlement boundary**
  This is an area where development appropriate to the settlement in question will usually be permitted. Sometimes called village envelopes or development boundaries.

- **Site allocation plan or DPD**
  A document used to identify sites to accommodate the range of land uses necessary to implement the objectives of a core strategy where this has been adopted already.

- **Site of Special Scientific Interest (SSSI)**
  Site or area designated as being of national importance because of its wildlife, plants or flower species and/or unusual or typical geological features. SSSIs are identified by Natural England and have protected status under the Wildlife and Countryside Act 1981, amended in 1985 and further substantially amended in 2000 (by the Countryside and Rights of Way Act 2000).

- **Spatial portrait**
  This provides the context for the local plan. It describes the area in question, how it functions and highlights the key issues to be addressed.

- **Special Area of Conservation (SAC)**
  Special Areas of Conservation are defined in the European Union’s Habitats Directive (92/43/EEC). They are defined to protect the 189 habitats and approximately 800 species listed in Annex I and II of the directive (as amended) which are considered to be of European interest following criteria given in the Directive.

- **Special Protection Areas (SPAs)**
  Special Protection Areas are strictly protected sites classified in accordance with Article 4 of the EC Birds Directive, which came into force in April 1979. They are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory species.

- **Street furniture**
  Collective term for permanent structures installed within the highway, including footways and pedestrian areas. Includes street lighting columns, signs, seats, litter bins, telephone kiosks, post boxes etc.

- **Supplementary Planning Document (SPD)**
  Guidance published by local planning authorities to provide further detailed information on how local plan policies are to be applied or interpreted. SPDs may be prepared jointly, particularly where a consistent policy approach is required over an area covered by more than one local planning
authority. SPDs may be concerned with a particular issue, or may give more detailed guidance of the development of a specific site, covering a whole range of issues.

- **Sustainability Appraisal (SA)**
  An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

- **Sustainable development**
  The United Nations have defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development. At paragraph 14 the NPPF states that this means local plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. The NPPF promotes environmental, economic and social sustainability.

- **Sustainable drainage system (SuDS)**
  Efficient drainage system which seeks to minimise wastage of water, including the use of appropriate groundcover to enable maximum penetration of clean water run-off into the ground. Designed to minimise the impact of development on the natural water environment.

- **Tertiary education**
  Tertiary education is the educational level following the completion of secondary education and includes further, as well as higher, education.

- **Transport assessment**
  An assessment that may be required in connection with major development proposals that looks at how people are likely to access the development and its effects on travel patterns. It will also look at how any undesirable consequences can be mitigated. It should consider how access on foot, by cycle or public transport can be promoted and how the demand for car parking can be minimised.

- **Use class**
  The Town and Country Planning (Use Classes) Order, 1987 groups land uses into different categories called use classes. Change of use within a use class and some changes between classes do not require planning permission.

- **Windfall**
  Describes planning permission for housing development which is granted during the plan period but which is not identified in the plan for housing development.
Appendix 2 – Greater Norwich Local Plan - New Settlements Topic Paper

Background

1. This paper adds further detail to paragraphs 4.58 to 4.64 of the Greater Norwich Local Plan (GNLP) Regulation 18 consultation document to assist responses to be made to question 12 on the potential for a new settlement in Greater Norwich.

2. To do this, it provides information on the Government’s initiative to promote the development of new Garden Villages and Towns, examples of other new settlement initiatives in the region, and sets out suggestions for how potential locations for new settlement scale development could be assessed though the GNLP.

3. The government defines a Garden Village as new a settlement of between 1,500 and 10,000 homes and a Garden Town as a new settlement of more than 10,000 homes. The Greater Norwich Development Partnership (GNDP) favours a minimum size for a new settlement of 2,000 homes because this would better support a primary school, a small range of local shops and other services.

4. Two new settlement scale locations have been submitted through the Call for Sites for consideration for inclusion in the GNLP. These are a proposal around Honingham Thorpe to the west of Norwich and on land between Wymondham and Hethel. These sites are included in the Regulation 18 GNLP public consultation available from the GNLP web site.

5. It is possible that additional sites with the potential for new settlement scale development could be submitted for consideration for inclusion in the GNLP through the Regulation 18 consultation or that additional sites could be identified through the plan making process.

6. Emerging New Town Development Corporation powers being established by the Government will provide a powerful tool to enable new settlements to be promoted by local councils.

Existing and emerging government policy

7. Existing and emerging government policy in the National Planning Policy Framework (NPPF) and the 2017 Housing White Paper (HWP) support the development of new settlements built to Garden City principles (see Appendix 1 for a summary of the principles).

8. Existing national policy on new settlements in paragraph 52 of the NPPF states that: The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities. Working with the support of their communities, local planning authorities should consider whether such opportunities provide the best way of achieving sustainable development. In doing
so, they should consider whether it is appropriate to establish Green Belt around or adjoining any such new development.

9. The HWP, providing more recent information on the direction of travel of government policy, states that:
   *Well-planned, well-designed, new communities have an important part to play in meeting our long-term housing needs. Provided they are supported by the necessary infrastructure, they are often more popular with local communities than piecemeal expansion of existing settlements.*

10. Further to this, the HWP states government will support the delivery of new communities based on Garden City principles by:
   - ensuring that decisions on infrastructure investment take better account of the opportunities to support new communities;
   - legislating to enable the creation of locally accountable New Town Development Corporations *enabling local areas to use them as the delivery vehicle if they wish to* through changes to the New Towns Act, and
   - amending the NPPF to encourage a more proactive approach by authorities to bringing forward new settlements in their plans, as one means by which housing requirements can be addressed.

11. In January 2017 government announced¹ access to a £6 million fund over the next 2 financial years to support the delivery of 14 new garden villages. In addition to funding, the government has committed to providing support in terms of expertise, brokerage and the offer of new planning freedoms to support housing growth including, for example, ensuring that there is greater ability to resist speculative residential planning applications.

12. The funding document stated that a dedicated delivery vehicle (publicly-led bodies, public-private partnership arrangements or a statutory development corporation) could assist delivery. Expressions of interest for funding were required to be led by local authorities, with support from private sector developers and/or landowners.

13. The Government also stated that it may run a further call for expressions of interest for other places with proposals for new garden villages and that such projects will also have access to infrastructure funding programmes across government.

14. The prioritisation criteria for the funding document set out further detail on what government views as the key elements which new garden settlements must have:
   - Local leadership and community support (with Local Economic Partnership (LEP) support for larger settlements);
   - High quality, attractive and innovative design with significant green spaces and gardens;
   - Make use of public sector and brownfield land where possible;
   - Provide for local demand;
   - Viable and capable of accelerated delivery;

15. This approach has received broad support, most notably from the Local Government Association (LGA) and the Town and Country Planning Association (TCPA).

**The size of new garden settlements**

16. As set out above, Garden Villages are defined as settlements of 1,500/2,000 and 10,000 homes and Garden Towns as a development of more than 10,000 homes.

17. In order to have its own distinctive identity, to assist in supporting its own services, to provide for high quality green infrastructure and possibly a Green Belt as suggested for consideration in the NPPF, a new settlement built to Garden City principles should be freestanding rather than an extension to an existing urban area or large village. A freestanding new settlement is also more likely to have the opportunity of securing government funding.

18. Any freestanding sites of below 1,500/2,000 dwellings would be highly unlikely to be able to support new services and would consequently be an isolated group of houses in the open countryside. Such a scale of new settlement could not be built to Garden City principles.

19. Two long term approaches can be taken to different scales of freestanding new garden villages:

   a. Establish a small scale “freestanding linked new settlement” of 1,500/2,000 to 5,000 homes which would support local services such as a bus service, a primary school, local shops and community facilities and green spaces, but would generally have to rely on a neighbouring settlement or settlements for higher order functions such as a secondary school, significant employment and larger scale retail and community facilities. Such a scale of development could provide a sustainable community but would not be able to be fully built to Garden City principles which require the creation of a self-supporting mixed use community. As a rule of thumb based on regional and national examples, it is estimated that a “freestanding linked new settlement” would require from 200 to 500 hectares of land.

   b. Establish a larger scale freestanding new garden village of 5,000 dwellings plus which would rely on a neighbouring settlement for higher order functions in the early years of development until a critical mass of development is built. When fully developed in the long term the settlement would provide for most of its day to day needs within the new community, except the highest level facilities provided in and around a regional centre such as Norwich. Larger scale new settlements can provide a high quality public transport system, such as Bus Rapid Transit (if close to an existing
network), a secondary school\textsuperscript{2}, significant employment and larger scale retail and community facilities. This would enable the creation of a self-supporting, mixed use community built to Garden City principles. It is estimated that a larger scale freestanding new settlement would require at least 500 hectares of land.

**The potential for new settlements**

20. Greater Norwich has an established network of defined main towns, Aylsham, Diss, Harleston and Wymondham and key service centres (Acle, Blofield, Brundall, Hethersett, Hingham, Loddon/Chedgrave, Long Stratton, Pringland/Framingham Earl, Reepham and Wroxham). Significant growth is identified for and allocated around these centres and on the fringe of Norwich, most notably to the north east, through the JCS and other plans. Whilst there is currently no evidence that there is a need for the development of an additional town, the development of a freestanding new garden village could reduce the need for further allocations on greenfield sites around these locations through the GNLP.

21. Current evidence shows that the additional housing requirement for Greater Norwich from 2015 to 2036 to be identified through the GNLP through strategic growth location options is 3,900 dwellings\textsuperscript{3}. Two of the growth options include the potential for a new settlement in or close to main transport corridors to provide 500 dwellings by 2036. This would meet around 1\% of the total housing growth need to 2036 for Greater Norwich.

22. It is important to note that new settlements can be an expensive and slow means of meeting housing need. Their delivery can be risky and unpredictable and providing infrastructure to support them risks reducing funding for potentially more sustainably located extensions to existing settlements. New settlements are most likely to be developed in areas where there:

- is major economic growth,
- is significant demand for new housing, a buoyant and viable housing market and developer support for a new settlement;
- are not obvious alternative locations for growth through extensions to existing settlements due to local constraints such as Green Belts, environmental constraints and designations restrictive to large scale development such as Areas of Outstanding Natural Beauty or National Parks;
- are local opportunities such as sustainably located ex-military bases.

\textsuperscript{2} Secondary schools are widely recognised as being a key element of a large scale sustainable community. Research indicates that a minimum of 7-8,000 dwellings are required to provide a new secondary school of a scale that can deliver a wide curriculum. The North-east Growth Triangle in Broadland is planned to be of sufficient scale to support a secondary school. However, there is the potential to provide “all through schools” in smaller settlements as planned at Upper Heyford in Oxfordshire, which is planned for 5,000 homes.

\textsuperscript{3} See Reg. 18 consultation document at [http://www.gnlp.org.uk/](http://www.gnlp.org.uk/)
23. Experience elsewhere in the region in Cambridgeshire provides examples. Cambridge has limited room for expansion and is surrounded by an extensive Green Belt, thus limiting the amount of sites available for urban extensions. In addition, there are large ex-military sites in sustainable locations available for development, there is a very high demand for new homes in this area with a rapidly expanding economy and development is highly viable. Growing and planned new settlements include:

a. **Cambourne**, on the A428, which initially had a projected size of 4,250 dwellings, with a 2011 population of around 8,200. Two thousand additional dwellings, along with two additional primary schools, a second secondary school, an athletics track and funding towards a swimming pool, have recently been approved.

b. **Northstowe** which is planned to be a town of 10,000 homes, 11,000 jobs, convenience retailing, six primary schools, a secondary school, a post-16 education facility and a guided busway to Cambridge and Huntingdon on a former railway line.

c. **Alconbury Weald**, a former airfield adjacent to the A14 and the A141 north of Huntingdon. An outline planning application has been submitted for 5,000 homes to be delivered over 20 years. Homes will be built mainly at medium and low densities, with 10% apartments. The settlement will include local centres with primary schools and local services.

d. **Wyton Airfield**, between Huntingdon and St. Ives, which has been declared surplus to Ministry of Defence requirements. Crest Nicholson have consulted on a masterplan for 250 hectares of brownfield land for 4,500 new homes; 10 hectares of employment land; a local centre; primary and secondary schools; green infrastructure and sports facilities and transport improvements including links to the guided busway. Huntingdonshire District Council is supportive of the principle of the development of a new settlement, but will not include it in its local plan until funding is available for the road infrastructure required.

24. North Essex is also an area with highly viable development in a rapidly growing economy with very high demand for new homes. Three large new settlements in the early stage of planning known as the “**North Essex Garden Communities**” are along the A120 road:

   a. West of Braintree (which could deliver up to 10,000 homes);
   b. West of Colchester (up to 24,000 homes);
   c. East of Colchester (up to 9,000 homes).

25. A joint company has been formed by the four local authorities\(^4\) to take forward the North Essex proposals. The councils will act as lead developer to ensure the new communities adhere to Garden City principles, to promote an “infrastructure first” approach and to control the speed of build. Local plans promoting the new settlements are close to submission and it is anticipated that development will commence in 2021.

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\(^4\) Braintree, Tendring and Colchester districts and Essex County Council.
26. Since new settlements require significant investment in infrastructure, they can be challenging to deliver if effective mechanisms for securing the uplift in land values and to assist in providing infrastructure are not put in place. Therefore it is expected that a legal agreement would be required to ensure sufficient investment is available for any new settlements to be taken forward through the plan making process. If this is not achieved then there is the very real risk that Community Infrastructure Levy (CIL) or other funding that could support potentially better value for money growth elsewhere might be diverted to a new settlement.

27. Any new settlement development, particularly a larger scale garden village or town, would be a long term project continuing well beyond the GNLP end date of 2036. However, as promoted by the HWP, new settlement development using the type of public sector intervention envisaged by the government through revisions to the New Towns Act could speed up delivery. In parallel with this, a positive approach to investing the uplift in the value of land resulting from its allocation back into the development from the landowner and developer could significantly speed up delivery. This further confirms that it is very likely that any new settlement allocation would need to be accompanied by a legal agreement to ensure that land value uplifts are invested in the new community.

Assessing proposed locations in Greater Norwich

28. As referenced in paragraph 3 above, two sites submitted through the Call for Sites potentially provide the amount of land that could support a new settlement. These are at Honingham Thorpe (including land in Barford, Easton, Marlingford and Colton) and land to the west of Hethel and east of Wymondham.

29. The Honingham Thorpe site (site reference GNLP 0415 A to G in the Site Proposals document) is 360 hectares and is proposed for housing (4,000 homes), employment and a country park.

30. The Hethel site (site reference GNLP1055 West of Hethel, Stanfield Hall Estate, Stanfield Road) is 364 hectares and is proposed to be a garden village with housing, hi-tech employment uses and community facilities.

31. Site maps are available in the Site Proposals consultation document available from the GNLP web site.

32. Other potential sites may be identified, possibly through the Regulation 18 consultation and emerging powers flagged up through the HWP for land assembly, strongly suggest that government considers that other locations could also be considered.

33. In 2012 an evidence study was done for Greater Norwich to assess the potential for a new settlement to the south of Norwich, around Mangreen. It looked at three options:
i. 1,800 dwellings – expansion of Swardeston and Mulbarton;
ii. 7,000 dwellings – new town south and east of Swardeston;
iii. 7,000 dwellings – a new town between Swardeston, Swainsthorpe and Mulbarton.

34. The study concluded that while there would be no problems for the sites associated with water supply, waste water, flood risk or waste disposal, it was not possible to recommended one option over another. A key conclusion identified was that there were significant transport constraints related to crossing the Norwich - London railway line and linking to the A140.

35. No sites have been submitted in the immediate Mangreen area through the Call for Sites for the GNLP. Significant sites have been submitted to the east and north of Mulbarton, totalling 155 hectares, however this is below the minimum new settlement site size of 200 hectares identified above. In addition, transport constraints restrict the potential for development in this area, particularly as there are generally significant costs associated with providing new roads which cross railways.

36. The following broad criteria, which can be amended further as necessary, could be used to assess the suitability of locations for new settlement development through the GNLP:

a. Sufficient land has been submitted for the development of a freestanding garden village consisting of a minimum of 2,000 homes, along with a primary school, local employment, green infrastructure and a local retail centre;
b. The site could have the potential to be expanded in the longer term to provide a larger freestanding community with a greater variety of services;
c. There is easy access, particularly on foot and by bicycle, to primary and secondary schools and an existing range of retail, health and leisure services in an existing settlement to support the early years of development of the community and to provide choice;
d. Market interest in providing new settlement scale development in the location can be proved, with clear evidence of the viability and deliverability;
e. There is the potential for high quality public transport access. This could be a bus rapid transit (BRT) route, a high quality bus route or a railway station with good existing services, or the capacity for a reasonable level of service;
f. There is good access to the primary/trunk road network including the A47, A11, A140, A143, A146, A1270 (NDR);
g. There is easy access to strategic employment locations;
h. The site is in the ownership of a limited number of owners or there is potential for a legally enforceable land equalisation agreement for a number of landowners to work together;
i. There is a commitment to achieving high quality, imaginative and sustainable design and to build the settlement to Garden City principles;
j. The landowner/developer/consortium is committed to having a strong vision and to ongoing community engagement;
k. There is a commitment to working with the councils to sign a legal agreement to establish a delivery vehicle, to invest much of the uplift in land value into infrastructure on-site, to community ownership of land and a long term commitment to stewardship of assets;
l. The site will provide for a broad mix of housing types and tenures including starter homes and opportunities for self-build;
m. The site can support generous provision of open space including a strong Green Infrastructure network that incorporates existing features and provides effective links to surrounding areas;
n. The site has the potential to be developed without having a negative impact on areas designated for their local, national or international environmental value and would not be in an area of significant landscape sensitivity;
o. The site will not be subject to conflicts with existing uses which could not be readily be mitigated;
p. The site would minimise the use of high quality agricultural land;
q. There are limited flood risk areas and the site could readily be designed to increase impermeable surfaces;
r. The site would have not have negative impact on defined heritage assets;
s. Development of the site would not lead to the sterilisation of mineral assets.

**Conclusion**

37. In addition to the submitted site for new settlements at Honingham Thorpe and between Wymondham and Hethel, other areas may be submitted through the Regulation 18 consultation. Emerging powers for land assembly suggest that further areas with potential for new settlement development could be considered, providing they meet the criteria set out in this paper.

38. At this point in time the overall case for a new settlement in Greater Norwich is by no means clear. There are not the local constraints to developing sustainable locations on the edge of existing settlements in Greater Norwich that apply in some other parts of the region and the country. The need to identify sites for 3,900 additional dwellings through the growth options in the GNLP could arguably be more sustainably and cost effectively achieved through the development of alternative sites rather than focussing on new settlements which could be difficult and costly to get off the ground.

39. Therefore, given the difficulty in providing infrastructure to support new settlement growth, and to avoid having a negative impact on other growth promoted through the GNLP, it is essential that a legal commitment is made by landowners and prospective developers with the councils if a new settlement is to be progressed. This would involve a commitment to re-invest substantial amounts of the profit resulting from the uplift in land values following the granting of any planning permission into the long term provision of infrastructure to support a new settlement.
Appendix 1 Garden City Principles

The Town and Country Planning Association defines Garden City principles as:
A Garden City is a holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. The Garden City principles are an indivisible and interlocking framework for their delivery, and include:

- Land value capture for the benefit of the community;
- Strong vision, leadership and community engagement;
- Community ownership of land and long-term stewardship of assets;
- Mixed-tenure homes and housing types that are genuinely affordable;
- A wide range of local jobs in the Garden City within easy commuting distance of homes;
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food;
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience;
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods;
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.
Appendix 3

Site proposals document

A. Introductory Text

1. Introduction

1.1. This document forms part of the Regulation 18 ‘Growth Options’ consultation on the emerging Greater Norwich Local Plan (GNLP). Section 5 of the main Growth Options consultation document sets out the background to the consultation on sites. At this stage no decisions have been made about which sites should or should not be included in the emerging plan; however, where sites have been assessed, this document, and the supporting evidence in the Housing and Economic Land Availability Assessment (HELAA) give an early indication about their possible suitability.

1.2. As well as larger sites over 0.25 hectares which could be allocated in the GNLP, this consultation also includes existing development boundaries from current local plans and gives the opportunity to propose potential smaller sites that could be included as alterations to those boundaries.

1.3. One of the assumptions underlying the GNLP is that sites that already have planning permission or are allocated for housing in current local plans will be built by 2036; however, we are testing those assumptions through this consultation.

1.4. Consequently, within this document we are asking you for your views on:

- Sites of over 0.25 hectares which have been submitted for possible inclusion in the GNLP between 16 May 2016 and 31 July 2017, which have undergone a preliminary assessment
- Current development boundaries/limits from the existing local plans.

Within the main Growth Options document, we have also asked question on:

- Existing allocations and planning permissions for housing (known as the existing commitment);
- The key employment sites across the Greater Norwich Area, as identified in the GNLP Employment, Town Centres and Retail Study (2017)

1.5. As well as seeking views on the sites already identified, it is also possible that you may wish to put forward other sites which you consider would be as good as, or better, than those already identified; this is your opportunity to do that.

1.6. The main Growth Options consultation document asks various questions about the how much growth there is likely to be between now and 2036. Whilst the Growth Options

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1 The existing development boundaries/limits are taken from: Broadland Site Allocations DPD (2016); Old Catton, Sprowston, Rackheath & Thorpe St Andrew Growth Triangle Area Action Plan (July 2016); Norwich Site Allocations and Site Specific Policies Local Plan (December 2014); South Norfolk Site Specific Allocation and Policies Document (October 2015); Long Stratton Area Action Plan (May 2016); Wymondham Area Action Plan (October 2015); & Cringleford Neighbourhood Development Plan (February 2014).
document sets out reasonable and favoured options for growth, no decisions have been made as to precisely how much land is needed to accommodate the additional development. The Growth Options document also sets out various possibilities for how the total growth will be distributed: to particular areas (such as transport corridors); or to particular types of settlement (e.g. concentrated in larger towns or dispersed to a range of smaller villages); or whether a new settlement is a viable component of future growth. Consequently, at this stage, no conclusions can be drawn about which sites should go forward into the GNLP until the amount and pattern of growth has been established. This sites consultation provides the opportunity for you to comment on the sites that have been submitted and to identify other potential sites for growth.

2. Settlement Summaries and Sites

2.1. Set out below in this document are a series of site details, maps and settlement summaries:

- **site details** are listed under the parish within which they fall (or within which the majority of the site falls);
- sites are illustrated in the corresponding **map booklet** for that parish. Each map booklet contains an overall map for the parish, followed by a series of individual site maps. We have tried to show as much context as possible, therefore sites which are outside the parish, but close to the boundary, should also be clearly evident from the maps;
- **settlement summaries** have been written on a settlement basis, rather than a parish basis. Therefore, where a site clearly relates to a settlement in an adjoining parish, because of proximity and because future residents would use the services and facilities in that settlement, the site has been included within the summary for that settlement. For example, the settlement summary for Poringland includes several sites which are listed under the parishes of Caistor St Edmund, Framingham Earl, Framingham Pigot, and Stoke Holy Cross, but which are shown on the maps for both the parish they are in and are also shown on the overall parish map for Poringland.

Where possible, where the sites details and the summary of the site appear under different parishes, we have tried to cross-reference these as clearly as possible.

**Proposed Sites**

2.2. Basic site details are set out for all sites submitted up to 31 July 2017. The site details set out the location of the site, who has proposed it and what they would like it considered for. Whilst we have tried to take into account what the site has been proposed for, where sites have been propose for specific house numbers the assessment will take into account the potential for housing development at the densities set out in the HELAA methodology, in order to make the assessment of sites consistent. Only sites of 0.25 hectares of more have been assessed using the HELAA methodology.

*Assessment of sites received between 16 May 2016 and 31 July 2017*

2.3. The initial assessment of sites received between 16 May 2016 and 31 July 2017 has been undertaken through the **Housing and Economic Land Availability Assessment (HELAA)**. The HELAA uses a methodology which is based on Government advice and which has been agreed by all of the Norfolk Local Planning Authorities. The HELAA is a desk-based exercise which uses a system of Red/Amber/Green (RAG) scores for a range of ‘constraints’ and ‘impacts’ associated with the potential development of the sites.
2.4. The views of a range of technical stakeholders, such as Norfolk Wildlife Trust, Anglian Water, local authority Conservation and Environmental Health services, and Norfolk County Council’s Highways, Ecology and Historic Environment services, have been taken into account in the HELAA assessment. The HELAA uses RAG scores to assess the suitability of the sites (for the uses proposed by those submitting the sites) and this is complemented by an assessment of their ‘availability’ and ‘achievability’ in order to draw a conclusion about whether the site has potential capacity. The stakeholder responses have helped guide the RAG scores. However, the final HELAA scores do not necessarily directly reflect the consultee responses, as these are often made from a very specific viewpoint, and the HELAA needs to consider the potential for mitigating some of the impacts.

2.5. The intention of the HELAA is to gauge the potential capacity of the sites and the assessment indicates that relatively few sites have no capacity for development. However, it should be noted that just because the HELAA identifies a site has potential capacity for development, this does not mean that it a suitable allocation site or would be granted planning permission.

Settlement summaries

2.6. The settlement summaries have been produced looking only at the sites submitted through the Call for Sites, other sites have been shown on the maps to give greater context to the assessed sites. The summaries include a brief description of the settlement, including its classification in the current Joint Core Strategy, as well as noting existing allocations and key features. The aim is to highlight what the main concerns are for that town or village, arising principally from the HELAA, and a broad indication of which sites may be preferable for development, should sites be needed in that location. Again, the settlement summaries do not confirm that a site is suitable for allocation, or give any indication that planning permission would be granted. Further, more detailed work, is required to establish this. This could include more detailed investigation of the potential constraints and impacts identified by the initial assessment and an on-site assessment. Because the main Growth Options document is still asking for views on how different types of settlement will be classified and how new development will be distributed between those different types of settlement, it is not yet possible to say how much new housing (or other uses) will be required in particular places.

Existing commitments

2.7. Section 4 of the main Growth Options document sets out how the amount of new housing has been calculated. One of the assumptions in that calculation is that the existing housing commitments (i.e. sites already allocated in current local plans and/or which have planning permission) will be built by 2036. So that you are able to comment on the submitted sites in the context of the development which has already been planned, we have shown all of these existing commitments on the maps in Appendices XXX. We are not seeking comments on the suitability of these sites for development, as this has already been established, however we would like to know if you think there are any reasons why the sites might not be delivered. Please respond to question 8 in the Growth Options consultation document on this issue.
Further details on the commitment sites can be found either in the respective local plan documents (for those which have an allocation ref.), or by searching for the relevant application on the councils’ websites (for those which have a planning permission ref.). The local plan documents can be found using the following links:

- Broadland Site Allocations DPD
- Old Catton, Sprowston, Rackheath & Thorpe St Andrew Growth Triangle Area Action Plan
- Norwich site allocations and site specific policies local plan
- South Norfolk Local Plan Site Specific Allocations & Policies Document
- Long Stratton Area Action Plan
- Wymondham Area Action Plan

Applications can be found by searching, using the application reference number, at:

- Broadland Planning Permissions
- Norwich Planning Permissions
- South Norfolk Planning Permissions

Employment sites

2.8. Most of new land required for development in the GNLP is to accommodate additional housing. However, several of the sites submitted have been proposed for other uses, including employment, or have been proposed for a mix of uses (e.g. housing with supporting services, facilities and/or employment). Again, so that comments on sites can be made in context, a number of additional employment and town centre sites have been shown on the maps in Appendix XXX. These sites cover both existing employment areas which are important to protect as well as allocations in current local plans, designed to accommodate the employment that complements the existing housing commitments. These are taken from the GNLP Employment, Town Centres and Retail Study (2017), which can be found on the GNLP website.

Development Boundaries

2.9. The maps in Appendix XXX also illustrate the development boundaries from the current local plans. In effect, development boundaries are there to guide the majority of new development to sustainable locations, which are in keeping with the form and character of the settlement and which focus new growth in locations with good access to existing services and facilities. Development boundaries will be extended to encompass the sites which are eventually allocated for development in the GNLP; however, there may be areas where smaller changes to the boundary would be beneficial, to allow for small-scale development complementing the form and function of that settlement. Equally, it may be that in very specific circumstances areas might be removed from existing development.
boundaries, for example where there has been a loss of local facilities or where it would be beneficial to better protect the form and character of an area.

**Sites Question 1** – Please suggest any small-scale sites or changes to development boundaries (generally for sites of less than 0.25 hectares), that would support or and enhance the function of the settlement by facilitating or, in exceptional circumstances, restricting development.

**Submitting comments on sites and Development Boundaries**

2.10. We are seeking your views on both the sites that have already been submitted, as well as on the current development boundaries. Any comments submitted at this stage will help refine the assessment for sites in order to propose final allocations. As well as identifying any barriers to developing the sites (e.g. flood risk, service capacity, potential access to the site etc.) and raising concerns about the impact that development might have (e.g. environmental and heritage impacts), it would also be useful to know if there are any local benefits that could be achieved through development. Please use the sites form provided to submit comments.

2.11. Whilst over 600 sites have already been submitted for consideration, the distribution across settlements is uneven. Some towns and villages which could potentially accommodate growth have not had many sites submitted for consideration and there may still be sites which would actually result in a better form of development than those already in this document. Therefore, if you have a site which has not already been considered, please submit this as part of this consultation.

**Sites Question 2** – please use the separate sites response form (a) to comment on any of the sites already submitted, or (b) to submit an additional site for consideration.

**B. Examples of Settlement Summaries**

1. **Dickleburgh & Rushall**

**Settlement Summary**

Dickleburgh is identified as a Service Village within the current JCS and the allocated local plan site has a resolution to approve for 22 units. The village has a range of basic services and facilities supporting everyday needs, including a primary school, journey to work public transport, a local shop and a village hall.

Fourteen sites have been put forward for consideration for allocation through the GNLP. Sites comprise a range of sizes (0.56 – 5.33ha) giving various options for growth. The historical centre of the village is along The Street with more recent developments mainly east of the former main A140. Sites with good access to The Street, and consequently to the bus route and the junctions with the A140 bypass, are preferable; these include: GNLP0199, 0217, 0239, 0230, 0361, 498, and 0518. However, development of some of these sites would need to have greater regard to impact on listed buildings and the setting of the Conservation Area than others.
Sites to the east of the village arguably have less impact of the historic core, but will instead raise highways concerns by drawing more traffic along narrow lanes like Rectory Road and Harvey Lane (GNLP0063, 0256, 0257, 0258, 0259 and 0389). A further consideration is surface water flood risk, which may impact on the net developable area of sites GNLP0063, 0256, 0230, 0257, 0361 and 0516, and the proximity to the existing waste water treatment works.

Therefore, should further development be concluded to be necessary in Dickleburgh, all sites are considered likely to be suitable subject to the constraints noted above; however, GNLP0063 and 0259 are less attractive in terms of their relationship to the current built form.

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Promoter Details</th>
<th>Site Address</th>
<th>Site Area (ha)</th>
<th>Development Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>GNLP0063</td>
<td>Mrs Carey Pascoe</td>
<td>Land to the Southern side of Harvey Lane / Langmere Road</td>
<td>1.15</td>
<td>Residential development of an unspecified number.</td>
</tr>
<tr>
<td>GNLP0199</td>
<td>Mrs Renata Garfoot</td>
<td>Land North of Rectory Road</td>
<td>2.54</td>
<td>Residential development of approx. 80 dwellings with open space.</td>
</tr>
<tr>
<td>GNLP0217</td>
<td>Mr Will Prewer</td>
<td>Land Adjacent to Bridge Farm</td>
<td>3.86</td>
<td>Residential development of an unspecified number. Residential development to assist in achieving the housing development targets set out as part of the wider Norwich plan.</td>
</tr>
<tr>
<td>GNLP0230</td>
<td>Mr Will Prewer</td>
<td>Land Opposite Bridge Farm</td>
<td>1.27</td>
<td>Residential development of an unspecified number.</td>
</tr>
<tr>
<td>GNLP0256</td>
<td>Mr Will Prewer</td>
<td>Land to the North of Rectory Road</td>
<td>2.79</td>
<td>Residential development of an unspecified number.</td>
</tr>
<tr>
<td>GNLP0257</td>
<td>Mr</td>
<td>Will</td>
<td>Prewer</td>
<td>CBRE</td>
</tr>
<tr>
<td>----------</td>
<td>---------</td>
<td>----------</td>
<td>--------</td>
<td>------</td>
</tr>
<tr>
<td>GNLP0258</td>
<td>Mr</td>
<td>Will</td>
<td>Prewer</td>
<td>CBRE</td>
</tr>
<tr>
<td>GNLP0259</td>
<td>Mr</td>
<td>Will</td>
<td>Prewer</td>
<td>CBRE</td>
</tr>
<tr>
<td>GNLP0350</td>
<td>Mr</td>
<td>Philip</td>
<td>Rankin</td>
<td>Savills</td>
</tr>
<tr>
<td>GNLP0361</td>
<td>Mr</td>
<td>Will</td>
<td>Wright</td>
<td>Savills</td>
</tr>
<tr>
<td>GNLP0389</td>
<td>Mr</td>
<td>William</td>
<td>Lusty</td>
<td>Savills</td>
</tr>
<tr>
<td>GNLP0498</td>
<td>Mr</td>
<td>Iain</td>
<td>Hill</td>
<td>Ingleton Wood LLP</td>
</tr>
<tr>
<td>GNLP0516</td>
<td>Mrs</td>
<td>Nicole</td>
<td>Wright</td>
<td>La Ronde Wright Limited</td>
</tr>
</tbody>
</table>

**Housing Commitment Sites (At 1 April 2017, 5 or more units only)**

<table>
<thead>
<tr>
<th>Address</th>
<th>Planning Permission Ref.</th>
<th>Allocation ref.</th>
<th>Remaining Dwellings at 1 April 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mount Pleasant, Norwich Road</td>
<td>2012/2177</td>
<td>n/a</td>
<td>15</td>
</tr>
<tr>
<td>Langmere Road</td>
<td>n/a</td>
<td>DIC 1</td>
<td>20</td>
</tr>
</tbody>
</table>
2. Horsford

Settlement Summary

Horsford is a large village and parish with a population of approximately 4,100. The village is classified as a Service Village in the Joint Core Strategy. The historic core is in the south of the village near to Horsford Hall and the Grade II* Church of All Saints. The surrounding landscape, especially to the north, is characterised by plantation woodlands, several of which are County Wildlife Sites.

Most development in recent decades has been in the north of the village and this pattern will be reinforced by current commitments. Former allocations have recently been built out at Pinelands for 53 homes and employment and north of Mill Lane for 125 homes. There is also a planning permission for 259 homes further north of Mill Lane (site GNLP0519 and application 20161770).

The twenty two sites put forward for consideration for allocation through the GNLP can be divided into three categories: firstly, sites north and west of the village; secondly, sites to its south and south-east; and thirdly sites in the parish away from the built up area of the village and south of the Northern Distributor Road (NDR).

1) Six sites (GNLP 1043, 0059, 0251, 0469, 0519 and 0423) are located north and west of the village, ranging in size from approximately 1 to 11 ha. The main constraints are vehicular access to the sites, encroachment into the countryside and the vulnerability of parts of some sites to surface water flood risk. As sites 0251, 0469, 0519 and 0423 are adjacent to the existing built up area, consequently their development would be broadly sympathetic to the form and character of the village and well-related to the existing facilities, including the school. Sites 1043 and 0059 are some distance away from the existing built up area, so their development would therefore not be sympathetic to the form and character of the village and the sites would have poor access to facilities.

2) Eleven sites (GNLP 0151, 0153, 0192, 0264, 0283, 0359, 0368, 0422, 0479, 0578 and 1008) are located south and south-east of the village, ranging in size from approximately 1.5 to 16 ha. In traffic terms, the sites would have good access to the NDR which would reduce traffic impacts on the centre of the village, though providing suitable vehicular access to the Holt Road could be a constraint in some cases. Other constraints include surface water flood risk, impact on heritage assets and townscape considerations.

3) Five sites (GNLP 0302, 0332, 0333, 0334 and 0419) have been promoted south of the NDR, ranging in size from approximately 7 to 36 ha. Whilst within the parish of Horsford, development on these sites would be remote and physically disconnected from the village by the NDR, although there would be potential for sites close to the existing built up area to the south to access services in Hellesdon or for
sites of sufficient scale to be developed to provide services. Site GNLP 0302 is particularly remote from existing services as it is located on the Reepham Road away from the edge of Hellesdon. A key constraint within this area is the Norwich International Airport Public Safety Zone. Other local factors are noise, vehicular access issues, mitigation of surface water flood risk and townscape and landscape impact.

Conclusion

Should further development be required in Horsford, there are likely to be a number of suitable sites that could be considered for further assessment. General constraints are protecting landscape character, possible upgrades to utilities infrastructure, impacts on the local road network, and townscape implications if extending the built edge of the village. Sites to the north of Horsford benefit from proximity to the school and those to the south have good access to the NDR and services in the village. Sites on the southern side of the NDR could benefit from proximity to services in the urban area, however sites 0419 and 0333 would need to be developed in combination with site 0332 to form part of an urban extension.

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Promoter Details</th>
<th>Site Address</th>
<th>Site Area (ha)</th>
<th>Development Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>GNLP0059</td>
<td>Ms Clare Metcalf</td>
<td>Bramley Lakes, Dog Lane</td>
<td>3.33</td>
<td>Range of potential uses including residential, commercial, recreation and leisure and tourism.</td>
</tr>
<tr>
<td>GNLP0151</td>
<td>Mr Michael Marshall DJ Designs Ltd</td>
<td>Pronto Joinery, Dog Lane</td>
<td>2.34</td>
<td>Mixed use residential, of which details are not specified.</td>
</tr>
<tr>
<td>GNLP0153</td>
<td>Mr Michael Marshall DJ Designs Ltd</td>
<td>Pronto Joinery, Dog Lane</td>
<td>0.85</td>
<td>Mixed-use residential, of which details are not specified.</td>
</tr>
<tr>
<td>GNLP0192</td>
<td>Mr Anthony J Hird Arnolds Keys</td>
<td>Arable Land, Dog Lane</td>
<td>2.66</td>
<td>Residential development of an undetermined number of dwellings, but of a type to match adjacent properties to the north and east.</td>
</tr>
<tr>
<td>GNLP0251</td>
<td>Mr Graham Tuddenham</td>
<td>Land at 33 St Helena Way</td>
<td>1.44</td>
<td>Residential development of 15 to 20 dwellings and...</td>
</tr>
<tr>
<td>GNLP0264</td>
<td>Mr</td>
<td>Stuart</td>
<td>Bizley</td>
<td>SMB Property</td>
</tr>
<tr>
<td>GNLP0283</td>
<td>Mr</td>
<td>Malcolm</td>
<td>Dixon</td>
<td>MDPC Ltd</td>
</tr>
<tr>
<td>GNLP0302</td>
<td>Mr</td>
<td>Will</td>
<td>Wright</td>
<td>Savills</td>
</tr>
<tr>
<td>GNLP0332</td>
<td>Mr</td>
<td>Michael</td>
<td>Carpenter</td>
<td>CODE Development Planners Ltd</td>
</tr>
<tr>
<td>GNLP0333</td>
<td>Mr</td>
<td>Michael</td>
<td>Carpenter</td>
<td>CODE Development Planners Ltd</td>
</tr>
<tr>
<td>GNLP0334</td>
<td>Mr</td>
<td>Michael</td>
<td>Carpenter</td>
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</tr>
<tr>
<td>GNLP0359</td>
<td>Mr</td>
<td>Michael</td>
<td>Carpenter</td>
<td>CODE Development Planners Ltd</td>
</tr>
<tr>
<td>GNLP0368</td>
<td>Mr</td>
<td>Michael</td>
<td>Carpenter</td>
<td>CODE Development Planners Ltd</td>
</tr>
<tr>
<td>GNLP0419</td>
<td>Mr</td>
<td>Paul</td>
<td>Clarke</td>
<td>Brown &amp; Co.</td>
</tr>
<tr>
<td>GNLP0422</td>
<td>Mrs</td>
<td>Amber</td>
<td>Slater</td>
<td>Brown &amp; Co.</td>
</tr>
<tr>
<td>Address</td>
<td>Planning Permission Ref.</td>
<td>Allocation ref.</td>
<td>Remaining Dwellings at 1 April 2017</td>
<td></td>
</tr>
<tr>
<td>------------------------------</td>
<td>--------------------------</td>
<td>----------------</td>
<td>-----------------------------------</td>
<td></td>
</tr>
<tr>
<td>Hilltop Farm, Church Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Home Farm, Holt Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dog Lane</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>GVA Reference</th>
<th>Dominant Use Class</th>
<th>Existing or Allocation?</th>
</tr>
</thead>
<tbody>
<tr>
<td>B E16</td>
<td>B2/Sui Generis</td>
<td>Existing</td>
</tr>
</tbody>
</table>
Examples of HELAA Site Assessments

Example Site 1

Site reference GNLP0063 - Land to the southern side of Harvey Lane / Langmere Road, Dickleburgh, South Norfolk
Site of 1.15 hectares proposed for residential development (unspecified number of homes)

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Score (red/amber/green)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access</td>
<td>Amber</td>
</tr>
<tr>
<td>Accessibility to Services</td>
<td>Green</td>
</tr>
<tr>
<td>Utilities Capacity</td>
<td>Green</td>
</tr>
<tr>
<td>Utilities Infrastructure</td>
<td>Green</td>
</tr>
<tr>
<td>Contamination and Ground Stability</td>
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<tr>
<td>Flood Risk</td>
<td>Amber</td>
</tr>
<tr>
<td>Market Attractiveness</td>
<td>Green</td>
</tr>
<tr>
<td>Significant landscapes</td>
<td>Green</td>
</tr>
<tr>
<td>Townscapes</td>
<td>Amber</td>
</tr>
<tr>
<td>Biodiversity and Geodiversity</td>
<td>Green</td>
</tr>
<tr>
<td>Historic Environment</td>
<td>Green</td>
</tr>
<tr>
<td>Open Space and GI</td>
<td>Green</td>
</tr>
<tr>
<td>Transport and Roads</td>
<td>Amber</td>
</tr>
<tr>
<td>Compatibility with neighbouring Uses</td>
<td>Green</td>
</tr>
</tbody>
</table>

Suitability Assessment | Suitability Conclusion
Suitable              | The site is reasonably well related to services in Dickleburgh. It is a greenfield site with no known constraints from utilities infrastructure or contamination/ground stability issues. It is not directly affected by any landscape designations and development would not impact on any designated sites.

Parts of the site are at risk of surface water flooding and there could be potential townscape impacts. It is likely that improvements would be required to the local road network. The Highway Authority view (based on current evidence) is that the existing site access is unsuitable, but it is considered that it may be possible to mitigate this following further investigation.

There are a number of constraints affecting this site but these may be possible to mitigate. The site is scored as suitable for the land availability assessment.
Example Site 2
Site reference GNLP0059 Bramley Lakes, Dog Lane, Horsford, Broadland
Site of 3.33 hectares proposed for a range of potential uses including residential, commercial, recreation and leisure and tourism.

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Score (red/amber/green)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access</td>
<td>Amber</td>
</tr>
<tr>
<td>Accessibility to Services</td>
<td>Amber</td>
</tr>
<tr>
<td>Utilities Capacity</td>
<td>Amber</td>
</tr>
<tr>
<td>Utilities Infrastructure</td>
<td>Green</td>
</tr>
<tr>
<td>Contamination and Ground Stability</td>
<td>Green</td>
</tr>
<tr>
<td>Flood Risk</td>
<td>Amber</td>
</tr>
<tr>
<td>Market Attractiveness</td>
<td>Green</td>
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<tr>
<td>Significant landscapes</td>
<td>Amber</td>
</tr>
<tr>
<td>Townscapes</td>
<td>Amber</td>
</tr>
<tr>
<td>Biodiversity and Geodiversity</td>
<td>Amber</td>
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<tr>
<td>Historic Environment</td>
<td>Green</td>
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<tr>
<td>Open Space and GI</td>
<td>Green</td>
</tr>
<tr>
<td>Transport and Roads</td>
<td>Green</td>
</tr>
<tr>
<td>Compatibility with neighbouring Uses</td>
<td>Green</td>
</tr>
</tbody>
</table>

**Suitability Assessment**

**Suitability Conclusion**

The site is not particularly well related to services and development here would not be sympathetic to the character of the area. There are no known constraints from utilities infrastructure on site and no contamination/ground stability issues. The site is not directly affected by any landscape designations and there would be limited adverse impact on the historic environment.

There are waste water connection and capacity issues and it is likely that upgrades will be required. Large sections of the site are at risk of flooding. The site is near to a special area of conservation and SSSI and adjacent to a county wildlife site.

The Highways Authority consider that the creation of a suitable access may be difficult but could be overcome through development.

There are a number of constraints affecting this site but these may be possible to mitigate. **The site is scored as suitable for the land availability assessment.**
Greater Norwich Local Plan Regulation 18 Consultation

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Greater Norwich Local Plan
Regulation 18 Consultation

GNLP1019

Settlement Boundaries
Call for Sites
Parish Boundary
GN Strategic Employment Sites
Commitments
Broads Authority Area

Date created: 03-11-2017
scale: 1:2,171
@A4
Interim Sustainability Appraisal of the
Greater Norwich Local Plan for
Broadland, Norwich and South Norfolk
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1. Introduction

Background

1.1. Broadland District Council, Norwich City Council and South Norfolk Council, working with Norfolk County Council, have agreed to work together to prepare the Greater Norwich Local Plan (GNLP).

1.2. The Greater Norwich Local Plan will build on the long-established joint working arrangements for Greater Norwich, which have delivered the current Joint Core Strategy (JCS) for the area. The JCS plans for the housing and jobs needs of the area to 2026 and the GNLP will ensure that these needs continue to be met to 2036.

1.3. Like the Joint Core Strategy, the GNLP will include strategic planning policies to guide future development, and plans to protect the environment. It will look to ensure that delivery of development is done in a way which promotes sustainability and the effective functioning of the whole area.

Sustainability Appraisal

1.4. Development Plan Documents (DPDs) – the statutory parts of the Local Plan – must undergo a Sustainability Appraisal (SA). The GNLP will form part of the statutory Local Plan for Broadland, Norwich and South Norfolk. SA involves identifying the likely effects of a DPD on the economy, the community and the environment with a view to avoiding and mitigating adverse impacts and maximising positive ones.

1.5. In developing DPDs, local planning authorities must also undertake a Strategic Environmental Assessment (SEA) to identify and address the likely effects of the plan on the environment. The SEA for the GNLP is being undertaken as part of the wider SA.

1.6. The SA for the GNLP will assess the “likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated”. Furthermore, the SA will set out “an outline of the reasons for selecting the alternatives dealt with”, i.e. the rationale behind the alternatives considered and the rationale for selecting preferred alternatives.

SA process and the GNLP

1.7. The SA process has been integrated into the development of the GNLP. The following steps were taken as part of the process that led to the preparation of this interim SA report.

- Between 20 June and 15 August 2016 the authorities consulted with Historic England, Natural England, the Environment Agency and other relevant bodies on the content of the SA scoping report.
- Having taken account of representations made in response to the consultation a series of amendments were made to the Scoping Report.
These amendments were agreed by the Councils between January and March 2017.

- In January 2017 the GNDP agreed a draft vision and set of objectives for the GNLP. An evaluation of the draft plan objectives against the draft SA objectives accompanied the report to the GNLP.
- In June 2017 the GNDP considered the emerging GNLP alternatives in regards Housing Numbers and the Growth Strategy. A high level sustainability of these alternatives accompanied the report to the GNLP.

1.8. This interim SA report accompanies the consultation on the GNLP under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The interim report has been drafted to comply with the guidance on SEA and SA published in the DCLG planning practice guidance.

1.9. A further SA document will be produced and published alongside the pre-submission version of the GNLP, currently programmed for 2019. The SA report that accompanies the final submission of the GNLP for examination will be the version intended to meet relevant legal requirements.

How to make Representations on the Interim Sustainability Appraisal of the Greater Norwich Local Plan.

1.10. Representations can be submitted on this report as part of the Regulation 18 consultation. [Insert instructions for making representations here]
2. **Sustainability Baseline**

2.1. The scoping exercise undertaken on the Greater Norwich Sustainability Appraisal Report established the scope and level of detail of information to be included.

2.2. For the sake of brevity, the final SA scoping report has not been repeated here. The section below does, however, set out a summary of the baseline information and the forecast evolution of the baseline without the implementation of the plan. This information can be cross referenced with the key sustainability issues identified which are set out in chapter 3. This information has informed the evaluation of the policy alternatives considered in the emerging GNLP.

2.3. **Summary of Baseline and Likely Evolution thereof without the Implementation of the GNLP**

**Air Quality and Noise**

2.3.1. Air quality in Norwich city centre is likely to remain a major issue during the plan period to 2036. Improvements may result from traffic management measures set out in NATS and promoted by the JCS and by other measures prioritised by Norwich city centre AQMA Action Plan irrespective of the progress of the GNLP.

2.3.2. In addition, Government action is expected to increase the uptake of ultra-low emission vehicles during the lifetime of the GNLP. This may help improve air quality in Norwich (and elsewhere).

2.3.3. Noise from Norwich International Airport and existing and new main roads is also likely to remain a long term issue.

**Climate Change**

2.3.4. The adopted JCS contains policies to address climate change issues, including flood risk. In respect of new development these policies can reasonably be expected to continue to minimise impact on the baseline. Some of these policies have, however, already been superseded by changes in national policy and it is likely that current policies will become increasingly out-of-date, and as such, will carry less weight in the determination of planning applications. Therefore, the impact of development may not be similarly minimised in the future in the absence of the GNLP.

2.3.5. Also, in the absence of the GNLP there would be no strategic plan for the Greater Norwich area that manages development so as to minimise vehicular emissions by, for example, allocating land to meet development needs in locations that are well related to services, facilities, employment opportunities and sustainable transport options. In the “no plan” scenario development needs would likely be met through speculative applications, which could conceivably be poorly related to sustainable transport or a planned, and coherent, investment programme, and therefore have a greater impact on the baseline in regards to Climate Change issues.

**Biodiversity, Geodiversity and Green Infrastructure**
2.3.6. Sites of Biodiversity and Geodiversity importance are provided with a degree of protection which is proportionate to their status through both national and local planning policy. It is reasonable to expect that such proportionate protection would continue irrespective of the progress of the GNLP.

2.3.7. The JCS establishes a high level green infrastructure network, which has been designed taking into account both biodiversity issues and planned growth. This network is being implemented through allocated and permitted development and through investment via the Greater Norwich Infrastructure Plan. It is reasonable to expect that this green infrastructure network will continue to be implemented alongside the growth planned for in the JCS and subsequent site allocations documents, this will encompass much of the growth needed to 2036.

2.3.8. The absence of a further plan to 2036 would likely result in a less coordinated approach to the delivery of Green Infrastructure, with development being delivered through market driven speculative applications. The absence of planned growth to 2036 could also increase the risk of permissions being granted for speculative applications on biodiversity and geodiversity sites of lesser importance.

Landscape

2.3.9. Greater Norwich is a predominantly rural area with the urbanised city of Norwich and its suburbs at its centre. There is a diversity of landscape types across Greater Norwich, signified by the five nationally defined landscape character areas that are present.

2.3.10. Particular landscape sensitivities in the area include: the Broads, which lie along the eastern edges of Broadland, Norwich and South Norfolk; river valleys and their setting; gaps between settlements; the landscape setting of, and undeveloped approaches to Norwich; and, several historic parks and gardens, ancient woodlands, the settings of listed buildings and remnant heathlands.

2.3.11. The Broads area is likely to benefit from a degree of protection long term protection irrespective of the implementation of the GNLP, as would historic parks and gardens, ancient woodlands, the settings of listed buildings and remnant heathlands. Other important elements, however, could come under pressure if development occurs in an ad-hoc manner. In particular, this is likely to affect gaps between settlements and the landscape setting of Norwich.

Water

2.3.12. The Environment Agency classifies the Norwich and the Broads Water Resource Zone (WRZ), in which Greater Norwich lies, as an area of Serious Water Stress. Anglian Water’s Water Resource Management Plan (WRMP) plans significant investment in the Norwich and the Broads WRZ to ensure that the water supply and demand balance is maintained. The disposal of waste water in a manner that maintains water quality will continue to be an issue as Greater Norwich grows. Pollution from waste water is one of the key basis management issues for the Broadland Rivers Catchment along with diffuse pollution from the rural area and physical modification of lakes and rivers.
2.3.13. Growth will still occur without the implementation of the GNLP, however: there will not be a clear strategy, as provided by the JCS, for future development that direct growth to the most appropriate places, taking into account infrastructure constraints; there will not be such a clear basis on which infrastructure providers can plan for investment; the JCS policy requiring water efficiency will increasingly become out of date, thereby potentially diminishing the weight given to it when determining applications; and, there will be no backstop position that makes clear that the release of land for development is dependent on there being sufficient infrastructure to meet demand and protect water quality.

2.3.14. Each of these impacts increases the risk that both the water supply and demand balance will not be maintained and that water quality is maintained.

Historic Environment

2.3.15. Greater Norwich has a rich historic environment. Of particular sensitivity are the many listed buildings, conservation areas and ancient monuments that are present. In addition, due to the long history of habitation in the area, there is significant potential for archaeological finds throughout Greater Norwich.

2.3.16. Those heritage assets of particular sensitivity are likely to be protected in line with their importance through national policy, legislation or regulations irrespective of the implementation of the GNLP. Without the implementation of the GNLP, however, development will still occur; but in an ad-hoc manner that might not necessarily distributed development in a manner that is most appropriate, taking into account impact on the historic environment. Thus there are greater uncertainties about impact on the Historic Environment in the absence of the GNLP.

People and Communities

2.3.17. The population of the Greater Norwich by 2036 is expected to grow to between 455,000 and 458,000. This equates to an annual rate of population growth of between 0.75% and 0.78%. This is very similar to that which took place between 1971 and 2011, but slightly less than in the period 2001-2011.

2.3.18. It is also expected that the population will continue to age overall; with a higher proportion of young adults in Norwich; a higher proportion of people in older age groups in Broadland and South Norfolk; and, increasing ethnic diversity.

2.3.19. Development can reasonably be expected to occur irrespective of the implementation of the GNLP. Without the pro-active plan for growth that would result from the implementation of the GNLP, however, it is reasonable to assume that there is a greater risk that the type and distribution of homes, jobs and

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1 Population projection to 2036 455,142 (based on sub national population projection) and is 458,158 (based on 10 year migration trend) – see Central Norfolk Strategic Housing Market Assessment at [http://www.south-norfolk.gov.uk/housing/media/SHMA_Central_Norfolk_Part_1.pdf](http://www.south-norfolk.gov.uk/housing/media/SHMA_Central_Norfolk_Part_1.pdf)
services that are needed to support this growing and changing population will not be delivered.

Deprivation

2.3.20. The highest levels of deprivation in Greater Norwich occur within Norwich City, which has a number of areas that fall within the most deprived 10% nationally. Conversely, the majority of the suburban and rural parts of Greater Norwich do not suffer from significant levels of deprivation.

2.3.21. Without the implementation of the GNLP, it is reasonable to assume that there is a greater risk that ad-hoc development would be less likely to directly benefit deprived areas. The lack of a coherent growth strategy could also reduce the potential for coordinated infrastructure investment strategies that benefit deprived areas such as occurred through the JCS e.g. planned improvement to public transport and cycling infrastructure between major growth in north east Norwich and the City Centre via the Heartsease estate.

Health

2.3.22. The health of people in Broadland and South Norfolk is generally better than the England average, whilst that in Norwich is worse. Only three districts in England had higher relative proportions of health deprived neighbourhoods than Norwich. The pattern of health deprivation in Norwich strongly correlates to that of overall deprivation.

2.3.23. The health issues that are most notably worse than the national average in Norwich are: alcohol related harm hospital stays; the rate of self-harm hospital stays; and, levels of adult smoking. The health issue in Broadland and South Norfolk that is notably worse than the national average is excess winter deaths. It is also recognised that nitrogen dioxide and other particulates are a risk to people’s health.

2.3.24. There are a range of initiatives and programmes that seek to address the health issues found in Greater Norwich. Nonetheless, without the implementation of the GNLP opportunities to: enable the health services and facilities needed in the area to be effectively planned on the basis of a clear growth strategy; plan for development so as to minimise exposure to poor air quality; provide good links to open space; and, support active and healthy lifestyles are likely to be diminished.

Crime

2.3.25. Levels of crime are typically lower in rural and suburban areas than in inner urban areas. Crime rates are highest in Norfolk Constabulary’s east policing area; which contains the whole of the city centre, including shopping and late night activity areas.

2.3.26. It is expected that population growth across Greater Norwich will result in an increase in the total number of incidents that the police need to attend each year, and that there will continue to be a higher crime rates in the eastern parts of the city centre.
2.3.27. It is reasonable to assume that population growth, development and a consequential increase in incidents will continue to occur irrespective of the implementation of the GNLP. Similarly, national planning policy is likely to continue to seek safe environments where crime and disorder do not undermine the quality of life. The implementation of the GNLP does, however, provide opportunities to set out locally specific requirements, or obligations for particular design standard e.g. secure by design that could help minimise the identified effects on crime.

Education

2.3.28. Norwich scores poorly in the Education, Skills and Training domain of the IMD; only three districts in England have higher relative proportions of education deprived neighbourhoods in their boundaries than Norwich. Norwich also ranks poorly for social mobility. Broadland and South Norfolk perform much better on these measures.

2.3.29. The proportion of the population with higher level qualifications in Norwich is however broadly consistent with the national average, as is the population of South Norfolk. Broadland is 5 percentage points below the national average for higher qualification attainment.

2.3.30. Without the implementation of the GNLP it will become more difficult to effectively plan for the provision of primary and secondary education, as there will be no long term strategic plan for growth. The growth of key employment sectors could also be restricted without a complementary suite of land use policies; this could have a direct impact on social mobility, getting a good job, and also the success of wider skills and training initiatives.

Transport and Access to Services

2.3.31. Dualling of the A11 has been completed in recent years and government has committed to improving the A47. The Northern Distributor Road (NDR) is due to be completed by March 2018. The Long Stratton bypass, and NDR “Western Link” have been identified as transport priorities by Norfolk County Council. Rail improvements are planned to strategic services, including from Norwich to London, via Diss. There has been growth in passenger numbers at Norwich Airport, and forecasts suggest this trend will continue. There has been investment in the Norwich Cycle Network, on Public Transport Improvements and on City Centre Measures to address current issues and support planned growth.

2.3.32. Norwich, and its immediate hinterland, strongly influences commuting patterns; the Central Norfolk Housing Market, which is based on the Norwich travel to work area extends as far as Cromer, Swaffam, Eye and the eastern fringe of Great Yarmouth. Travel to work data illustrates that walking and cycling is far more prevalent in Norwich than Broadland or South Norfolk; private motor vehicle commuting is 20 percentage points higher in Broadland and South Norfolk than in Norwich. It is reasonable to assume that this results from the rural nature of much of Broadland and South Norfolk and resultant options for alternative modes of travel. The IMD shows that the Rural areas of Broadland
and South Norfolk are much more significantly deprived than Norwich or the Urban Fringe in terms of barriers to services and housing.

2.3.33. It can reasonably be expected that strategic improvements to the A47, completion of the NDR and progression of the Long Stratton Bypass and Western Link will continue irrespective of the implementation of the GNLP: they are key priorities of the Local Transport Authority. Similarly, there can be a strong degree of confidence that investment will continue to be directed to public transport, walking and cycling and city centre measures to support planned growth. In the absence of the GNLP, however, there is the potential that the necessary supporting infrastructure for longer term growth would not be delivered: investment and infrastructure planning will be significantly more complicated in the absence of a strategic plan for growth. There is also a risk that growth occurs in an ad-hoc manner that reinforces existing barriers to services across the rural area.

Natural Resources and Waste

2.3.34. 48% of waste in Greater Norwich was recycled or composted in 2014/15. This is largely delivered through a kerbside recycling scheme and the rates achieved exceed the Norfolk and England average. Norfolk’s minerals and waste management local plan sets out policies relating to the use and development of land; it appropriately protected sites with the potential for mineral extraction and allocates necessary sites for mineral extraction and waste management facilities. Large tracts of agricultural land across Greater Norwich, particularly to the east of the city between Postwick and Acle, are identified as being of the best and most versatile quality.

2.3.35. Waste recycling rates are not expected to be affected by the implementation of the GNLP, and it is reasonable to assume that the minerals and waste strategy will continue to provide adequate safeguarding for mineral extraction sites, areas with the potential for mineral extraction and the provision of waste management sites. Failure to implement the GNLP could however increase pressure on the best and most versatile agricultural land. For example, east Norwich has been subject to a number of development sites permitted, at least in part on the basis of the absence of a five year land supply. It is therefore reasonable to assume that without the implementation of the GNLP there is a greater risk to high quality agricultural land.

Employment and the Economy

2.3.36. Greater Norwich is the largest economic centre in the East of England; Norwich is the largest employment centre in Greater Norwich and the 13th best performing retail centre nationally. Most market towns in Greater Norwich have a healthy retail offer and below average vacancy rates. Levels of employment in Greater Norwich\(^2\) compare favourably to national averages; notably unemployment is higher in Norwich (5.9%) than in Broadland (3.1%) and South

\(^2\) ONS, 2016, labour market statistics
Norfolk (3.3%). GVA is, however, lower in East Anglia compared to that of England.

2.3.37. The biggest industries in Greater Norwich are\(^3\): Wholesale, Retail and Vehicle Repairs (17%); Human health and Social work (13.6%); Education (10.3%); Manufacturing (8.3%); and, Construction (8.2%). The four largest employment sectors across the New Anglia LEP area of Norfolk and Suffolk are\(^4\): Agriculture and food and drink (10% of workforce; 10% of annual GVA); Financial and Insurance Services (3% of workforce; 13% of annual GVA); Ports and logistics (15% of workforce; 6% annual GVA); Tourism and culture (11% of workforce; 6% of annual GVA). The LEP Strategic Economic Plan (SEP) identifies: Advanced Manufacturing and Engineering; Agri-tech; Energy; ICT/Digital Culture; and, Life Sciences as high impact sectors with high growth potential.

2.3.38. There are a number of initiatives underneath the LEPs strategic economic plan and the economic development functions of the Greater Norwich authorities that would support economic development and promote growth in general and across high impact sectors in particular. However, economic growth could be restricted without a complementary suite of land use policies that support their needs such as could be provided by the GNLP.

Housing

2.3.39. There is a need for 39,486 homes between 2015 and 2036, 26% of which needs to be affordable housing. Overall, overcrowding in Greater Norwich increased between 2001 and 2011, however nearly 90% of properties in Broadland and South Norfolk are identified as under occupied. 2/3 of overcrowded properties are in the social or private rented sector. The ratio of house prices to earnings peaked in 2007/08 at approximately 8:1. Whilst there was a significant reduction in the ratio following financial crash, the ratio of house prices to earnings has subsequently increased. In 2013 the ratio was just under 7:1.

2.3.40. Whilst development will continue to occur without the implementation of the GNLP, such development would occur in an ad-hoc fashion in the absence of a clear growth strategy for the full development needs of the area. The lack of a plan to both guide development to the most appropriate locations, and to ensure that housing development of the appropriate type, size and tenure risks unplanned, piecemeal development which does not deliver the quantity, type and tenure of housing needed of the area. This may lead to a relative decline in the provision of social housing; diminishing the opportunities for young people to purchase their first homes and/or the creation of mixed and inclusive communities, with negative social consequences.

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\(^3\) 2011 Census

\(^4\) New Anglia LEP: Strategic Economic Plan
3. Sustainability Issues

3.1. Taking into account the environmental, economic and social characteristics described in the baseline a number of sustainability issues that were relevant to the GNLP were identified. These issues are set out in the table below:

<table>
<thead>
<tr>
<th>Theme</th>
<th>Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality</td>
<td>Although air quality is generally good in the area, there are Air Quality Management Areas (AQMA) in Norwich City Centre and in Hoveton, adjacent to the plan area, along with other isolated sites of reduced air quality. There are high noise levels around Norwich International Airport and main roads in the area and light pollution from urbanised areas.</td>
</tr>
<tr>
<td>Climate Change</td>
<td>There is a need to ensure consistency with interventions proposed within Government's forthcoming emissions reduction plan, supporting the wider policy imperative to reduce carbon emissions over time. Climate change is expected to increase the frequency and intensity of extreme weather events such as heat waves, drought and intense rainfall. Fluvial/tidal flooding is a risk affecting limited parts of the area, while surface water and sewer flooding is a risk in a number of places. Although per capita CO2 emissions have been declining in line with national trends, they are above the national average in rural parts of the area. There is potential to increase renewable energy production chiefly from solar, wind and biomass developments, as well as from micro-renewables.</td>
</tr>
<tr>
<td>Biodiversity, Geodiversity and Green Infrastructure (GI)</td>
<td>There is a need to protect and enhance nationally and internationally protected nature conservation interests and geodiversity sites in and adjacent to the area, with particular emphasis on reducing visitor pressure on and improving water quality in Natura 2000 sites and the wider habitats of the Broads. There are a number of locally important biodiversity sites that should be protected and enhanced.</td>
</tr>
<tr>
<td><strong>Landscape</strong></td>
<td>Local changes in air quality resulting from increased emissions, such as from increased traffic movements, could affect designated sites.</td>
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<td>There is a need to ensure that the impact on GI from new development is minimised and benefits from new GI are maximised.</td>
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<td></td>
<td>Long term investment in improvements to the defined green infrastructure network is required.</td>
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<tr>
<td><strong>Water</strong></td>
<td>Development should maintain important aspects of Greater Norwich’s varied landscapes, including historic parks and gardens and ancient woodlands.</td>
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<td>Defined strategic gaps, including those between Wymondham and Hethersett and Hethersett and Cringleford, are important to maintain the settlement pattern in rural areas.</td>
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<td></td>
<td>Regard must be had to the distinctive landscape of the Broads.</td>
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<td></td>
<td>Since the area suffers from water stress, effectively managing the supply and demand balance is critical, taking into account the peaks in demands from homes, jobs and agriculture and the impact of abstraction on habitats and biodiversity. Ensuring water efficiency will have a key role locally.</td>
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<tr>
<td></td>
<td>Since the area has low rainfall, water efficiency is a significant issue locally.</td>
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<td></td>
<td>Water quality in Natura 2000 protected sites is an issue, particularly in relation to water abstraction from the River Wensum and water disposal at Long Stratton and into the River Yare. Consequently there is a need to improve water quality to achieve Water Framework Directive (WFD) targets and to protect habitats.</td>
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<td></td>
<td>There is a need to consider the measures within the Anglian River Basin Management Plan and the issues in the Broadland Rivers Catchment Plan.</td>
</tr>
<tr>
<td><strong>Built Heritage</strong></td>
<td>There is a great wealth of heritage assets in the area of both national and local significance. A limited number of these assets are on the heritage at risk register.</td>
</tr>
<tr>
<td>People and Communities</td>
<td>Due to the long history of habitation in the area, there is significant potential for archaeological artefacts and finds throughout Greater Norwich.</td>
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<tr>
<td></td>
<td>There is a need to conserve and enhance designated and non-designated heritage assets and the contribution made by their settings.</td>
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<tr>
<td></td>
<td>There are areas where there is likely to be further significant loss or erosion of townscape character or quality, or where development has had or is likely to have significant impact (direct and/or indirect) upon the historic environment and/or people’s enjoyment of it.</td>
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<tr>
<td></td>
<td>Traffic congestion, air quality, noise pollution and other problems can affect the historic environment.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>People and Communities</th>
<th>There is a need to provide for continued growth in the population of approximately 15-16% from 2012 to 2036.</th>
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<tbody>
<tr>
<td></td>
<td>It is necessary to provide services and housing to meet the needs across the area, particularly those of younger adults in Norwich, of remote rural communities and of the growing older population throughout the area. There will be a particular need to provide services and housing to meet the needs of younger adults in Norwich and to provide for the growing older population throughout the area.</td>
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<td></td>
<td>The needs of the small but growing ethnic groups in the area will need to be taken into account.</td>
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</table>

| Deprivation            | There is a need to minimise socio-economic disadvantage and reduce deprivation, which particularly affects a number of areas of Norwich and some rural areas. |

<p>| Health                 | It will be important to ensure that Greater Norwich’s good levels of health are supported, with a particular focus on reducing the health gap between different areas and on providing the necessary health services and facilities for a growing and ageing population. |
|                        | It is important to consider the ways in which exposure to poor air quality can be minimised or reduced |
|                        | It will be important to maintain and enhance links, including green infrastructure links, to the countryside and semi-natural |</p>
<table>
<thead>
<tr>
<th><strong>Open Spaces</strong></th>
<th>open spaces to encourage physical activity and mental well-being.</th>
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<tbody>
<tr>
<td></td>
<td>It will be important to ensure new development is well related to green infrastructure.</td>
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<tr>
<td></td>
<td>It will be important to ensure new development supports active and healthy lifestyles.</td>
</tr>
<tr>
<td><strong>Crime</strong></td>
<td>Although levels of crime are generally low, there are higher crime levels in inner urban wards, particularly in areas with a concentration of late night drinking establishments.</td>
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<tr>
<td><strong>Education</strong></td>
<td>The recent increase in the birth rate will increase demand for education and other children’s services in the area.</td>
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<tr>
<td></td>
<td>It is important to increase educational attainment and skill levels, particularly in the more deprived parts of the area, and in other areas where there is low educational attainment.</td>
</tr>
<tr>
<td><strong>Transport and Access to Services</strong></td>
<td>Development should be located where transport options are, as far as possible, not limited to using the private car, so that sustainable transport options can be promoted, and where the need for additional infrastructure can be minimised.</td>
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<td></td>
<td>There is a need to improve the strategic transport network, most particularly improvements to the rail network, to the A47 and to provide good quality public transport access to Norwich International Airport.</td>
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<td></td>
<td>Further investment is required to promote sustainable transport patterns. The completion of the NDR provides the opportunity to implement further improvements in the Norwich urban area and in the main growth locations and to reduce cross city traffic movements.</td>
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<tr>
<td></td>
<td>Local rail connections could provide further opportunities for sustainable transport which should be considered.</td>
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<td></td>
<td>In rural areas, access to public transport is poor and subsidies are likely to decline, so it will be important to sustain local public transport services where possible and to support demand responsive transport.</td>
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<tr>
<td></td>
<td>It will be important to improve access to high speed broadband and mobile phone connectivity, particularly in rural areas.</td>
</tr>
<tr>
<td><strong>Natural Resources, Waste and Contaminated Land</strong></td>
<td>Road safety should be improved.</td>
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<td>-------------------------------------------------</td>
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</tr>
<tr>
<td>It is important to ensure waste management accords with the waste hierarchy and reduces the overall quantity of waste.</td>
<td>Waste facilities will need to be provided to cater for a growing population, prevent fly tipping and increase recycling rates.</td>
</tr>
<tr>
<td>Waste facilities will need to be provided to cater for a growing population, prevent fly tipping and increase recycling rates.</td>
<td>Appropriate storage and segregation facilities for waste will need to be provided on new development.</td>
</tr>
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<td>Mineral resources including sand and gravel and minerals and waste infrastructure should be safeguarded.</td>
</tr>
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<td>The use of secondary and recycled aggregates in all developments to reduce the need for primary aggregate extraction and increase inert construction and demolition waste recycling should be promoted.</td>
</tr>
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<td>The use of secondary and recycled aggregates in all developments to reduce the need for primary aggregate extraction and increase inert construction and demolition waste recycling should be promoted.</td>
<td>There are high quality soils (grades 1, 2 and 3a) in many parts of the area and limited areas of contaminated land mainly on brownfield sites.</td>
</tr>
<tr>
<td>There are high quality soils (grades 1, 2 and 3a) in many parts of the area and limited areas of contaminated land mainly on brownfield sites.</td>
<td>There is a need to make the most efficient use of land, maximising the re-use of brownfield sites in order to minimise the loss of undeveloped land and protect soils.</td>
</tr>
<tr>
<td>There is a need to make the most efficient use of land, maximising the re-use of brownfield sites in order to minimise the loss of undeveloped land and protect soils.</td>
<td>Greater Norwich is a regionally important economic centre, with the potential for significant growth.</td>
</tr>
<tr>
<td>Greater Norwich is a regionally important economic centre, with the potential for significant growth.</td>
<td>Employment land provision needs to support the existing main employment sectors including retail; health; and financial services and also sectors with high growth potential including advanced manufacturing and engineering; agritech; energy; ICT/digital culture; and life sciences.</td>
</tr>
<tr>
<td>Employment land provision needs to support the existing main employment sectors including retail; health; and financial services and also sectors with high growth potential including advanced manufacturing and engineering; agritech; energy; ICT/digital culture; and life sciences.</td>
<td>Norwich city centre is a main regional focus for employment, retailing, tourism, culture, education and leisure.</td>
</tr>
<tr>
<td>Norwich city centre is a main regional focus for employment, retailing, tourism, culture, education and leisure.</td>
<td>Rural enterprises remain important to the local economy and home working is likely to increase in significance.</td>
</tr>
<tr>
<td>Rural enterprises remain important to the local economy and home working is likely to increase in significance.</td>
<td>New housing and economic growth needs to be planned together to focus housing growth in locations where it can provide the greatest benefits and sustainable access to services and jobs. It is essential to ensure the locations chosen</td>
</tr>
</tbody>
</table>
for growth will result in the delivery of the amount and range of housing required to meet needs.

The delivery of affordable housing is a priority across the whole Greater Norwich area, with a particularly high need in Norwich.

There is a need to ensure sufficient pitches are provided to meet the needs of the Gypsies & Travellers along with those of Travelling Showpeople.
4. GNLP Objectives

4.1. The emerging GNLP sets out a long-term vision for Greater Norwich, a draft set of objectives for the area and a number of policy alternatives that will steer and shape development. The draft set of objectives have been taken into account when developing the different policy alternatives.

4.2. The draft objectives have been tested against the sustainability appraisal framework objectives. This process ensures that ways of maximizing the beneficial effects and mitigating adverse effects of the plan are considered from the outset of plan making.

4.3. The draft objectives and their evaluation against the sustainability framework objectives is set out below.

4.4. Vision

4.4.1. The vision for Greater Norwich to 2036 is:

To grow vibrant, healthy communities supported by a strong economy and the delivery of homes, jobs, infrastructure and an enhanced environment.

4.5. Objectives

4.5.1. The objectives for Greater Norwich to 2036 to promote sustainable development in a rapidly changing world are:

- **Economy** To support and promote the growth of an enterprising, creative, broad based economy with high productivity and a skilled workforce.

- **Communities** To grow vibrant, healthy communities giving people a high quality of life in well-designed developments and good access to jobs, services and facilities.

- **Homes** To enable delivery of high quality homes of the right size, mix and tenure to meet people’s needs throughout their lives.

- **Infrastructure** To promote the timely delivery of infrastructure to support existing communities and growth; and to improve connectivity to allow access to economic and social opportunities.

- **Delivery** To promote the delivery of housing, jobs and infrastructure supported by intervention mechanisms where the market is unable to deliver.

- **Environment** To protect and enhance the built and natural environment, make best use of natural resources, minimise contributors and adapt to climate change.

4.6. Evaluation of Proposed GNLP Objectives against the Sustainability Appraisal Objectives

4.6.1. The GNLP Objectives have been evaluated against the sustainability objectives in order to ensure that ways of maximising the beneficial effects and mitigating adverse effects of the plan are properly considered.
4.6.2. The results of this evaluation indicates that whilst there are a number of conflicts, which are typical of a plan of this type, overall there is a broad compatibility between the plan objectives and sustainability objectives.

4.6.3. Particular issues to consider will be how to distribute and design the required housing and employment sites in a manner which minimises impact on the environment and maximizes benefits in terms of new services, facilities and infrastructure.

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1. Minimise air, noise and light pollution to improve wellbeing
2. Continue to reduce carbon emissions, adapting to and mitigating against the effects of climate change
3. Protect and enhance the area’s biodiversity and geodiversity assets, and expand the provision of green infrastructure
4. Promote efficient use of land, whilst respecting the variety of landscape types in the area
5. Ensure that everyone has good quality housing of the right size and tenure to meet their needs
6. Maintain and improve the quality of life of residents
7. To reduce deprivation
8. To promote access to health facilities and promote healthy lifestyles
9. To reduce crime and the fear of crime
10. To promote access to education and skills training and support increased educational attainment
11. Encourage economic development covering a range of sectors and skill levels to improve employment opportunities for residents, and maintain and enhance town centres
12. Reduce the need to travel and promote the use of sustainable transport modes
13. Conserve and enhance the historic environment, heritage assets and their setting, other local examples of cultural heritage, preserving the character and diversity of the area’s historic built environment
14. Minimise waste generation, promote recycling and avoid sterilisation of mineral resources. Remediate contaminated land and minimise the use of the best and most versatile agricultural land
15. Maintain and enhance water quality and ensure the most efficient use of water.

Economy: To support and promote the growth of an enterprising, creative, broad based economy with high productivity and a skilled workforce.

4.6.4. The proposed objective has a positive effect in terms of housing, deprivation and economic development. In order to maximise positive effects it will be important to ensure that economic growth is promoted so that there is a good relationship between jobs and homes, ensuring that there are good links between areas of deprivation and areas promoted for economic growth and where it will help maintain and enhance existing town centres. Key conflicts result from the potential of new development to have a negative impact on issues such as air, noise and light pollution, reducing carbon emissions, protecting biodiversity, respecting landscape or heritage assets, loss of high quality agricultural land and impact on the water environment. Where potential
negative effects are identified these can be mitigated through measures such as ensuring that there are good sustainable transport links between areas of economic growth and homes, and ensuring that sites promoted in the local plan for economic growth have the least impact on biodiversity, the water environment, landscape or heritage assets, or that effective mitigation plans are put in place.

Communities: To grow vibrant, healthy communities giving people a high quality of life in well-designed developments and good access to jobs, services and facilities.

4.6.5. It is not considered that this proposed objective would have any significant potential negative effects in relation to any of the draft SA objectives. In order to maximise the benefits of this objective it will be important to plan for a distribution of residential and economic development that meets needs and is best placed to ensure residents are well provided for in terms of services and facilities. It is also important that the distribution of development supports existing services and facilities and which more generally seeks to address key principles of good design ensuring that new development functions well, establishes a strong sense of place, responds to local character and history, creates safe and accessible environments and is visually attractive.

Homes: To enable delivery of high quality homes of the right size, mix and tenure to meet people’s needs throughout their lives.

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

Infrastructure: To promote the timely delivery of infrastructure to support existing communities and growth; and to improve connectivity to allow access to economic and social opportunities.

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

**Delivery: To promote the delivery of housing, jobs and infrastructure supported by intervention mechanisms where the market is unable to deliver.**

4.6.8. The effects of this proposed objective are closely related to those identified for the economy, homes and infrastructure objectives, having positive effects in terms of SA objectives that cover issues such as housing, quality of life, deprivation and economic development and transport. These positive effects can be maximised by ensuring that allocations are shown to be viable and supported by a clear infrastructure delivery plan and that local plan policies are consistent with external interventions to support delivery. As is the case for the infrastructure objective, where potential negative effects, or a negative component of mixed effects, are identified these relate to: the possibility that the delivery of new infrastructure may have a physical impact on landscape or heritage assets; or where it is not planned to minimise impacts on air, noise or light pollution and CO2 emissions; or where opportunities for sustainable transport choices such as walking or cycling, which support healthy lifestyles, are not addressed. These negative effects can be minimised by making the best use of existing infrastructure, ensuring that where new infrastructure is planned it minimises its physical impact on landscape and townscapes and where it maximises opportunities to support and promote sustainable modes of transport.

**Environment: To protect and enhance the built and natural environment, make best use of natural resources, minimise contributors and adapt to climate change.**

4.6.9. It is considered that this objective has a generally positive impact in relation to the SA objectives. These positive effects can be maximised through measures such as providing appropriate policy protection for the historic environment, key landscapes, natural resources and areas of habitat or conservation important. Also, planning for new development in a manner which avoids significant impact on these features wherever possible will be important. There are potential negative effects identified in terms of the SA objectives which seek to ensure housing needs are met and that economic development is promoted. These effects primarily relate to the possibility that housing and economic development needs may not always be met in a manner which has no impact on the objective. In order to minimise these effects it will be important to ensure that a proportionate approach is taken to the protection of assets relative to their importance, that the potential for mitigation is explored as early
as possible and that effective measures are put in place on development sites. Possible negative effect could also result if development were distributed in a manner which is inconsistent with minimising contributors to climate change, in particular with regards to the impact of travel. To minimise such impact it will be important that the plan exploits opportunities for the use of sustainable transport as far as is practicable.
5. Methodology for Identifying Reasonable Alternatives and Evaluating Significant Effects

5.1. Identifying and evaluating Reasonable Alternatives is an essential part of the plan making and sustainability appraisal process from both a practical and legal compliance point of view.

5.2. In legal compliance terms, Regulation 12(2) of the Environmental Assessment of Plans and Programmes Regulations 2004 requires the environmental report to identify, describe and evaluate the likely significant effects on the environment of implementing the plan and reasonable alternatives taking into account the objectives and geographical scope of the plan.

5.3. From a practical point of view, a robust approach to identifying, evaluating and selecting alternatives will ensure, as far as practicable, that the preferred approach included in the final version of the plan is justifiable and deliverable.

5.4. The geographical scope of the GNLP is the combined local planning authority areas of Broadland, Norwich and South Norfolk. For the purposes of defining reasonable alternatives, the objectives that have been taken into account are the “working draft” GNLP Objectives considered by the GNLP board on 17 January 2017 and evaluated against the SA objectives in Section 4.6 of this document.

How was the assessment undertaken?

5.5. The GNLP Options for Growth consultation document sets out a range of strategy and policy alternatives. In accordance with Schedule 2 of the Environmental Assessment of Plans and Programmes Regulations 2004, the Interim Sustainability Appraisal of the GNLP includes an outline of the reasons for selecting the alternatives dealt with.

5.6. At this stage, for an alternative to have been considered “reasonable” it must be deemed to assist in the achievement of, and be otherwise compatible with the “working draft” GNLP Objectives. In addition, for an alternative to be “reasonable” there must also be a reasonable expectation that it can be delivered, and it must be consistent with National Planning Policy (to ensure that the plan can be found sound).

5.7. Due to the range of policy alternatives under consideration at this stage, assessing the GNLP as a whole is not practical at this stage. Consequently the SA first considers the alternatives identified for each section of the GNLP consultation document; and then evaluates the “significant effects” of the alternative on the baseline / likely future baseline.

5.8. The assessment protocol set out at appendix A. The protocol explains the rationale behind the scoring of significant effects within this interim sustainability appraisal and can be used to interpret the assessment findings. The key to the scoring system is shown below:
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<tr>
<td>Likely strong positive effect</td>
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6. Assumptions and Limitations

6.1. Whilst all reasonable steps are taken to evaluate significant effects accurately, predicting such effects is intrinsically difficult due to the broad nature of many of the alternatives under consideration, particularly in regards to alternatives considering distribution, and uncertainties about the likely future baseline in regards to the scale and distribution of further development in the “no plan” alternative.

6.2. Therefore a degree of caution has been taken in identifying significant effects. Key assumptions and limitation in the assessment are set out below.

6.3. In some instances it has not been possible to conclude whether there will be a significant effect on the baseline or that there could be differing effects on the baseline between alternative policy approaches. However, it may still be possible to differentiate between alternatives in relative terms. Where this occurs, it is set out explanatory text to the assessment.

6.4. The key assumptions and limitations are as follows:

- Due to the range of alternatives currently under consideration, and therefore possible permutations for the final plan, it is not reasonably practical to undertake an overall assessment of the impact of the Plan at this stage. This assessment will be undertaken for the purposes of the Sustainability Appraisal that accompanies the pre-submission publication version of the GNLP.

- National Planning Policy and Guidance will continue to impose a presumption in favour of sustainable development. This will include an ongoing emphasis on boosting significantly the supply of housing and significantly increasing the likelihood of windfall housing planning permissions being granted on departure applications in the absence of a 5 year housing land supply.

- The likely evolution of the baseline assumes that without the implementation of the GNLP some level of development will still occur. Such development would be unplanned and reactive to landowner/developer actions. There can be no certainty about the quantum and distribution of unplanned development, save that new development poorly-related to existing settlements are unlikely to be acceptable. This is therefore a key limitation of the assessment. The same issue broadly applies to windfall housing, where distribution is uncertain. It is assumed that in terms of quantity that windfall will continue to come forward at rates consistent with historic delivery (over the past 5-10 years).

- Housing delivery is dependent on many factors. It is likely that above a certain level the release of land for development would not increase housing delivery due to wider economic factors of the housing market. Nonetheless, within the limits of this assessment it is assumed that a higher release of land for housing would result in high delivery rates and overall build out levels. It is also generally assumed that higher development levels will lead to greater impacts on matters such as air quality and emissions on the basis that more development will mean more trips generated.
• Until actual sites are identified, there are limits to the extent to which the impacts of development can be accurately assessed. It is generally assumed that a proportionate approach will be taken to matters such as the protection of historic, ecological, mineral or landscape assets, relative to their importance.

• It is assumed that that large scale sites are more able to contribute to services and infrastructure but are also more likely to suffer from increased lead-in timescales. Smaller sites are assumed to be have a shorter lead-in timescale. A wide dispersal and mixture of development sites is assumed to provide more choice and competition in the housing market, which has benefit in terms of housing delivery.

• It is assumed that suitable sites can be found to deliver the different distribution of growth alternatives; and that these sites can be accommodated within existing infrastructure, or that additional infrastructure could be provided.

• It is assumed that where development is located closer to higher concentrations of services and facilities, such as the larger villages, towns and Norwich, there will be greater opportunities to access these services by sustainable transport modes and thought active travel, and that residents will take up these opportunities. It is also assumed that the further away a development site is from a sensitive biodiversity site the less likely the recreational impact on that site will be from new residents.

• It is assumed that larger sites (of several hundred dwellings) are less likely to be able to provide higher proportions of affordable housing, due to the increase cost of providing infrastructure.

• It is assumed that too much allocated land could undermine growth by reducing certainty for developers and increasing the risk of investment in supporting infrastructure needed to bring sites forward.

• Strategic transport improvements not directly related to growth included within the plan will be identified and promoted by Norfolk County Council as Highway Authority through the Local Transport Plan (LTP) and/or Norwich Area Transport Strategy (NATS). It will be for the SA/SEA that accompanies the LTP/NATS to assess the significant impact of these proposals.

• Integrating new development with existing communities and interspersing affordable and other types of housing within new housing allocations will support community integration and contributing to the quality of life of residents being maintained/improved.
7. Greater Norwich Local Plan: Options for Growth – The Strategy

7.1. GNLP Strategy: Jobs Targets – Outline of the Reasons for Selecting the Alternatives

7.1.1. Identifying a jobs target for the GNLP provides clarity that will help to ensure that the economic and related policies of the plan are justifiable and effective. It will provide a measurable indicator that can be used to monitor the implementation of the plan.

7.1.2. The East of England Forecasting Model (EEFM) provides a credible forecast of jobs growth between 2015 and 2036 of 27,400. The remainder of the JCS planned growth plus the EEFM would represent a baseline, “forecast”, jobs growth scenario. A reasonable alternatives would be for the GNLP jobs target to deliver forecast jobs between 2015 and 2036 only.

7.1.3. The Greater Norwich Authorities have also committed to a City Deal with Government. The City Deal, amongst other things, establishes an additional aspiration target of 13,000 additional jobs across Greater Norwich. Taking into account the EEFM the Central Norwich Strategic Housing Market Assessment (SHMA) calculates that planning for baseline (EEFM) growth plus City Deals growth would equate to 45,390 jobs between 2015 and 2036. The Employment, Town Centres and Retail Study (2017) recommends an “enhanced” jobs target of 44,000 between 2014 and 2036. Taking both sources of evidence into account the enhanced jobs growth target of 45,000 2015-2036 would be a reasonable mid-point. A reasonable alternative would be for the GNLP jobs target to delivery forecast jobs growth plus additional growth between 2015 and 2036.

7.1.4. Setting a jobs target below the EEFM forecast is not a reasonable alternative as it would result in policies that may artificial constraint the economic potential of the area, and is thus inconsistent with the Economic objective of the plan:

“To support and promote the growth of an enterprising, creative, broad based economy with high productivity and a skilled workforce”.

7.2. GNLP Strategy: Jobs – Evaluating Significant Effects

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<th>Reasonable Alternatives</th>
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<tr>
<td>JT1: GNLP jobs target to be equal forecast jobs growth, plus aspirational growth between 2015 and 2036.</td>
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<td>JT2: GNLP jobs target to be equal forecast jobs growth between 2015 and 2036.</td>
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Summary of Significant Effects

7.2.1. Alternative JT2 proposes a jobs target equivalent to the EEFM forecast. This is effectively evolution of the baseline, and therefore would have a neutral
effect on all SA objectives. Alternative JT1 proposes planning for a significant number of additional jobs above the forecast. Although the distribution of these additional jobs would heavily influence the sustainability outcome, it can be assumed that such a difference in the jobs target would likely have a significant negative impact on environmental objectives SA1 and SA2 as carbon emissions, air and light pollution would likely increase with more employment sites. SA4 would also be negatively impacted since more greenfield land would inevitably be needed. Conversely, planning for a significant number of additional jobs would help to achieve SA7 as the availability of jobs should reduce deprivation, and SA11, encouraging economic development over a range of sectors.

7.3. GNLP Strategy: Homes – Outline of the Reasons for Selecting the Alternatives

GNLP Housing Requirement

7.3.1. The Housing Requirement is a critical element of any plan making process: it is the housing target, for which allocations of land will need to be made and against which housing land supply will be measured. Increasing the housing requirement would not only result in a potentially increased impact from planned development but would also increase the likelihood of a five year land supply deficit. A land supply deficit could result in the ad-hoc release of land for housing, with difficult to predict effects on the baseline.

7.3.2. The draft objectives of the GNLP seek to deliver the high quality homes that are needed within Greater Norwich, supporting healthy and vibrant communities and economic growth.

7.3.3. In order to establish Housing Requirement policy alternatives it is necessary to consider: the evidence of the Objectively Assessed Need (OAN) for housing; whether the GNLP Housing Requirement should be equal to, greater or less than the OAN; the scale of the Delivery Buffer; and, the impact of predicted future windfall housing.

Objectively Assessed Need for Housing (OAN)

7.3.4. Evidence on the OAN for Greater Norwich is contained in the Central Norfolk Strategic Housing Market Assessment (SHMA), July 2017. The SHMA identifies that the OAN for Greater Norwich is 39,486 homes between 2015 and 2036 (1,880 per annum).

7.3.5. On 14th September 2017 Government published a consultation on its standard methodology for calculating housing need. This methodology identifies that the OAN for Greater Norwich is 38,988 homes between 2017 and 2036 (2,052 per annum).

7.3.6. Whilst the approach adopted by government could change following its consultation on the standard methodology, it is their clear intention that the standard methodology should be used to identify the OAN in future local plans. Therefore, the only reasonable alternative would be to use the figure derived from the draft methodology as the OAN for the purpose of the GNLP.

Should the Housing Requirement be Equal to OAN?
7.3.7. A housing requirement that equals OAN would ensure that the plan meets the forecast housing need in Greater Norwich. Therefore a reasonable alternative would be for the Housing Requirement to equal the OAN.

Should the Housing Requirement be lower than OAN?

7.3.8. The GNLP is at a relatively early stage. Nonetheless, there has already been early engagement with key stakeholders, including as part of the SA scoping and production of the draft Norfolk Strategic Framework (NSF). To date, no overriding constraints, that would indicate that the full OAN could not be met, have been identified.

7.3.9. Therefore, there is no justification for considering an alternative Housing Requirement lower than the OAN. Such an alternative would also be contrary to the draft GNLP objective on housing and the national policy to significantly increase the supply of housing.

Should the Housing Requirement be higher than OAN?

7.3.10. The NSF also considers whether authorities can meet their own identified housing needs. Whilst the NSF is still in draft form, there is no current indication that neighbouring districts cannot meet their housing need. Consequently there is no justification for considering an alternative Housing Requirement that is higher than OAN in this regard.

7.3.11. However, the Greater Norwich City Deal seeks to deliver enhanced, “aspirational” jobs growth (as set out in paragraph 7.1.3) on top of forecast jobs growth to 2036. The Central Norfolk SHMA considered the number of homes necessary to support “aspirational” City Deal’s jobs growth. A simple rebase of the SHMA assessment to 2017 suggests that approximately 40,700 homes would be needed to support forecast (baseline) plus City Deals jobs growth.

7.3.12. Supporting the delivery of the city deal would be consistent with the Economic and Housing objectives of the GNLP. Therefore, a reasonable alternative would be to increase the GNLP Housing Requirement to 40,700, which would include the housing response needed to support the City Deal.

Housing Delivery Buffer

7.3.13. Paragraph 4 of the NPPF states that:

“Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change …”

7.3.14. For the purposes of policies that allocate land for housing the most straightforward way to meet this obligation is to identify more land than is required to meet the housing requirement: a housing delivery buffer.

7.3.15. There is no clear guidance as to how large a delivery buffer should be. It is however, reasonable to expect that in areas that have historically under delivered against their housing requirement, such as Greater Norwich, that the buffer would be larger than in areas that have met their targets.

7.3.16. Each Local Planning Authority in Greater Norwich incorporates some form of delivery buffer. Whilst the scale of this buffer varied, taking into account
windfall, the buffer generally approached or exceeded 20% of the Housing Requirement. Consequently, incorporating a delivery buffer of at least 20%, (taking into account windfall) is a reasonable alternative. Given local delivery issues, a significantly higher delivery buffer than 20% (taking into account windfall) is also a reasonable alternative. This approach would further minimise risks of under-delivery, and ensure that the plan more effectively plans for the aspirations of the Greater Norwich City Deal.

7.3.17. Because it would create a plan that remains inflexible, and could well struggle to deliver its housing requirement, it is not considered reasonable for the GNLP to include a housing delivery buffer that is significantly lower than 20% (taking into account windfall).

Windfall Housing

7.3.18. Windfall is housing which comes forward as an application on a site which has not been identified in a local plan. Windfall has occurred throughout the history of forward plan making. The sources of supply for windfall housing are expected to continue throughout the period of the GNLP.

7.3.19. A straightforward extrapolation of the windfall rates forecast in the Greater Norwich five year housing land supply statement would indicate that windfall housing could provide up to 5,600 homes over the plan period.

7.3.20. Whilst, further research and fact-finding is needed to confirm the extent sources of windfall housing can be relied upon over the period to 2036, a reasonable alternative would be for Windfall Housing to form part of a delivery buffer of at least 20%. This approach would effectively reduce the scale of housing allocations that is needed. It would also be a reasonable alternative not to use Windfall as part of a delivery buffer of at least 20%. In this scenario positive land allocations would be made to ensure a 20% delivery buffer, any Windfall Housing that is delivered would be on top of the 20% delivery buffer; in practical terms this is the same as incorporating a delivery buffer that is significantly higher than 20%.

Conclusions

7.3.21. The reasonable alternatives identified above are not mutually exclusive. When the various factors are considered in combination it leads to four overarching reasonable alternatives in terms of amount of housing that is planned for:

1. GNLP Housing Requirement is equal to OAN. Delivery Buffer is Approx. 20%. Forecast Windfall Housing does not form part of the Delivery Buffer.

2. GNLP Housing Requirement is equal to OAN. Delivery Buffer is Approx. 20%. Forecast Windfall Housing forms part of the 20% Delivery Buffer.

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5 For the purposes of this assessment it is assumed that there would be an additional allocation of land for housing equivalent to 10% of the Housing Requirement under alternatives 2 and 4. Windfall housing would then ensure that the delivery buffer is at least 20% of the Housing Requirement.
3. GNLP Housing Requirement is Equal to OAN plus Housing Response to City Deal. Delivery Buffer is Approx. 20%. Forecast Windfall Housing does not form part of the Delivery Buffer.

4. GNLP Housing Requirement is Equal to OAN plus net Housing Response to City Deal. Delivery Buffer is Approx. 20% OAN. Forecast Windfall Housing forms part of the 20% Delivery Buffer.

7.4. GNLP Strategy: Homes – Evaluating Significant Effects

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<th>Reasonable Alternative</th>
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<tr>
<td>1. GNLP Housing Requirement is equal to OAN. Delivery Buffer is Approx. 20%. Forecast Windfall Housing does not form part of the Delivery Buffer.</td>
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16. Minimise air, noise and light pollution to improve wellbeing
17. Continue to reduce carbon emissions, adapting to and mitigating against the effects of climate change
18. Protect and enhance the area’s biodiversity and geodiversity assets, and expand the provision of green infrastructure
19. Promote efficient use of land, whilst respecting the variety of landscape types in the area
20. Ensure that everyone has good quality housing of the right size and tenure to meet their needs
21. Maintain and improve the quality of life of residents
22. To reduce deprivation
23. To promote access to health facilities and promote healthy lifestyles
24. To reduce crime and the fear of crime
25. To promote access to education and skills training and support increased educational attainment.
26. Encourage economic development covering a range of sectors and skill levels to improve employment opportunities for residents, and maintain and enhance town centres
27. Reduce the need to travel and promote the use of sustainable transport modes
28. Conserve and enhance the historic environment, heritage assets and their setting, other local examples of cultural heritage, preserving the character and diversity of the area’s historic built environment.
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<th>SA Objective</th>
<th>Discussion of significant effects, and relative merits of alternatives.</th>
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<tr>
<td>SA1: Minimise air, noise and light pollution to improve wellbeing.</td>
<td>All housing development, unless “car free”, will inevitably generate additional car trips locally as new residents move into the area. Therefore, because all of the Core Housing Alternatives would result in the allocation of further land for housing development, all alternatives would give rise to increased air and noise pollution, disruption to amenity and potential secondary health impacts locally. Similarly, more housing is likely to result in more light pollution. Consequentially, all alternatives are predicted to have a significant negative impact on the baseline. The identified impacts are directly related to the scale of development. In this regard alternative 2 would release the least land for development followed by alternative 4 then alternative 1. Alternative 3 would release the most land. A straightforward reading of the alternatives would therefore indicate that alternative 2 is likely to have the least impact and alternative 3 would have the greatest impact. Whilst alternatives 1 would release more land for development than alternative 4, alternative 4 would carry a greatest risk of further land releases on 5 year land supply grounds. Thus in relative terms the impact of alternative 4 and alternative 1 are considered to be similar. It is possible, maybe even likely, that, above a certain level, increasing the scale of land allocated for housing would have no impact on actual housing delivery i.e. availability of land would no longer be a constraint to development and the ability of the market to deliver would be the sole determinant of housing completions. It is uncertain whether any of these alternatives would have this impact however.</td>
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<td>SA2: Continue to reduce carbon emissions, adapting to and mitigating against the effects of climate change.</td>
<td>The principal concern in relation to climate change mitigation will be the degree to which new development supports efforts to reduce car dependency and bring about modal shift to less polluting forms of transport, walking and cycling. Other considerations will relate to the extent to which development would support low carbon energy generation or buildings that are energy efficient. In terms of adaptation, key issues will include flood risk concerns and green infrastructure. Again the relative scale of the alternatives would indicate that alternative 3 would release the most land and have the greatest impact. Alternatives 1 and 4 would be broadly similar in terms of impact. Alternative 2 is likely to have the least impact, as it would release the least land for development. However, all alternatives are predicted to have a significant negative impact on the baseline.</td>
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<td>SA3: Protect and enhance the area’s biodiversity and geodiversity assets, and expand the provision of green infrastructure.</td>
<td>It is reasonable to assume that growth on the scale proposed within all of the alternatives would lead to direct effects on land that has some biodiversity importance, or land that contributes to the functioning of wider “ecological networks”. There may also be some indirect effects associated within</td>
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growth, such as recreational impact on ecologically important sites. Consequently it is considered that all alternatives are likely to result in a **significant negative impact on the baseline**.

On the basis of the above, it is also arguably the case that higher scales of development are likely to lead to greater impact than lower scales of growth. Consequently, alternative 2 is likely to have the least impact, as it would release the least land for development. Alternative 3 would release the most land and have the greatest impact. Alternatives 1 and 4 would be broadly similar in terms of their impact in land release terms and therefore it is not possible to meaningfully differentiate between them.

**SA4: Promote efficient use of land, whilst respecting the variety of landscape types in the area**

The vast majority of the additional growth that will be planned for within the GNLP is likely to be on edge of settlement greenfield land that currently contributes to landscape character of different types, in particular the setting of settlements. It is therefore suggested that all alternatives result in a significant negative impact on the baseline.

Again the relative scale of the alternatives would indicate that alternative 2 is likely to have the least impact, as it would release the least land for development. Alternative 3 would release the most land and have the greatest impact. Alternatives 1 and 4 would be broadly similar in terms of land release.

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

In theory all of the alternatives would be capable of providing the housing needed, including the provision of the necessary affordable housing. Therefore all alternatives are considered to result in a **significant positive impact on the baseline**.

A straightforward assessment might conclude that the alternative which plans for the most housing would perform best in relative terms, as it would provide the most housing. However, given that alternatives 1, 3 and 4 all positively plan for a potential level of development that is in excess of 20% above the OAN, each alternative is clearly capable of meeting needs. Whilst alternative 2 also plans for a level of growth that is 20% above OAN, a substantial proportion of this (in excess of 50% of the buffer) would be in the form of windfall housing. Current windfall projections are based on past trends and whilst legitimate over the short term they are less certain over the longer term. Therefore, alternative 2 is considered to offer less certainty of delivery than the other alternatives. It is subsequently considered to perform worse in relative terms.

**SA6: Maintain and improve the quality of life of residents**

It is considered likely that all alternatives would result in development in locations that are currently of high amenity value, or environmental quality. It is likely also that it would be possible to create high quality developments within these areas.

Important to consider also is the impact on the “quality of life of residents” as perceived by existing residents. Many people may well feel that new development will have a detrimental
impact on their quality of life. Others could, of course, see that development will bring with it some benefit.

On the basis of the above, it is concluded that the alternatives on Core Housing Matters will have no significant effect on the baseline. Nor is it possible to differentiate between the alternatives in relation to this objective.

**SA7: To reduce deprivation**

Development may stimulate or support regeneration of deprived areas. The provision of affordable housing will also help to address deprivation to some degree. In theory, more affordable housing could be delivered from options which provide more housing overall. More overall housing growth could, in theory, also support enhanced jobs growth. However, whilst the alternatives would all provide for affordable housing, it is the distribution and form of development that would dictate the extent to which development would stimulate or support regeneration. Consequentially it is considered that the alternatives would have no significant impact on the baseline. Nor is it possible to differentiate between the alternatives in relation to this objective.

**SA8: To promote access to health facilities and promote healthy lifestyles**

If well planned, development can contribute to, or create, mixed and inclusive communities that are supported by a range of services and facilities, including green infrastructure. The impact of development on these matters is however related to distribution and choice of site rather than pure housing numbers. Therefore, it is considered that the alternatives would have no significant impact on the baseline. Nor is it possible to differentiate between the alternatives in relation to this objective.

**SA9: To reduce crime and the fear of crime**

If well planned, development can contribute to, or create, mixed and inclusive communities that are designed taking into account guidance such as “safer by design”. The impact of development on these matters is however not directly related to decisions about the scale of housing allocation. Therefore, it is considered that the alternatives would have no significant impact on the baseline. Nor is it possible to differentiate between the alternatives in relation to this objective.

**SA10: To promote access to education and skills training and support increased educational attainment.**

It is assumed that housing will be distributed so as to make effective use of existing school capacity, or be located in areas where additional capacity can be made available. There is no evidence that there are any fundamental constraints to education provision that are directly related to decisions about the scale of housing allocation. As such, it is considered that the alternatives would have no significant impact on the baseline. Nor is it possible to differentiate between the alternatives in relation to this objective.
| SA11: Encourage economic development covering a range of sectors and skill levels to improve employment opportunities for residents, and maintain and enhance town centres | All of the alternatives plan for a sufficient number of homes to accommodate the workers needed to realise the East of England Forecasting Models projections for jobs growth across Greater Norwich, and the additional homes needed to support the Greater Norwich City Deal. It is also notable that the New Anglia Strategic Economic Plan (2014) estimated that each new home built is equivalent to £36,700 more (in GVA) to the economy. Therefore all alternatives are considered to result in a significant positive impact on the baseline. Alternatives 3 and 4 proactively plan for all of the additional homes needed to support the City Deal and include at least a 20% buffer above this number of homes. This means that they are best placed to ensure there are sufficient homes to support City Deals jobs growth. However, alternative 1 also provides more than 20% above the number of homes needed to support the City Deal. Alternative 2 provides a fraction less than 20%. Therefore, in relative terms alternative 2 is considered to perform less well than the other alternatives in regards to this objective, but the difference is very slight. |
| SA12: Reduce the need to travel and promote the use of sustainable transport modes | In the context of housing growth, reducing the need to travel and promoting the use of sustainable modes of transport are matters that are expected to be principally aligned to the strategy for the distribution of housing. Additional development may generate/justify investment that would result in improved public transport services and sustainable transport infrastructure which would provide wider sustainable transport benefits. Conversely, widely dispersed growth could foster car dependency. Therefore, it is not possible to conclude that the alternatives would have a significant impact on the baseline. However, alternatives 3 and 4 would result in a GNLP housing requirement that is notably above OAN, and linked to the realisation of City Deal aspirational jobs growth. If such aspirational jobs growth does not occur then there will be insufficient demand for the planned housing. In this scenario it is likely that housing delivery would fall behind the requirement, with the distinct possibility of a lack of five year housing land supply. This may lead to additional, unplanned sites being released for development that may not be as well related to sustainable transport as planned sites. Therefore there is an increased risk that alternatives 3 and 4 would result in development that is more poorly served by sustainable transport. |
| SA13: Conserve and enhance the historic environment, heritage assets and their setting, other local examples of cultural heritage, preserving the character and diversity of the area’s historic built environment. | The vast majority of the additional growth that will be planned for within the GNLP will be on greenfield land. It is likely that some of this would have an impact on the historic environment, heritage assets or cultural heritage. It is therefore suggested that all alternatives result in a significant negative impact on the baseline. |
Alternatives that release more land therefore carry an increased risk that within this land there are sites that would impact on heritage assets. However, the precise impact of the growth in terms of the historic environment will depend upon the allocations made. Therefore it is not possible to differentiate between the alternatives in this regard.

**SA14: Minimise waste generation, promote recycling and avoid sterilisation of mineral resources. Remediate contaminated land and minimise the use of the best and most versatile agricultural land.**

The vast majority of the additional growth that will be planned for within the GNLP will be on greenfield land. However, the impact of the growth in terms of this objective is expected to relate to the location of the allocations made. Therefore, it is **not possible to conclude that the alternatives would have a significant impact on the baseline.** Nor is it possible to differentiate between the alternatives in relation to this objective.

**SA15: Maintain and enhance water quality and ensure the most efficient use of water.**

The supply and disposal of water, and related water quality matters, are key issues for the GNLP. The vast majority of the housing development that needs to be planned for is contained within existing planning permissions and allocations. There is good evidence to suggest that these developments can be delivered without any significant impact on water quality.

Further growth will place an additional burden on water supply and disposal infrastructure. Early engagement with AWS, EA and NE have not identified any fundamental water quality constraint to further development. However, detailed evidence on this issue is not currently available therefore it is **not possible to conclude that the alternatives would have a significant impact on the baseline.**

A straightforward analysis might however suggest that allocation alternatives that release less land for housing would be less likely to be impactful than those that release more land for housing.

Particularly in terms of waste water disposal and its impact on water quality, distribution of housing further away from Norwich is likely to be significant, as foul water will be disposed of through local treatment works which have their own particular issues in terms of their volumetric capacity and required treatment standards.
Summary of Significant Effects

7.4.1. Alternatives 3 and 4 would establish a Plan Requirement that is notably above OAN, and one that is only likely to be deliverable if the significant increase in jobs, as envisaged by the aspirational City Deal actually occurs. This would create a situation where the authorities are more likely to suffer from a housing land supply deficit. This could result in further development in less sustainable locations and would create uncertainties in relation to objective 12, as well as increasing the impact on the baseline under objectives 1 and 3. There is therefore good reason to consider that these alternatives should not be preferred.

7.4.2. Alternatives 1 and 2 avoid the situation set out above by making the Plan Requirement equivalent to OAN, and thus relating any calculation of housing land supply to the standard methodology. There are therefore good reasons to prefer alternatives 1 and 2.

7.4.3. Alternative 2 performs better in terms of air quality and climate change related to emissions, however it would also include a significantly lower delivery buffer, which is heavily reliant on assumed windfall housing projections being delivered. Given the delivery challenges experienced locally this presents a notably increased risk to housing delivery and thus has more uncertainties in terms of meeting housing needs in accordance with Objective 5. Alternative 2 also would provide for slightly less than a 20% buffer to the delivery of the housing required to meet City Deals jobs growth. This could restrict the economic growth potential of the area, and thus would perform relatively worse in terms of contributing toward Objective 11, although given that the buffer to city deals related jobs growth is only fractionally under 20% this impact is slight. Alternative 1 includes a high delivery buffer, giving more certainty of delivery (better in terms of providing the homes needed in accordance with Objective 5). It would also provide more than a 20% buffer to the delivery of the homes needed to support the City Deal.

7.4.4. Given the increased potential impact of alternative 1 in terms of air quality, climate change emissions and other objectives directly affected by the scale of growth, compared to its very slight benefits in terms of objective 11 (related to jobs and the economy), it is considered that there are good reasons to prefer alternative 2.
### 7.5. GNLP Strategy: Infrastructure

#### 7.5.1. Housing and jobs growth needs to be supported by the appropriate infrastructure. The growth identified, and planned for, in the JCS, which will also form a substantial part of the housing requirement of this plan, is dependent on the completion of the NDR and improvements at Thickthorn (the A11/A47 junction). Work is progressing on both these schemes, the NDR to be completed by early 2018 and Thickthorn improvements planned to start in 2020.

#### 7.5.2. The GNLP will look forward beyond the JCS to 2036. No further strategic improvements to support the overall scale of growth have been identified. The infrastructure requirements will vary depending on the distribution of growth. As appropriate, the Sustainability Appraisal that supports the pre-submission version of the GNLP will consider infrastructure that is needed to support planned growth.

7.5.3. In order to determine the most appropriate distribution of additional housing a series of conceptual alternatives have been defined. These alternatives consider options for heavy concentration of development in and around Norwich and the Built-up Fringe through to wide ranging dispersal across Greater Norwich, along with other discrete alternatives that lie in between.

7.5.4. The alternatives derived are based on a number of technical decisions and assumptions, which are outlined below:

Housing Allocation Requirements

7.5.5. The Housing Allocation Requirement identified in the Distributional Alternatives is based on the following assumptions: the GNLP Housing Requirement will be equal to OAN; the Housing Delivery Buffer will equal at least 20% of OAN (taking account of Windfall). These assumptions have been used as they are consistent with the best performing Housing Requirement alternatives as explained in section 7.4.

7.5.6. The Housing Allocation Requirement underpinning the distributional alternatives also assume that all outstanding housing commitments (planning permission and local plan allocations) will be delivered by 2036. The housing commitment comprises sites with planning permission or land allocated for housing in the current local plan. As such, there is a high degree of confidence that these sites remain developable within the GNLP Plan Period (2017-2036). If evidence emerges indicating that these commitments are not deliverable in the plan period then a corresponding increase in land allocations may be needed.

7.5.7. The Housing Allocation Requirement and how this relates to the assumed GNLP Housing Requirement is set out in the table below:

<table>
<thead>
<tr>
<th>Housing numbers for the Greater Norwich Local Plan (GNLP)</th>
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<tr>
<td><strong>Source</strong></td>
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The GNLP housing provision (including Windfall) is 9,477 above the GNLP Housing Requirement. The total delivery buffer is therefore 24%.
Approach to Defining Distributional Alternatives

7.5.8. The approach to defining distributional alternatives was based on the following staged approach:

1. **Maximise delivery on previously developed land within Norwich and the built up areas of the fringe parishes**

2. **Maintain and enhance the vitality of Main Towns and Villages by ensuring an appropriate baseline level of growth**

3. **Identify alternative distributions for any remaining growth to Fringe Locations, Main Towns, Key Service Centres and Other Villages.**

7.5.9. The justification and rationale behind this staged approach is set out below.

Previously Developed Land within Norwich and the built up areas of the fringe parishes

7.5.10. To ensure the efficient use of land, it is critical that the best possible use is made of previously developed land within Norwich and the urban fringe. Sites within Norwich and the Urban Fringe, in addition to being previously developed, will also typically benefit from the best access to services, facilities, public transport (and other sustainable forms of transport) and employment opportunities.

7.5.11. Currently it is estimated that additional capacity on previously developed land equates to 1,500 additional homes in Norwich, with a further 200 in the Broadland part of the Urban Fringe. Whilst these sites appear deliverable/developable, it is considered **unreasonable** not to include these sites within the baseline for the distributional alternatives. Discounting deliverable/developable previously developed sites in Norwich and the Urban Fringe would not ensure an efficient use of land, would increase the loss of natural resources (in the form of land) and would result in the need to identify additional, less sustainable, sites elsewhere.

Maintaining and enhancing the vitality of Main Towns and Villages

7.5.12. As well as making the most efficient use of land, it is also critical that the vitality of Main Towns and Villages is maintained and enhanced. In practical terms this means planning for new development in settlements where there is an appropriate range of services and facilities to support a degree of sustainable development.

7.5.13. In addition, planning for additional development within Main Towns and Villages will support the delivery of the housing needed within the area by ensuring that there is diversity, choice and competition in the market for land. This is particularly relevant given that existing housing commitments are substantially focused in large or strategic sites on the edge of, or near to Norwich and the Urban Fringe.
7.5.14. The scale of growth that is considered to be an appropriate baseline to maintain and enhance the vitality of Main Towns, Key Service Centres and Service and Other Villages is set out below:

- Main Towns and Key Service Centres (1,000 homes)
- Service Villages or Village Clusters (1,000 homes)
- Other villages or Village Clusters (200 homes)

7.5.15. It is considered that not providing for an appropriate scale of development in Main Towns, Key Service Centres and Service and Other Villages would be unreasonable. This is because doing so would fail to provide small-scale housing growth to meet local needs, including for affordable housing, support local services and facilities and make the fullest possible use of infrastructure capacity, in this case primarily primary school capacity, contrary to the communities objective.

Additional Allocations needed in Alternative Strategies

7.5.16. Taking account of the assumed baseline growth on PDL and in Main Towns, Key Service Centres, Service Villages and Other Villages or Village Clusters, the Alternative Strategies need to accommodate an additional 3,300 new homes. The housing yield from the various baseline sources is set out in the table below:

<table>
<thead>
<tr>
<th>Source</th>
<th>New Housing Allocations</th>
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<tr>
<td>A</td>
<td>GNLP Proposed New Allocation 2015-2036</td>
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<tr>
<td>B</td>
<td>Baseline Growth on Previously Developed Land In Norwich and Built Up Areas of Fringe Parishes</td>
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<tr>
<td>C</td>
<td>Baseline Growth in Main Towns and Key Service Centre</td>
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<tr>
<td>D</td>
<td>Baseline Growth in Service Villages or Village Clusters</td>
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<td>E</td>
<td>Baseline Growth in Other Villages or Village Clusters</td>
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Residual Allocations to be identified in Alternative Strategies: 3,300

The Distributional Alternatives

7.5.17. Six Alternative Strategies have been defined. These deliver the additional 3,300 homes needed on top of the baseline 3,900 homes in different ways. This alternatives are:

- Urban Concentration
- Transport Corridors
- Cambridge – Norwich Tech Corridor
- Dispersal
• **Dispersal Plus New Settlement**
• **Dispersal plus Urban Growth**

7.5.18. These approaches either concentrate the additional allocations: as close to Norwich as possible; along the main transport corridors; along the Cambridge-Norwich Tech Corridor; in a widely dispersed number of locations; in a dispersed number of locations supported by a new village; or, in a hybrid approach of dispersal and urban growth.

7.5.19. Whilst the actual allocation numbers within each approach could vary to some degree, such variation is not considered to constitute a fundamentally different conceptual alternative. Therefore these Alternatives are considered to cover the full range of potential conceptual approaches to distributing additional development across Greater Norwich. Further information on the Alternatives is included as Appendix B.

Reasonable Alternatives

1) Urban Concentration (close to Norwich)  4) Dispersal
2) Transport Corridors  5) Dispersal Plus New Settlement
3) Cambridge – Norwich Tech Corridor  6) Dispersal and Urban Growth

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<tr>
<td><strong>SA1: Minimise air, noise and light pollution to improve wellbeing.</strong></td>
<td>All housing development, unless “car free”, will inevitably generate additional trips locally as new residents move into the area. The city centre is the area most affected by air pollution. By its nature, the city centre is likely to attract a significant number of trips from new growth irrespective of its location, although there will be some mitigating impact to the effect where growth is located in the larger main towns that have a greater range of services and facilities, such as Diss, or where growth is well served by sustainable transport links to Norwich. The key to mitigation in Norwich is likely to revolve around minimising further polluting trips. An additional consideration would be the extent to which particular distributions would contribute towards locations that are already affected by, or at risk of being affected by issues of air, noise or light pollution. Because all alternatives would result in the allocation of further land for housing development, all alternatives would give rise to increased air and noise pollution, disruption to amenity and potential secondary health impacts locally. Similarly, levels of light pollution are likely to be affected. Consequentially, all alternatives are predicted to have a significant negative impact on the baseline. In relative terms, alternative 1 is likely to be best placed to minimise the need to travel as development under this alternative would have the best relationship to services, facilities and employment opportunities and would be best placed to utilise public transport and other sustainable modes of travel. Alternatives 4 and 5 are likely to result in the least preferential relationship to the focus of jobs, facilities, services and sustainable transport options near to Norwich. The remaining alternatives are likely to lie somewhere in between alternative 1 and alternatives 4&amp;5. It is difficult to distinguish between 2 &amp; 3, as both focus significant growth near to jobs, facilities, services and sustainable transport opportunities, albeit less so than alternative 1. Alternative 6 lies between alternatives 2 &amp; 3 and 4 &amp; 5 as they have a high proportion of development focused in unspecified service and other villages, and thus would be likely to have a high proportion of housing that is less well related to sustainable transport options or likely to affect the dark skies of areas such as the Broads.</td>
</tr>
<tr>
<td><strong>SA2: Continue to reduce carbon emissions, adapting to and mitigating against the effects of climate change.</strong></td>
<td>A principal concern in relation to climate change mitigation will be the degree to which new development supports efforts to reduce car dependency and brings about modal shift to less polluting forms of transport, walking and cycling. Taking into account the assumption that the “no plan” scenario would likely be one where a substantially amount of additional homes would still be built, but in an ad-hoc fashion where local sustainability considerations were taken into account, but outside of a coherent plan for growth that could form the basis of investment decisions around sustainable transport, it is considered that alternatives 1, 2 and 3 would result in a significant positive impact on the baseline and other alternatives would likely have no significant impact on the baseline.</td>
</tr>
</tbody>
</table>
Within this context, alternative 1 is likely to perform best, followed by alternatives 2&3, then by alternative 6, with alternatives 4&5 likely performing worst for the reasons set out in regards to objective SA1.

Other considerations will relate to the extent to which development would support low carbon energy generation, or buildings that are energy efficient. The 2009 Greater Norwich JCS Sustainable Energy Study identified that development at a scale of roughly 500 units (and at a density of 50 units per hectare) is necessary to support CHP. It is notable however that only one scheme of more than 500 units in Greater Norwich, Beeston Park, actually proposes to incorporate any form of district scale decentralised, low carbon energy generation. This scheme is yet to be implemented. Therefore, whilst larger schemes may have theoretical potential to support such interventions, practical experience suggested that their actual implementation may be limited. Thus no distinction is drawn between alternatives that are more likely to result in larger allocation sites.

In terms of adaptation, key issues will include flood risk concerns and green infrastructure. It can reasonably be expected that under all alternatives flood risk concerns would be effectively considered during site selection and that any green infrastructure strategy could be amended to effectively mitigate and serve the impact/needs of new development.

<table>
<thead>
<tr>
<th><strong>SA3: Protect and enhance the area's biodiversity and geodiversity assets, and expand the provision of green infrastructure.</strong></th>
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</thead>
<tbody>
<tr>
<td>It is reasonable to assume that growth on the scale proposed within all of the alternatives would lead to direct effects on land that has some biodiversity importance, or land that contributes to the functioning of wider “ecological networks”. Consequently it is considered that all alternatives are likely to result in a <strong>significant negative impact on the baseline</strong>.</td>
</tr>
<tr>
<td><strong>Potential impacts on European sites include:</strong></td>
</tr>
<tr>
<td>• Increased urbanisation of the countryside leading to fly tipping, littering or predation by domestic animals;</td>
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<tr>
<td>• Increased ground water abstraction, leading to detrimental impacts on biodiversity through:</td>
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<tr>
<td>o changing the balance of freshwater to saline water in coastal wetlands;</td>
</tr>
<tr>
<td>o depleting river flows and increasing potential for saline water incursion;</td>
</tr>
<tr>
<td>o depleting river flows with the effect of reducing dilution of pollutants and nutrients;</td>
</tr>
<tr>
<td>o reduced ground water inputs/irrigation of fens</td>
</tr>
<tr>
<td>• Chemical release or STW failure resulting in pollution from waste water discharges;</td>
</tr>
<tr>
<td>• Increased emissions from vehicular traffic;</td>
</tr>
<tr>
<td>• Disturbance and trampling from people and especially dog walkers where nutrient enrichment from dog excrement is also an issue;</td>
</tr>
<tr>
<td><strong>Mitigations for such impacts could include:</strong></td>
</tr>
<tr>
<td>• Minimising vehicular access to designated sites.</td>
</tr>
<tr>
<td>• Ensuring a suitable off-set of new development from designated sites</td>
</tr>
<tr>
<td>• Providing alternative recreational opportunities</td>
</tr>
</tbody>
</table>
• Providing for the relocation of parking, signage, wardens or other management interventions at designated sites.

It should be noted that key uncertainties remain in regards to water resource impact, and consequently it is not possible at the current time to identify particular mitigations for potential impacts.

It is possible in very crude terms to identify those locations which are closest to the greatest number of designated sites; these are typically to the north, north east and east of Norwich. However, it would not be justifiable to simply avoid these areas; it is entirely possible that a certain scale of development could occur within these areas and that it would have no impact, or fully mitigatable impact on designated sites. Therefore, it is not possible at the moment to differentiate between the alternatives in relation to this objective. This is, however, an issue that will need to be addressed in due course through the GNLP production process.

**SA4: Promote efficient use of land, whilst respecting the variety of landscape types in the area**

The vast majority of the additional growth that will be planned for within the GNLP will be on greenfield land that currently contributes to landscape character of different types. It is therefore suggested that all alternatives result in a significant negative impact on the baseline.

The precise impact of the growth in terms of the efficient use of land or on particular landscape sensitivities will depend upon the allocations made. Therefore it is not currently possible to differentiate between the alternatives in this regard.

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

In theory all of the alternatives would be capable of providing the housing needed, including the provision of the necessary affordable housing. Therefore all alternatives are considered to result in a significant positive impact on the baseline.

A key issue, however, is whether a particular distribution provides greater certainty of delivery than another. In this regard consideration needs to be given to two factors in particular: does a particular distribution increase diversity, choice and competition in the market for land; and, what is the likelihood of a particular alternative resulting in further large scale development sites, which are more likely to suffer from increased lead-in timescales and a greater risk of delivery complications.

The greatest concentrations of current growth commitments are the north east sector (which has by far the greatest level of current commitment at approx. 13,000 homes), the north sector in Hellesdon, the west sector, south west sector, Wymondham, Long Stratton and Poringland/Framingham Earl.

Alternatives 4 and 5 would result in the widest dispersal of housing allocations, and thus arguably result in the greatest amount of choice and competition. Alternatives 2, 3 and 6 provide broadly comparable levels of dispersal, albeit that alternative 6 provides for notably more development in service and other villages. Alternative 1 would largely build on existing locations that are experiencing significant growth, and thus likely provides the least diversity.

Whilst a large allocation number within a particular location might be delivered through a number of smaller sites, for the purposes of this assessment it is assumed that that those alternatives that
include a higher number of large scale allocations (defined as 1,000 or more homes in a location and including new settlements) would also carry the greatest risk of incorporating large allocations that would suffer from potentially long lead-in times and increased delivery risks. In this context alternative 1 is likely to include the greatest number of large allocations with 2. Alternatives 2 and 3 are likely to be reliant on 1 or 2 large allocations. Alternatives 5 and 6 have only likely to be reliant on 1 large allocation. Alternative 4 is not likely to be reliant on any large allocations.

Therefore alternative 4 can be assumed to have the least risk of delay through large scale allocation, followed by alternatives 5 and 6.

On the basis of a combination of the above factors it is considered that alternative 4 performs best in relation to this objective, followed by alternatives 5 and 6. Alternative 1 is considered to perform worst, while still having a positive impact on this objective.

**SA6: Maintain and improve the quality of life of residents**

It is considered likely that all alternatives would result in development in locations that are currently of high amenity value, or environmental quality. It is likely also that it would be possible to create high quality developments within these areas.

Important to consider also is the impact on the “quality of life of residents” as perceived by existing residents. Many people may well feel that new development will have a detrimental impact on their quality of life. Others could, of course, see that development will bring with it some benefit.

On the basis of the above, it is concluded that the alternatives will have no significant impact on the baseline. Nor is it possible to differentiate between the alternatives in relation to this objective.

**SA7: To reduce deprivation**

Development may stimulate or support regeneration of deprived areas. The provision of affordable housing will also help to address deprivation to some degree.

All of the alternatives would provide for affordable housing to meet identified needs. Each alternative is also based on the assumption that there will be 1,500 homes in Norwich, some of which will stimulate regeneration of deprived areas e.g. Anglia Square. Consequentially it is considered that all alternatives would have a significant positive impact on the baseline. Locations outside the built-up area of Norwich are relatively undeprived. Therefore, it is not possible to differentiate between the alternatives in relation to this objective based on the distribution of development outside Norwich.

It should be noted that in certain instances development schemes have not, or are now not expected to be able to viably deliver the JCS affordable housing requirements. This issue disproportionately affects larger sites with more significant infrastructure cost associated. Therefore, distributions that have a greater chance of more large allocations may also carry a greater risk of lower affordable housing provision. At this stage, when sites are unknown, it is not possible to conclude on this issue.
| **SA8: To promote access to health facilities and promote healthy lifestyles** | Under all alternatives community services, and facilities (including health services) can reasonably be expected to be in close proximity to the larger scale developments, and relatively easily accessible from the main towns and key service centres. More dispersed, small scale development carries a greater risk of a poor relationship to community services, and facilities (including health services).

Larger scale development in particular would also support the provision of new open space. Smaller scale development would make a proportionate contribution to new open space, but in all probability would be, to some extent, reliant of other pre-existing open space, including access to the countryside.

Whilst there remains uncertainty about the location and scale of allocations in villages it is not possible to conclude that there will be a significant impact on the baseline resulting from any of the identified alternatives. This conclusion has been reached in the knowledge that the situation under the “no plan” scenario would likely be one where the additional homes required would come forward in an ad-hoc fashion where local sustainability considerations were taken into account, but outside of a coherent plan for growth that could form the basis of investment decisions for a range of service providers.

However, it is true to say that health facilities in Greater Norwich are focused in Norwich and the built-up fringe parishes, the main towns and the key service centres. Therefore alternatives that focus growth within these locations are likely to perform better in terms of access to health facilities.

Promoting health and wellbeing means encouraging active healthy lifestyles and social interaction. This will include: promoting active travel i.e. walking and cycling; ensuring access to high quality open spaces, green infrastructure and opportunities for play, sport and recreation, avoiding potential pollution or other environmental hazards; and, creating spaces and places to meet.

Supporting active travel will be easier to achieve where development is well related to a range of services, facilities, employment opportunities and sustainable transport options. Such areas are typically in or near Norwich and the built-up fringe, the main Towns and the key service centres.

In a similar vein, encouraging social interaction will be easier where there are existing community facilities and activities e.g. primary school, parish/town hall, recreation grounds, and active community groups. Again such facilities are typically located in or near Norwich and the built-up fringe, the main towns and the key service centres.

The availability of high quality open spaces and green infrastructure is considered to be more variable between different types of location, not least because access to the countryside will be a key element of such considerations and many rural villages would benefit from good access to such via public footpaths.

Overall, it is considered that alternative 1 would result in the best relationship to health facilities, and have the greatest potential to encourage active lifestyles, primarily as a result of the proximity of development to services, facilities and employment opportunities. |

that can be accessed by foot or by bicycle. Next would be alternatives 2 and 3, then 6 with 4 and 5 likely to have the least beneficial relationship in terms of encouraging active lifestyles.

**SA9: To reduce crime and the fear of crime**

If well planned, development can contribute to, or create, mixed and inclusive communities that are designed taking into account guidance such as “safer by design”. This impact of development on these matters is not directly related to decisions about the distribution of housing however. Therefore, it is considered that the alternatives would have no significant impact on the baseline. Nor is it possible to differentiate between the alternatives in relation to this objective.

**SA10: To promote access to education and skills training and support increased educational attainment.**

Key issues in relation to this objective are access to primary, secondary, post 16 and higher educational opportunities. Detailed discussions with the local education authority are ongoing, but have not yet drawn clear conclusions. Therefore, at the time of writing it is not possible to conclude that any alternatives would have a significant impact on the baseline.

Notwithstanding the above, an explanation of key issues and potential constraints, and their relationship to the objectives is set out below.

Whilst there may be individual capacity issues that would need to be addressed, growth within the city, adjacent to the built-up fringe parishes, in the main towns and key service centres would be well related to primary schools. Baseline growth identified for service and other villages is predicated on access to a primary school.

Higher levels of growth in the service and other village category (or within village clusters) does carry a greater risk of higher levels of allocations in villages without a primary school, but with access to one, and also in villages without easy access to primary education.

There are understood to be constraints at secondary education level, these comprise:

- No further capacity to expand Wymondham High School (although growth in this area may be able to be served by Wymondham College or Hethersett High School).
- Limited capacity at Hellesdon High School with limited, if any, scope for expansion (although there is capacity at Taverham which could serve growth in the wider north west)
- Existing high school capacity in north east Norwich will not be sufficient for planned growth, and therefore a new secondary school is planned but is yet to be delivered
- Ormiston Victory Academy, serving the western sector, has limited capacity or potential to expand
- Framingham Earl may have limited capacity to expand

Consequently alternatives that place significant growth near to these schools could result in a sub-optimal relationship between secondary education and growth.

Higher education opportunities are largely focused in Norwich, although East Coast college, in Great Yarmouth, also offers post 18 education. Very crudely, locations closest to Norwich would have the best relationship to such opportunities, although main towns,
which typically have bus services to Norwich and locations such as Diss, Lingwood and Reedham which have main or branch line rail services to Norwich would also have a good relationship to such facilities.

Alternative 1 would put additional pressure on identified secondary education constraints in the north east, north/north west and west; alternative 2 on the north east and Wymondham. Alternative 3 would put additional pressure on the west, south west and Wymondham. The impact of alternatives 4, 5 and 6 is more difficult to predict, as significant growth is provided for within unspecified service and other villages, which could include those which feed into constrained schools. Alternatives 4 and 5 also have a greater risk of significant allocations in villages with a sub-optimal relationship to education opportunities, while alternative 6 would place additional pressure on the north east, west and south west as well as unspecified villages.

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>262</td>
<td>SA11: Encourage economic development covering a range of sectors and skill levels to improve employment opportunities for residents, and maintain and enhance town centres</td>
</tr>
<tr>
<td></td>
<td>In theory all of the alternatives would plan for a sufficient number of homes to accommodate the workers needed to realise the East of England Forecasting Models projections for jobs growth across Greater Norwich, and also the additional homes needed to support the Greater Norwich City Deal. Therefore all alternatives are considered to result in a significant positive impact on the baseline.</td>
</tr>
<tr>
<td></td>
<td>The fewer accessible employment opportunities in an area, the less they will improve employment opportunities for residents. In this regard, all of the strategically important employment areas in Greater Norwich are located close to Norwich. Alternatives 1, 2 and 3 are those that focus most development within areas close to Norwich and therefore are likely to result in the best relationship between jobs and homes in locational terms. This is followed by alternative 6, then 4 and 5 which increase the amount of development in Service and Other Villages, and thus (at least in part) further away from strategic employment areas. It should also be recognised that alternative 3 has been specifically derived to support the economic growth plans for the Cambridge – Norwich Technology Corridor. This has further potential benefits, in that it would result in a housing distribution that would support a specific economic growth initiative.</td>
</tr>
<tr>
<td></td>
<td>Each of the alternatives contains a baseline level of growth within the Main Towns and Key Service Centres that will help to maintain their retail centres. However, alternatives 4, 5 and 6 proportionately provide for more growth in these locations. Therefore, whilst evidence on this point is limited, it is arguably the case that these alternatives would increase the potential local spending power to support local convenience and comparison retail. Overall, however, it is considered that the higher quality relationship of housing to employment offered by alternatives 1, 2 and 3 is better related to the intentions of the objective than alternatives 4, 5 and 6.</td>
</tr>
<tr>
<td>262</td>
<td>SA12: Reduce the need to travel and promote the use of sustainable transport modes</td>
</tr>
<tr>
<td></td>
<td>The extent to which any alternative will reduce car dependency and bringing about modal shift to sustainable forms of transport will</td>
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</tbody>
</table>
depend upon the relationship of new growth to services, facilities, employment opportunities and sustainable transport options. Within this context, alternatives 1, 2 and 3 are likely to perform best as they focuses the most growth near to the highest number of services, facilities and employment opportunities; in locations where sustainable transport alternatives are already available/practical; and where there is planned investment to improve sustainable transport infrastructure. Alternative 6 is also likely to perform well against this objective, on the same basis as alternative 1, but the wider dispersal to Main Towns, Key Service Centres, Service and Other Villages will diminish its sustainable transport potential to some extent. In this context these alternatives are considered to have a significant positive impact on the baseline. Alternatives 4&5 are likely to perform worst as they disperse significant amounts of development to locations which are less well served by sustainable transport and less well related to services, facilities and employment opportunities on this basis these alternatives are likely to have a significant negative impact on the baseline.

SA13: Conserve and enhance the historic environment, heritage assets and their setting, other local examples of cultural heritage, preserving the character and diversity of the area’s historic built environment.

The vast majority of the additional growth that will be planned for within the GNLP will be on greenfield land. It is likely that some of this would have an impact on the historic environment, heritage assets or cultural heritage. It is therefore suggested that all alternatives result in a significant negative impact on the baseline. The precise impact of the growth in terms of the historic environment will depend upon the allocations made. Therefore it is not possible to differentiate between the alternatives in this regard at this point.

SA14: Minimise waste generation, promote recycling and avoid sterilisation of mineral resources. Remediate contaminated land and minimise the use of the best and most versatile agricultural land.

The vast majority of the additional growth that will be planned for within the GNLP will be on greenfield land. Potential mineral resources, particularly sands and gravels, are wide spread across the Greater Norwich Area. Therefore it is likely that significant elements of all alternatives will need to consider the potential for such resources to be viably extracted. This is an important site-based consideration but not one on which a judgement can currently be made.

There are areas of grade I & II agricultural land across Greater Norwich, with almost the whole area being within the broad grade III category. However the vast bulk of Grade I & II land is found along the A47 corridor between Gt & Lt Plumstead/Blofield and Acle. There are also notable, but less extensive areas around Barnham Broom and Kimberley. Given that exact sites are not yet known it is not possible to conclude that any alternatives would have a significant impact on the baseline. Nor would it be justifiable to differentiate between alternatives in regards this objective. However, there is an assumption in alternative 2 that there would be no growth above the baseline along the A47 east corridor. If this proves not to be the case, at a very crude level it stands to reason that alternatives that increase growth along the A47 east corridor would be more likely to impact upon the best and most versatile agricultural land i.e. alternative 2.
<table>
<thead>
<tr>
<th><strong>SA 15: Maintain and enhance water quality and ensure the most efficient use of water.</strong></th>
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</thead>
</table>
| The supply and disposal of water, and related water quality matters, are key issues for the GNLP. The vast majority of the housing development that needs to be planned for is contained within existing planning permissions and allocations. There is good evidence to suggest that these developments can be delivered without any significant impact on water quality.

Further growth will place an additional burden on water supply and disposal infrastructure. Early engagement with AWS, EA and NE has not identified any fundamental water quality constraint to further development.

In regards to waste water disposal, and its impact on water quality, the distribution of housing is a significant consideration, as foul water will be disposed of through local treatment works which have their own particular issues in terms of their volumetric capacity and required treatment standards.

There are known to be waste water constraints at Long Stratton, but none of the alternatives identify further growth in this location. There may also be constraints at Aylsham and Acle. However, most alternatives include only limited growth in these locations, in part because of potential infrastructure constraints, and in doing so minimise potential impacts.

However, detailed evidence on this issue is not currently available therefore it is not possible to conclude that the alternatives would have a significant impact on the baseline. Nor can a differentiation be made in terms of the impact of the alternatives at this time.
Summary of Significant Effects

7.6.1. Options 1, 2 and 3 may be harder to deliver. This is because they focus growth in locations that have already seen significant growth, have significant outstanding commitment and have experienced delivery issues over the JCS period. Alternatives 4 and 5 provide for a much wider dispersal of development, and in doing so increase diversity, choice and competition in the market for land, which should be beneficial for delivery. If so, then alternatives 4 and 5 would perform better than alternatives 1, 2 and 3 for delivery. Option 6 lays somewhere in between.

7.6.2. However, Options 1, 2 and 3 perform better than alternatives 4 and 5 in relation to objectives that seek to improve air quality, reduce the impact of traffic, address climate change issues, increase active travel and support economic development. This a result of the better geographical relationship of development under these options to services, facilities, employment opportunities and sustainable transport options. Again Option 6 sits somewhere in between.

7.6.3. On the basis of the above, in sustainability terms the choice between alternatives, at this stage of the assessment process, appears finely balanced, with no alternative clearly better than another in SA terms.
7.7. GNLP Strategy: Green Belt – Outline of the Reasons for Selecting the Alternatives

7.7.1. Green Belt serves five purposes: checking the unrestricted sprawl of large built-up areas; preventing neighbouring towns merging; assisting in safeguarding the countryside; preserving the setting and special character of historic towns; and assisting urban regeneration. All of these purposes could be of relevance to Greater Norwich, however new Green Belts should only be established in exceptional circumstances, with the particular exceptional circumstances tests set out in the National Planning Policy Framework.

7.7.2. There are three conceptual green belt alternatives:

1. A wide Green Belt surrounding Norwich and extending beyond the first ring of villages/towns;
2. A narrow Green Belt surrounding Norwich and extending to, but not beyond the first ring or villages; and,
3. A series of Green Belt “wedges” based around landscape protection zones for the Southern Bypass, NDR, River Valleys and undeveloped approaches to Norwich and certain Strategic Gaps between settlements such as Wymondham and Hethersett.

7.7.3. For all alternatives it was considered that:

- there was no convincing justification that normal planning policies would be inadequate in terms of the five purposes of the Green Belt as they relate to Greater Norwich;
- and, that there were no major changes in circumstances that made the adoption of a Green Belt necessary.
  also,
- that alternatives 1&2 would have long term detrimental impacts for sustainable development.

7.7.4. Consequently, none of the identified Green Belt alternatives were considered to be reasonable in the context of National Planning Policy Framework requirements and have not been evaluated further within the Interim SA.
7.8. GNLP Strategy: Norwich City Centre – Outline of the Reasons for Selecting the Alternatives

7.8.1. A strategic City Centre policy that covers areas such as retail, leisure and commercial development is necessary in order to fulfil the Economic and Communities objectives of the plan. A policy would do this by supporting and promoting the growth of an enterprising, creative, broad based economy with high productivity and a skilled workforce with good access to jobs, services and facilities. Therefore it would be unreasonable to exclude a City Centre policy from the GNLP.

7.8.2. Whilst there are a number of emerging options raised in the GNLP Option for Growth Consultation few are sufficiently distinct that they comprise fundamental alternatives, rather they are different approaches to implementing the alternative approach described above.

7.8.3. The only distinct alternatives identified relates to the geographical definition of the City Centre for planning purposes. The retention of the current city centre boundaries is considered to be a reasonable alternative as it would encourage intensification of city centre uses reinforcing the city as a compact, vital and vibrant centre well served by public transport and other sustainable transport links.

7.8.4. The need to increase city centre functions may, however, not be achievable through intensification alone, without undue impact on its historic character. Therefore, enlarging the city centre boundary is also considered to be a reasonable alternative. An enlarged city centre boundary may include areas: east of Norwich City Football Ground; along Thorpe Road; and, west along Dereham Road.

7.8.5. Reducing the boundaries of the city centre for planning purposes would not enable an increased city centre function. It would thus be inconsistent with the economic and community objectives of the GNLP and is therefore an unreasonable alternative.

7.9. GNLP Strategy: Norwich City Centre – Evaluating Significant Effects

<table>
<thead>
<tr>
<th>Reasonable Alternatives</th>
<th>CC1: Retain the current city centre boundaries.</th>
<th>CC2: Enlarging the city centre boundary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SA1</td>
<td>SA2</td>
</tr>
<tr>
<td>CC1</td>
<td>-</td>
<td>+</td>
</tr>
<tr>
<td>CC2</td>
<td>?</td>
<td>?</td>
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Summary of Evaluation

7.9.1. Alternative CC1 proposes to retain the city centre boundary as currently defined for planning purposes. Effectively, this intensifies the role of the city centre and is therefore likely to reduce the number of trips (SA2 and SA12), but may have a detrimental impact on the AQMA in Norwich city centre (SA1). Both alternatives aim to support business and enhance the city centre, supporting SA11. The proposal to extend the defined city centre in
alternative CC2 raises a potential dichotomy. It is possible that expanding the functional city centre area would prevent more out of town retail development, which would subsequently prevent an increase in potential car journeys. However, expanding the city centre area could also encourage less intensive, car-based development which would be more difficult to serve effectively by public transport. Therefore, the impact on SA1 (minimise air, noise, light pollution), SA2 (reduce carbon emissions) and SA12 (reduce the need to travel) is uncertain. It is possible that expansion of the functional city centre would result in the loss of sites which could be suitable for housing, with a subsequent negative impact on SA5 and an indirect negative impact on SA4 due to the loss of greenfield land as housing or other uses are displaced from the expanded centre.
7.10. GNLP Strategy: Norwich Urban Area and Fringe Parishes – Outline of the Reasons for Selecting the Alternatives

7.10.1. The Norwich Urban Area and Fringe Parishes are home to a significant number of people, business and environmental assets. The area also plays an important role in providing links between the City Centre and its hinterland.

7.10.2. In order to fulfil the plan’s economic, community, environment and transport objectives it is critical that a policy is included in the GNLP that identifies/supports:

- regeneration priorities;
- location specific design considerations;
- Green Infrastructure priorities;
- Economic priorities;
- Education priorities;
- Protection and Enhancement of Local Services; and,
- Transport Improvements

7.10.3. Therefore, the only reasonable alternative is to include a policy for the Norwich Urban Area and Fringe Parishes as set out above. Within these parameters there are not considered to be any options that sufficiently distinct that they comprise fundamental alternatives, rather they are different approaches to implementing the same alternative approach.

7.11. GNLP Strategy: Norwich Urban Area and Fringe Parishes – Evaluating Significant Effects

<table>
<thead>
<tr>
<th>Reasonable Alternative(s)</th>
<th>Include a policy that: regeneration priorities; location specific design considerations; Green Infrastructure priorities; Economic priorities; Education priorities; Protection and Enhancement of Local Services; and, Transport Improvements</th>
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<td>UA1</td>
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</table>

Summary of Evaluation

7.11.1. The proposal to continue to support suburbs and the Norwich fringe parishes is a broad policy approach, with far-reaching aims, some of which are neutral in their impact or lack the detail to enable assessment. The policy does specify suburban regeneration and aims to enhance the vitality of the wider Norwich built up area, and therefore the policy is likely to have a strong positive impact on SA7 (regeneration) and SA12 (reducing the need to travel and promoting sustainable transport modes). The policy proposes further development of green infrastructure, so there is also likely to be a positive impact on SA3. Increasing densities of the various land uses in fringe parishes would theoretically support SA4 (efficient use of land) and SA5 (housing) while integrating new and existing communities, which would support achievement of SA6. SA objective 11 (economic development) is also addressed within the policy, as is SA10 (education) although the
promotion of Norwich as a ‘learning city’ may not increase access to education or skills training or support increased educational attainment.

7.12.1. A settlement hierarchy groups places together according to the availability of services and facilities, access to employment and opportunities for sustainable and active travel. The hierarchy helps to ensure that growth is distributed according to the range of supporting services and infrastructure that are available in a particular location. For this reason it is considered unreasonable not to include a form of settlement hierarchy within the GNLP.

7.12.2. Current JCS policy establishes the following tiers of the Hierarchy:

1. Norwich Urban Area, including the built-up parts of the urban fringe parishes
2. Main Towns
3. Key Service Centres
4. Service Villages
5. Other Villages
6. Smaller Rural Communities and the Countryside

7.12.3. The structure of the hierarchy established by the JCS remains reasonable. In regards to the top three tiers of the hierarchy there are not considered to be any alternatives in terms of the levels of the hierarchy or qualifying criteria for them: tightening the criteria would likely create an artificial distinction between broadly similar settlements, loosening the criteria would make very different settlements equivalent to one another. Whilst minor tweaks to the criteria could be considered these are not deemed sufficiently distinct that they comprise fundamentally different alternatives.

7.12.4. The current JCS approach to the bottom three tiers of the hierarchy is also considered reasonable as it also effectively groups together individual settlements with similar characteristics. Adopting this approach would retain the current six tiered hierarchy. It is however possible that the distinction between the bottom three tiers of the hierarchy masks the fact that neighbouring villages can share services, and where this occurs the actual availability of nearby services to a village may be greater than if the village is considered in isolation. For this reason it is also considered to be reasonable to group the bottom three tiers of the hierarchy together as a single Village Cluster tier. Adopting this approach would create a four tiered hierarchy, with village clusters being the bottom and final tier.

7.12.5. The potential for different scales of growth at different levels of the hierarchy is considered within the Growth Alternatives and, in regards to the approach to windfall, within the Housing Policy Alternatives.
### 7.13. GNLP Strategy: Settlement Hierarchy — — Evaluating Significant Effects

<table>
<thead>
<tr>
<th>Reasonable Alternative(s)</th>
<th>SH1: Have a six tiered hierarchy</th>
<th>SH2: Have a four tiered hierarchy, including “Village Clusters” as tier 4.</th>
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<td><strong>SA1</strong></td>
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<td><strong>SA3</strong></td>
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<td>SH1</td>
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<tr>
<td>SH2</td>
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</table>

#### Summary of Significant Effects

7.13.1. Maintaining the current hierarchy would be an effective mechanism to ensure development is well related to an appropriate range of services and facilities, thereby reducing the number and length of vehicle trips and increasing opportunities for people to make trips by walking or cycling. This results in a significant positive effect in terms of SA1, SA2, SA6, SA7, SA8, and SA12. The impact of SH2 is uncertain; if villages are clustered in such a way that higher growth is only allocated where the levels of accessibility to services is good then the impact of this approach could also be positive in respect of SA1, SA2, SA6, SA7, SA8, and SA12. If however it results in higher growth being allocated to villages where easy access to services by sustainable mean in different villages does not readily exist then the effect of the policy would be negative against those same criteria, and in this scenario would clearly perform worse than SH1 in sustainability terms.

7.13.2. Both alternatives are considered to have a positive impact in terms of SA5 as they will support the identification of allocations in a range of settlements and in doing so provide for diversity, choice and completion in the housing market. Whilst currently uncertain, it is possible that SH2 would create more diversity, choice and competition if it results in a wider range of allocations in expanded range of settlements.

7.14.1. The concentration of jobs, services, facilities and travel options available in the Norwich urban area and its hinterland will continue to exert an influence on its surrounding area. In recognition of this influence, there has long been a policy approach called the Norwich Policy Area (NPA) which focusses development primarily in and around the urban area. The NPA also plays a role in promoting the economic strength of Norwich and its hinterland, demonstrating the collective importance of the area and showing the scale of housing and jobs growth with a Norwich focus. It is also the same geography as the NATS area, which is used for transport planning. *Continuing with the Norwich centred policy for some policy purposes related to the above function is a reasonable alternative.*

7.14.2. However, as the GNLP is intended to be a comprehensive local plan, encompassing both strategic planning policies and site allocations, an overarching policy directing the location of growth for lower tier documents is not required. Consequently *dispensing with the NPA is also a reasonable alternative.*

7.14.3. As the housing market area covers all of the three districts covered by the GNLP *retaining the NPA for the purposes of calculating 5 year housing land supply not considered a reasonable alternative.*

7.14.4. *Calculating housing land supply on an individual district basis is considered to be an unreasonable alternative* taking account the intended purpose of the GNLP as it would run contrary to the general principles and implicit objective of a joint plan, and emerging national planning policy. There is no evidence that suggests any other geographies for calculating housing land supply would be justifiable.

7.14.5. If a Norwich centred policy were to be retained there would also be potential alternatives for its geography. The exact options in this regard are currently unclear: whilst any revised boundary would be unlikely to be significant smaller than its current definition, the expansion of any boundary would be linked, to some extent, to the distributional strategy that is pursued. Therefore, at this stage there are no tangible alternatives to compare in regards to the potential extent of an NPA boundary.


<table>
<thead>
<tr>
<th>Reasonable Alternative(s)</th>
<th>NCPA1: Do not have a Norwich centred policy area.</th>
<th>NCPA2: Retain a Norwich centred area for some policy purpose, including recognition of the concentration of growth, to provide information to support promotion for economic purposes and to attract inward investment.</th>
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<tbody>
<tr>
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<td>SA1</td>
<td>SA2</td>
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<td>NCPA1</td>
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<tr>
<td>NCPA2</td>
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</table>
Summary of Significant Effects

7.15.1. The majority of the most sustainable locations (judged against all three limbs of sustainability) within Greater Norwich lie adjacent or near to Norwich and the built-up parts of the fringe parishes. This is because this is where the majority of jobs, educational opportunities, services and facilities are focused. Focusing development in the most sustainable locations has clear benefits in terms of reducing the need to travel and minimizing impacts on air quality and carbon emissions from transport.

7.15.2. However, as the plan will contain site allocations, the absence of a Norwich centred policy will not, of itself, necessarily result in a wider dispersal of development to less well connected locations than might otherwise be the case. Moreover, the vast majority of current housing commitments, which will deliver the vast bulk of the GNLP’s housing requirements, are already located close to Norwich. Therefore, within the confines of this plan, NCPA2 is unlikely to result in a significantly different distribution when compared to the no-plan alternatives.

7.15.3. As a consequence of the above, the impact of both alternatives on the baseline is predominantly neutral other than in regard to SA11 for NCPA1.

7.15.4. In regards to SA11, it is possible that retaining a Norwich centred policy for some policy purposes could have benefits in term of promotion of Greater Norwich as a location for inward investment, and support policy integration across sectors, tiers of government and geographical areas e.g. by ensuring that there is commonality between the GNLP and the NATS strategy. There is however no tangible evidence that a Norwich centred policy would necessarily result in a significant positive impact on the baseline in this regard. It is also plausible that similar benefits could be derived by ensuring other strategic and thematic policies address relevant issues in this regard. The potential benefit of NCPA1 is therefore identified as an uncertainty.
7.16. Identifying Development Sites

7.16.1. As distributional alternatives remain at a relatively early stage of production no shortlisting of sites has yet been undertaken for the GNLP. Moreover, comparing every potential permutation of site selection in this report for each alternative distribution would create so many alternatives that it would not be practically achievable, or particularly meaningful.

7.16.2. Notwithstanding the above, future iterations of the Sustainability Appraisal will evaluate site selection alternatives in order to inform the plan.
8. Greater Norwich Local Plan: Topic Policies

8.1. The thematic policies of the GNLP cover a number of broad policy areas. Each of these policy areas has a number of alternatives relating to specific elements of the policy. These alternatives are explained in the section below.

8.2. Economy

8.2.1. The economic policy considers alternatives in regards to the overarching policy approach to the economy, the supply of employment land, the approach to windfall development and the retail hierarchy and focus of new comparison good retail floorspace.

Overarching Economic Policy – Outline of the Reason for Selecting the Alternatives Dealt with

8.2.2. There is significant potential for economic growth in Greater Norwich. The City Deal has been signed with Government to promote accelerated growth, the LEP’s economic strategy identifies Greater Norwich as the region’s main engine of growth and the Norwich Cambridge Tech Corridor initiative promotes further growth of high tech industries which are growing in significance nationally and internationally.

8.2.3. The plan’s draft vision promotes a strong economy for Greater Norwich. The economy objective is to support and promote the growth of an enterprising, creative, broad based economy with high productivity and a skilled workforce. Therefore the GNLP will need to continue to provide a wide ranging approach to supporting economic development and growth. This is the only reasonable alternative, as not including such a policy would not meet the objectives of the plan.

Overarching Economic Policy – Evaluation of Alternatives

<table>
<thead>
<tr>
<th>Reasonable Alternative</th>
<th>EC0: Continue with a wide ranging policy approach to promoting the economy.</th>
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<tbody>
<tr>
<td></td>
<td>SA1</td>
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<td>EC0</td>
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</table>

Summary of Significant Effects

8.2.4. Supporting economic development will inevitably increase light, noise and air pollution levels (SA1) although the extent to which this occurs would depend on the type of development, which cannot be predicted at this stage. The type of business will also dictate the impact on carbon emissions, so the impact on SA2 cannot be judged at this stage.

Supply of Employment Land – Outline of the Reason for Selecting the Alternatives Dealt with
8.2.5. The area currently has around 340 hectares (ha) of undeveloped employment land that is allocated or permitted. The Employment, Town Centres and Retail study concludes that, even to support an enhanced level of employment growth, the overall need for land is significantly less at 114ha.

8.2.6. There is no evidence to justify increasing the overall supply of employment land. Further increasing supply for which there is no demand increases uncertainty, risking investment to bring sites forward. It also increases the risk of encouraging uses that will be damaging to the city and town centres.

8.2.7. Retaining currently allocated employment land would be consistent with the objective of the plan, as it would provide completion and choice in the market for employment land consistent with the objective to support and promote the growth of an enterprising, creative, broad based economy. It would also be reasonable to significantly reduce the amount of employment land identified, given the significant oversupply.

8.2.8. It is also reasonable to consider whether an employment windfall policy should be included to provide a flexible means to respond to particular economic demands. This is also consistent with the objectives of the plan. In the absence of a windfall policy, departure planning applications could still lawfully be granted where material consideration indicate that they should be. Therefore it is not considered absolutely necessary to include a windfall policy.

**Supply of Employment Land – Evaluation of Alternatives**

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<tr>
<th>Reasonable Alternative</th>
<th>SA1</th>
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<th>SA12</th>
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<th>SA14</th>
<th>SA15</th>
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</thead>
<tbody>
<tr>
<td>EC1: Broadly maintain the current supply of employment land</td>
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<tr>
<td>EC2: Significantly reduce the overall level of supply while still maintaining choice and flexibility</td>
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<td>EC3: Develop a criteria-based policy allowing windfall development.</td>
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**Summary of Significant Effects**

8.2.9. Alternatives EC1 and EC2 are mutually exclusive; both are designed to support businesses and encourage economic development so that more jobs are created, so there would be a positive impact on SA7 (addressing deprivation) and SA11 (economic development and town centres) with either approach. There is however a concern that the significant oversupply of employment
land resulting from EC1 risks undermining investor confidence which may hinder economic growth.

8.2.10. Alternative EC3 proposes a criteria-based policy. As a demand-responsive approach, this alternative would make efficient use of land (SA4) as it would release land only in justified areas and could support businesses in general but also changing needs of key employment sectors identified by the LEP (SA11).

Retail and Town Centre Policy – Outline of the Reason for Selecting the Alternatives Dealt with

8.2.11. A hierarchy of “town” centres helps ensure development of new retailing, services, offices and other town centre uses at a scale that is appropriate to their location. The current approach to the retail hierarchy ensures consistency between the scale of development and function of the location and continuing with this approach is therefore considered reasonable.

8.2.12. Evidence does suggest, however, that there will be a significant growth in retail expenditure on comparison goods. Absorption of increased spending within the current hierarchy is a reasonable alternative as average turnover across Norwich city centre is lower than comparable centres (such as Cambridge) and the quality of the offer in the city centre also lags behind Cambridge.

8.2.13. There could be some scope for out of centre development in sustainable locations, particularly if further investigation finds that there is limited physical scope within the city centre and market towns to accommodate further comparison goods expenditure.

Retail and Town Centre Policy – Evaluation of Significant Effects

<table>
<thead>
<tr>
<th>Reasonable Alternative</th>
<th>EC4: Maintain the current retail and town centre hierarchy</th>
<th>EC5: Increased comparison goods expenditure primarily within existing town centres, perhaps some out of centre allocations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SA1</td>
<td>SA2</td>
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<tr>
<td>EC4</td>
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<td>EC5</td>
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Summary of Significant Effects

8.2.14. Alternatives EC4 and EC5 are again mutually exclusive. Both would make a positive impact on SA11 because they would support existing town centre uses, albeit that EC4 could constrain growth potential if there was insufficient scope for expansion in the city. Adopting option EC5 would likely result in additional trips in the medium to longer term. In the short term growth would continue to be
focused in existing comparison retail outlets with a minimal effect on the baseline. Conversely EC4 would focus growth in compact city centre, supporting sustainable and active transport. Overall the difference between the alternatives is limited. If continuing to focus comparison growth in the city does not inhibit overall growth this would appear to be the most appropriate alternative in SA terms.
8.3. Access and Transportation

8.3.1. The access and transport policy considers alternatives in regards to Strategic Transport Issues, the development and implementation of Transport Improvements and promotion of sustainable transport / broadband access.

Strategic Transport Issues – Outline of the Reason for Selecting the Alternatives Dealt with

8.3.2. Access and transport is fundamental in day to day life. A well-functioning transport system and access to jobs, services and information is vital to the economy of the area and the well-being and quality of life for residents. Therefore it is essential that the plan includes an overarching policy that supports and promotes strategic transport improvements.

8.3.3. It is however important to recognize that, whilst the GNLP may support strategic transport improvements, it is for the responsible bodies such as Highways England, Network Rail and Norfolk County council as local Highways Authority to develop, promote and determine which strategic transport improvements, other than those directly related to a particular growth strategy, are necessary.

Overarching Transport Policy – Evaluating Significant Effects

<table>
<thead>
<tr>
<th>Reasonable Alternative</th>
<th>TR0: A policy broadly supporting and promoting strategic transport improvements</th>
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<tr>
<td></td>
<td>SA1</td>
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<td>TR0</td>
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</table>

Summary of Significant Effects

8.3.4. The proposal at TR0 is simply to support strategic transport improvements which are, or will be, identified by the responsible Authority. The GNLP will not be proposing the transport improvements, such transport improvements will be promoted by the appropriate body and subject to separate SEA/SA as appropriate through a separate process. Whilst there would be benefits to ensuring a close relationship between the GNLP and transport infrastructure, in particular in regards to SA11, the impact of this policy is not considered to constitute a significant positive impact on the baseline when considered against the “no plan” scenario. This conclusion has been reached as it can reasonably be expected that any strategic transport scheme that is agreed as part of the policies and investment programmes of the delivery bodies would likely go ahead irrespective of a broad supportive policy in the GNLP. Consequently the impact of this policy has been assessed as neutral.

Transport Interventions – Outline of the Reason for Selecting the Alternatives Dealt with

8.3.5. The GNLP will need to identify any transport improvements that are necessary to support growth in the plan. Strategic transport improvements that are not directly related to a Growth Alternative, or a particular development site, and smaller-scale area-wide transport improvements that manage the impact of growth and address existing traffic issues will be dealt
with by the Highway Authority (Norfolk County Council) as part of its transport strategy.

8.3.6. No overarching transport improvements that are a direct result of growth within the plan have currently been identified. Furthermore, in advance of the identification of Reasonable Alternative development sites no site specific transport improvements, or alternative can currently be identified. Therefore, at this stage there are no transport alternatives to consider in this regard.

Healthy Lifestyles, Sustainable Transport and Broadband – Outline of the Reason for Selecting the Alternatives Dealt with

8.3.7. Reducing reliance on the private car and promoting more sustainable and healthy travel choices are important aspects of achieving the communities and environmental objectives of the GNLP. Therefore, the only reasonable alternative is to include a policy that addresses these issues within the plan.

Healthy Lifestyles, Sustainable Transport and Broadband – Evaluating Significant Effects

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<th>Reasonable Alternative</th>
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Summary of Significant Effects

8.3.8. TR1 aims to encourage improvements to public transport, walking and cycling and a better broadband network. This alternative is ultimately likely to reduce the number of car journeys and increase walking, cycling and public transport use, supporting the achievement of SA1, SA2, SA8 and SA12. Better broadband would help the economy, supporting the achievement of SA11.
8.4. Design

Outline of the Reason for Selecting the Alternatives Dealt with

8.4.1. Good design is indivisible from good planning. Not having a design and density policy in the GNLP, simply relying on existing development management policies, is unreasonable as the NPPF clearly requires a specific policy approach to be taken in new local plans. It would also risk a policy vacuum in some areas currently covered by JCS policies 1 and 2.

8.4.2. Two reasonable alternatives have been identified for the design policy. These would comprise continuing with the current approach (as set out in the JCS) or creating a stronger policy approach to design and density. The former would address, albeit in a fairly basic manner, national policy requirements, but may not enable full recognition of emerging national policy changes, with an increased focus on high-quality design and density. The latter would allow greater specificity of design requirements. It could also allow identification of areas suitable for higher-density development, and perhaps specify minimum densities. It could consider the question of residential space standards, design quality and wheelchair accessibility too.

Evaluating Significant Effects

<table>
<thead>
<tr>
<th>Reasonable Alternative</th>
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<tbody>
<tr>
<td>DE1: Broadly continue with the existing design and density policy approaches, with some</td>
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<tr>
<td>relatively minor changes and updating, covering general high-quality design, recognizing</td>
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<td>local character, encouraging walking and cycling etc.</td>
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<tr>
<td>DE2: Create a stronger policy approach to design and density, including giving a clear</td>
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<tr>
<td>policy approach to high-density development in appropriate locations or scenarios.</td>
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Summary of Significant Effects

8.4.3. Alternatives DE2 has more scope to improve the efficiency of land use (SA4) than DE1. While both would enable the delivery of the objectively assessed need for homes (SA5), DE2 would also provide for diversity if it applied accessibility standards and a range of density requirements. Otherwise, the two alternatives would have a largely neutral impact on the SA objectives.
8.5. Housing

8.5.1. The GNLP Housing Policy will cover a number of different elements of housing including affordable housing provision, exception sites, housing mix, older peoples and care accommodation and provision for Gypsies and Travellers.

Affordable Housing Provision Threshold – Outline of the Reason for Selecting the Alternatives Dealt with

8.5.2. Historically, smaller sites have tended to be an important source of affordable housing, particularly in more rural areas. Having too high a threshold for affordable housing could deliver less affordable housing, and therefore risk failing to meet the housing objective of the GNLP.

8.5.3. An affordable housing threshold of 5 or more, or 11 or more dwelling are both reasonable alternatives as they would both likely enable the delivery of the needed affordable housing; maintain the supply from smaller sites; minimising the need to make large allocations in smaller villages to secure affordable housing; and, maintain the likely viability of sites.

8.5.4. Requiring affordable housing on sites of fewer than 5 dwellings is inconsistent with Government policy and could threaten viability at that scale. Requiring affordable housing only on sites of 15/20 or more would diminish the delivery of affordable housing, particularly from smaller windfall sites. Therefore both of these are considered to be unreasonable alternatives.

Affordable Housing Provision Threshold – Evaluating Alternatives

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<th>Reasonable Alternative</th>
<th>SA1</th>
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<tbody>
<tr>
<td>AH1 - A proportion of affordable housing would be sought on all sites of 5 or more dwellings (as per current JCS Policy 4)</td>
<td>0</td>
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<td>0</td>
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<tr>
<td>AH2 - A proportion of affordable housing would be sought on all sites of 11 or more dwellings (or 0.5 hectares or more).</td>
<td>0</td>
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Summary of Significant Effects

8.5.5. A lower threshold for affordable housing is likely to result in more affordable housing, although this outcome is by no means certain as the viability of small sites can be more critical when smaller developers may have more limited funding available. Either alternative would likely provide affordable housing in a variety of locations and sizes, and would make a positive impact in terms of objectives 5 and 7. However, on balance it is considered that alternative AH1 would be likely to maximise the delivery of affordable housing over the course of the plan period.

8.5.6. The provision of affordable housing could improve quality of life by providing homes for current or future residents who are unable to meet their housing needs through the market, this would be expected to have benefits
in terms of promoting integration. Both alternatives therefore are considered
to have a significant positive effect on the baseline in regards to Objective 6. AH1 is, however, more likely to result in affordable housing being available in
a wider range of villages, including smaller villages that would be unlikely to
see a development of 10 or more dwellings, thus contributing to creating
mixed and balanced communities and maintaining local connections. Thus
whilst both alternatives are considered to have the same impact on the
baseline, alternative AH1 is considered to perform better in relative terms
than AH2.

8.5.7. A lower threshold may result in more small sites (less than 10) being
allocated, including in smaller settlements which may not be appropriate for
or have land available for sites of 10 or more dwellings, in order to maximise
the benefits of affordable rural housing. This may result in a greater dispersal
of new housing, including in locations which do not benefit from public
transport and have few services. If this were to occur then it could increase
the need to travel, with a resultant negative impact in regards to Objective
12. The approach to housing distribution is however the subject of a
separate policy. It does not therefore automatically follow that a lower
threshold would result in more dispersed patterns of housing. This potential
effect is identified as an uncertainty at this stage.

Affordable Housing Percentage Requirement – Outline of the Reason for Selecting
the Alternatives Dealt with

8.5.8. The 2017 SHMA conclusion is that a total of 11,030 affordable
houses need to be provided over the period 2015-2036. Taking into
account affordable housing completions, this is 27% of the OAN for
Greater Norwich derived from the recently published Standard
Methodology. However, experience dictates that it is likely that not all
sites will be able to deliver a policy-compliant level of affordable
housing. Flexibility over affordable housing to ensure viability would
need to be a feature of any affordable housing policy.

8.5.9. The following alternatives are reasonable on the basis that they
would meet the housing objective of the GNLP: Requiring all qualifying
sites to provide 27%, on the assumption that the GNLP incorporates a
reasonable amount of housing over-provision e.g. a delivery buffer;
subject to a demonstration of viability, requiring more than 27%
affordable housing on qualifying sites; and, specify the affordable
housing amount and, perhaps, phasing, on larger sites on a bespoke
basis (taking into account the particular circumstances of that site),
with a more general policy for smaller sites

8.5.10. Seeking less than 27% or requiring differing affordable housing
percentages in Broadland, Norwich and South Norfolk would be
unreasonable as both risk failing to meet the housing need in the area,
which is inconsistent with the Housing Objective of the GNLP.
Affordable Housing Percentage Requirement – Evaluating Alternatives

Reasonable Alternative

AH3 - Seek 27% affordable housing on all sites above the qualifying threshold
AH4 – Seek more than 27% affordable housing on all sites above the qualifying threshold
AH5 – Specify the affordable housing amount and, perhaps, phasing, on larger sites (perhaps 100+) on a bespoke basis, with a more general policy for smaller sites

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Summary of Significant Effects

8.5.11. Requiring a blanket level of affordable housing as in A10 would clearly contribute to meeting the needs for affordable housing. Experience suggests that some sites will provide less than the requirement. Therefore setting the requirement at the OAN minimum may risk under-delivery of affordable housing needs overall. This effect could be mitigated by ensuring an adequate delivery buffer, which includes affordable and market housing, could be brought forwards if the market is sufficiently strong. Requiring a higher level of affordable housing as in AH4 would help to maximise affordable housing delivery on development sites, whilst mitigating against potential under-delivery on sites where viability would reduce the amount of affordable housing provided. Viability evidence produced in support of the GNLP suggests that most types of site would be viable at 33% affordable housing (which is the current JCS requirement). On balance it is considered that both AH3 and AH4 would have a positive effect on the baseline, with AH4 being particularly significant in terms of Objective 5 and 7.

8.5.12. Alternative AH5 seeks to create a clearer link between affordable housing contributions and viability at the plan level. Theoretically this has the potential to maximise the delivery of affordable housing where viability permits. It is however assumed to be much more likely that this will be realised as a reduced requirement on more challenging sites. The overall effect of this alternative is difficult to assess ahead of site allocations alternatives, and is thus currently uncertain.

Affordable Housing Tenure – Outline of the Reason for Selecting the Alternatives

Dealt with

8.5.13. The evidence of the 2017 Central Norfolk SHMA evidence is that the split between affordable/social rented dwellings and low-cost home ownership (LCHO) should be 79:21 (which would be sensibly rounded to 80:20).

8.5.14. Subject to flexibility to ensure viability, the only reasonable alternative is to seek this tenure split on development sites as it is the only method to ensure that housing needs are met in accordance
with the housing objective of the GNLP. Requiring a different tenure split or not requiring a tenure split at all would not ensure that housing needs are effectively met and thus would be contrary to the housing objective of the GNLP.

Affordable Housing Tenure – Evaluating Alternatives

<table>
<thead>
<tr>
<th>Reasonable Alternatives</th>
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<tbody>
<tr>
<td>AH6: Require all qualifying sites to provide the SHMA-evidenced ratio of rented and low-cost home ownership housing on all sites</td>
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Summary of Significant Effects

8.5.15. Requiring the tenure split which addresses the need identified in the SHMA will ensure that affordable housing needs are best met. Therefore alternative AH6 is considered to have a significant positive effect on the baseline in regards to Objectives 5 and 7.

Exception Site Housing – Outline of the Reason for Selecting the Alternatives Dealt with

8.5.16. Enabling affordable exception sites outside development boundaries will help to support the delivery of affordable housing to meet local needs in a flexible way. If market housing exception are also enabled then this approach would help to boost the supply of windfall housing, increasing choice and competition in the market. Both alternatives are considered reasonable as they are consistent with the Housing Objective.

Exception Site Housing – Evaluating Alternatives

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<th>Exception Site Housing</th>
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<tbody>
<tr>
<td>AH7: Allow “small sites windfalls” to be permitted adjacent to development boundaries (i.e. sites of 10 or fewer), subject to them meeting certain criteria in all settlements with a development boundary.</td>
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<tr>
<td>AH8: Don’t allow any small-scale windfall sites for market housing adjacent to development boundaries, only for genuine “exception” sites (including an element of cross-subsidy, if necessary).</td>
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Summary of Evaluation

8.5.17. As alternative AH8 limits exception sites to affordable housing, where there is identified local need, the number of sites/homes expected to come forward under this option is limited. Therefore the impact of this alternative on Objectives 1, 2 and 12 is neutral. Conversely, AH7 would allow small developments of market housing to also qualify as exception sites. This has the potential to significantly increase development in small and more rural settlements with few services. Therefore, alternative AH7 is likely to increase
the number and length of car journeys, result in development that is poorly related to employment opportunities and which could increase light pollution in rural areas leading to a negative impact on the baseline in regards to objective 1, 2 and a significant negative impact in regards to objective 11 and 12.

8.5.18. As alternative AH8 is expected to release limited “exception” land for development its effect on the baseline in regards to Objective 4 is considered to be neutral. As AH7 would be expected to result in a significant amount of otherwise undeveloped greenfield land it is considered to have a significant negative effect on the baseline in regards to Objective 4.

8.5.19. The number of sites/homes likely to come forward under Alternative AH8 is expected to be limited, but would nonetheless meaningfully contribute to the provision of affordable housing where a local need is identified. This is considered to result in a positive effect on the baseline. While AH7 would arguably contribute to choice and competition in the market for land, this is likely to be at the expense of affordable housing exception sites, which would achieve lower land values, with a consequential impact on the potential for local affordable housing needs to be met. Therefore, alternative AH7 is considered to have mixed effects.

8.5.20. Reasonable alternative AH8 would help to maximise the delivery of affordable housing. Therefore, AH8 has a significant positive effect in terms of objective 7. AH7 may result in a proliferation of small sites on the edge of small settlements, not within walking distance of services such as GP, dentist or pharmacy, and likely to result in more car trips. There is also no guarantee that such sites would provide affordable housing. If the above effects were to occur in combination AH7 would be expected to have a significant negative effect on the baseline. These consequences are however uncertain and AH7 has been evaluated as such in regards to Objective 7 and 8.

8.5.21. Both alternatives could help to support primary schools in smaller settlements. AH8 would however only result in additional affordable housing for local needs. This scale of development in itself is unlikely to have a significant effect on the baseline. Alternative AH7 could well result in significantly more small sites on the edge of small settlements. Most settlements with a settlement boundary would be expected to contain a primary school, which could well be within walking distance. Therefore, alternative AH7 has the potential to have a significant positive effect on the baseline, however as the exact effect is difficult to predict this has been identified as an uncertainty at this point.

House Size Mix – Outline of the Reason for Selecting the Alternatives Dealt with

8.5.22. The evidence from the 2017 Central Norfolk SHMA sets out the mix of dwelling sizes required to meeting housing need and demand. It would be reasonable to require new development to provide the housing mix specified in the SHMA as it will ensure that the Housing Objective of the GNLP is met. It would also be reasonable to require the market to determine a mix, although this would assume that over time the housing market would effectively respond to the need and demand for different housing sizes.
8.5.23. It would be unreasonable to require differing house size mix across Greater Norwich, because it would restrict smaller dwellings in fringe locations most likely to contribute to meeting housing need arising in Norwich.

**House Size Mix – Evaluating Alternatives**

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**Summary of Significant Effects**

8.5.24. AH9 directly addresses Objective 5, specifying that development should provide for the size of homes that are required to meet housing need on qualifying sites. This would consequently have a significant positive effect on the baseline in terms of Objective 5. It should be recognized however that the most appropriate mix to provide for the needs of the area may not be fully consistent with the mix that would maximize the return for a housebuilder. AH9 may therefore have some impact on viability, and maximizing the delivery of affordable homes. AH10 would allow the market to determine the most appropriate mix for each site, this is consistent with the likely evolution of the baseline without the implementation of the GNLP.

**Older Peoples and Care Accommodation– Outline of the Reason for Selecting the Alternatives Dealt with**

8.5.25. There is a rapidly-ageing population in Norfolk. There is also increasing demand for specialist retirement-type accommodation. Given these pressures, it would not be reasonable to have no policy response in the GNLP as this would fail to meet the Housing Objective.

8.5.26. Four reasonable policy responses have been identified that would help meet the housing objective. These need not necessarily work independently of one another. These alternatives are: Identifying residential care accommodate as suitable on any allocated housing site; making specific allocations; setting out a criteria based policy to enable retirement/care housing; and, requiring residential care uses to be accommodated on certain residential allocations.
Older Peoples and Care Accommodation – Evaluating Alternatives

Reasonable Alternatives:

AH11: Enable residential care accommodation (use class C2) uses to be appropriate on any allocated housing sites, subject to a criteria-based policy

AH12: Make specific allocations for residential care (C2) and retirement care (use class C3) uses

AH13: Criteria-based policy enabling retirement/ care accommodation outside settlement boundaries and/or on other types of land within settlement boundaries

AH14: Require an amount of C2 residential care and/or C3 extra-care or retirement uses to be accommodated on “qualifying” housing allocations.

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Summary of Evaluation

8.5.27. Alternative AH13 would allow retirement or care accommodation outside settlement boundaries according to criteria/need. The number of sites likely to come forward under this option is limited, but the impact on Objective 4 is nonetheless negative, since more greenfield land would likely be lost. The other alternatives would incorporate retirement/care accommodation within settlement boundaries or on allocations, this could support an efficient use of land. The impact of these alternatives on Objective 4 is thus neutral.

8.5.28. Residential care accommodation would have to compete with the potentially higher land values available from market housing in alternative AH11. Although the proposed policy aims to increase the provision of this specialist area, it could result in a smaller increase than the other alternatives. All alternatives are considered to have a significant positive impact in relation to Objective 5, but AH12, AH13 and AH14 are considered to be most beneficial.

8.5.29. Incorporating older person and care accommodation would lead to more mixed communities that would encourage integration and contribute to the quality of life of residents. The impact of alternatives AH11 and AH14 on Objective 6 is therefore positive. AH12 would take a bespoke approach to allocation of residential care, in which consideration of integration could be taken into account. Alternative AH13 is more likely to result in retirement/care accommodation in locations on the fringes of settlement. Although alternative AH13 need not operate in isolation of the other alternatives, this approach could lead to less well integrated older persons and care accommodation. The effect in this regard while notable is not considered to be significantly detrimental however. AH13 is thus considered to be neutral in regards to objective 6
8.5.30. Reasonable alternative AH13 would likely result in more development on the fringes of settlements, these locations are typically less well-related to GPs, pharmacies or dentists. The impact of this alternative on Objective 8 is therefore negative. AH11 may result in limited provision of retirement/care accommodation, due to higher competing land values from residential, but the approach does aim to ensure this use is possible in sustainable locations and is not necessarily mutually exclusive of other alternatives. AH12 and AH14 make specific provision for older persons and care accommodation where access to health facilities can be taken into account. Consequently, AH11, AH12 and AH14 are considered to have a positive impact on this objective.

8.5.31. Most alternatives would focus development in sustainable locations, but AH13 allows some scope for land which is in less accessible locations to be developed. Depending on the criteria, there is potential for some schemes to come forward on more isolated sites which require car travel. However, the number of these is likely to be limited. Therefore AH13 is considered to have a neutral impact on this objective. Other alternatives are likely to have a positive impact as they would result in older persons and care homes on sites likely to be well related to services and facilities.

**Houseboats – Outline of the Reason for Selecting the Alternatives Dealt with**

8.5.32. Making specific allocations of land for permanent and/or temporary houseboat moorings is considered to be an unreasonable alternative as there is no evidence of need in Greater Norwich, and no potential sites have been put forward through the Call for Sites.

8.5.33. There are however two reasonable alternatives that would address the situation of an, as yet unidentified, need arising after the adoption of the plan. These are two set out a criteria based policy or to rely on national policies and general development management policies.

**Houseboats – Evaluating Alternatives**

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<tr>
<td>HB1: Develop a criteria-based policy to allow for moorings of houseboats, subject to evidence of need</td>
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<td>HB2: Continue current approach relying on NPPF and DM policies</td>
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**Summary of Significant Effects**

8.5.34. Alternatives HB1 and HB2 are mutually exclusive, considering whether or not the GNLP should have a criteria-based policy to allow for mooring of houseboats, subject to evidence of need. Either alternative would have an entirely neutral effect on the SA objectives, since there is no need identified in Greater Norwich for houseboat moorings. Therefore, even SA5 (ensuring everyone has good quality housing of the right type) is unaffected.
Gypsies and Travellers – Outline of the Reason for Selecting the Alternatives Dealt with

8.5.35. On the basis of current evidence, relying solely on a criteria-based policy is not considered a reasonable alternative. It would reduce the level of certainty that the level of identified need would be provided, given the practical difficulties that there can sometimes be in finding acceptable sites for new Gypsy and Traveller pitches to be located on. This would therefore be contrary to the housing objective of the plan.

8.5.36. Therefore a two approaches to identifying allocation sites for Gypsies and Travellers: Specific Allocation for pitches can be made or larger housing allocations can be required to include a specific number of G7T pitches.

Gypsies and Travellers – Evaluating Alternatives

<table>
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<tr>
<th>Reasonable Alternative</th>
<th>GT1: Allocate land to deliver the quantified need for new G&amp;T pitches, and criteria-based policy</th>
<th>GT2: Require larger housing allocations to include a specific number of G&amp;T pitches</th>
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Summary of Significant Effects

8.5.37. GT2 would require large housing allocations to include some G&T pitches, which could impact on the efficiency of land. Private G&T sites are sometimes significantly less dense than a comparable residential plot, while public G&T sites can be more dense, but broadly comparable to some affordable housing. Including pitches within a housing site could result in a lower density overall on that site. However, there would be a subsequent ‘saving’ of land at an alternative location. The impact of GT2 on land efficiency (SA4) is therefore uncertain. GT2 may however support integration between new and existing communities by minimizing physical segregation, this is not however considered to be a significant effect for the purposes of SA.

8.5.38. Both alternatives aim to address the full objectively assessed need for a diversity of housing, and therefore both could be seen to have strong positive impacts in relation to SA5. As housebuilders are unlikely to be set up to deliver G&T pitches, linking a development to the delivery of such pitches could result in delays to delivery. Therefore mixed effects are identified for SA5 in regards to GT2.

Travelling Showpeople - Outline of the Reason for Selecting the Alternatives Dealt with

8.5.39. Evidence from the Caravans and Houseboats ANA shows that the current site at Mousehold is over-crowded and that about an additional 46 plots are needed in Greater Norwich or North Norfolk, over half of which (25) are required from 2016-2021. They generally need to be well-located in relation to the major road network due to the regular use of HGV vehicles.
Such plots also need to be fairly large, to allow the storage of both touring caravans and fairground equipment.

8.5.40. Given the practical difficulties that there can be in finding appropriate sites for new Travelling Showpeople plots to be located on (no new sites have been provided since the JCS has been adopted, despite an identified need), it is necessary to allocate sites. This is the only identified reasonable alternative.

**Travelling Showpeople – Evaluation of Significant Effects**

<table>
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<tr>
<th>Reasonable Alternative</th>
<th>TS1: Allocate land to deliver some or all of the quantified need for new TS plots</th>
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**Summary of Significant Effects**

8.5.41. TS1 directly addresses the full objectively assessed need for a diversity of housing, and therefore has a strong positive impact on the baseline in regards to SA5. TS1 also supports SA11, since Travelling Showpeople yards are important bases for these businesses. There may be benefits in regards to SA6, as if an allocation site were close to an existing or planned residential area this could support integration of new and existing communities. Since the allocation sites have not yet been identified any benefit in this regard is considered uncertain, and may not be significant at the strategic level.

**Residential Caravans and Park Homes- Outline of the Reason for Selecting the Alternatives Dealt with**

8.5.42. There is a need/demand for about 106 dwellings in Greater Norwich to 2036, most of which is in the period 2017-2022. Some existing caravan parks could perhaps be expanded, but realistically new sites will need to be allocated to meet the identified need. Having only a criteria-based policy would not be a reasonable approach to take, as it would not demonstrate that he identified need/demand for this type of accommodation is being met contrary to the housing objective of the plan.

**Residential Caravans and Park Homes– Evaluation of Significant Effects**

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<tr>
<th>Reasonable Alternative</th>
<th>RC1: Allocate land to deliver some of the need/demand for residential caravans</th>
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**Summary of Significant Effects**

8.5.43. RC1 directly addresses the full objectively assessed need for a diversity of housing, and therefore has a strongly positive impact on the baseline in respect of SA5. There may be benefits in regards to SA6, as if an allocation site were close to an existing or planned residential area this could support...
integration of new and existing communities. Since the allocation sites have not yet been identified any benefit in this regard is considered uncertain, and may not be significant at the strategic level.
8.6. Climate Change

Outline of the Reasons for Selecting the Alternatives Dealt with

8.6.1. The 2004 Planning and Compulsory Purchase Act imposes a legal duty to include “Policies designed to secure that the development and use of land in the local planning authority area contribute to mitigation of, and adaption to, climate change”. The GNLP’s draft environment objective is: To protect and enhance the built and natural environment, make best use of natural resources, mitigate against and adapt to climate change.

8.6.2. As a consequence of the above there are not considered to be any other reasonable alternatives other than to include a specific policy that continues with the current JCS policy approach on climate change.

Evaluation of Alternatives

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<tr>
<th>Reasonable Alternative</th>
<th>CC1 – Continue with current policy approach</th>
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Summary of Significant Effects

8.6.3. Policy CC1 can reasonably be expected to directly address climate change mitigation in regards to carbon emissions, particularly from traffic by promoting sustainable modes of transport modes. It would also be expected to address climate change mitigation through measures such as green infrastructure and increased water efficiency. Policy CC1 would also indirectly address air pollution, by supporting reduced carbon emissions from traffic. All of these would result in significant positive effects on the baseline. It should be noted that other policies of the GNLP will directly impact on these issues also e.g. the transport policy and also that other influences, such as the local transport plan, could have a greater impact on these issues than the policies of the GNLP.
8.7. Air Quality

Outline of the Reasons for Selecting the Alternatives Dealt with

8.7.1. Air quality is recognised as an important issue for Greater Norwich. The Norwich Area Transport Strategy will play the most important role in tackling air quality issues across Norwich and its immediate hinterland, specifically through implementation of NATS measures such as prioritising sustainable transport on some roads. There is also a specific Action Plan that relates to the Air Quality Management Area (AQMA) in central Norwich.

8.7.2. Air quality implications relating to individual sites will be considered through the ongoing site assessment process. The inclusion of an overarching policy requiring air pollution impact assessments on appropriate development is also reasonable and is consistent with communities objective: To grow vibrant, healthy communities giving people a high quality of life in well-designed developments with good access to jobs, services and facilities; and, The overall vision to: To grow vibrant, healthy communities supported by a strong economy and the delivery of homes, jobs, infrastructure and an enhanced environment.

8.7.3. Given that air quality issues will primarily, and most effectively, be dealt with through NATS and specific area action plans it is also reasonable to continue without a specific air quality policy in the GNLP.

Evaluation of Alternatives

<table>
<thead>
<tr>
<th>Reasonable Alternative</th>
<th>AQ1 – Require planning applications which may have potential to impact on air quality and/or are located in an area of poor air quality to be accompanied by air pollution impact assessments.</th>
<th>AQ2 – Do not have a specific policy in the GNLP on air quality.</th>
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<td>AQ1</td>
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Summary of Significant Effects

8.7.4. AQ1 is likely to have a strong positive impact on air quality where it is poor, as developers would be required to explicitly state how they plan to reduce the impact of poor air quality and of the proposed development on air quality. If alternative AQ2 was chosen, relying on the NPPF and existing DM policies would be effectively evolution of the baseline without a plan. Alternative AQ1 would require developers to consider how they might mitigate the impact of their development on air quality. The indirect impact of this is that developers are likely to maximise their contributions to sustainable transport modes, which would result in more active travel in some form. Thus, AQ1 is likely to indirectly promote healthy lifestyles.
8.8. The Environment

8.8.1. The environment policy of the GNLP covers flooding, mitigating effects on internationally designated wildlife sites and green infrastructure. The identified reasonable alternatives for each of these sub-areas is set out below.

Flooding – Outline of the Reasons for Selecting the Alternatives Dealt with

8.8.2. It is important that the GNLP steers new development away from flood risk area as far as possible and ensures that it mitigates against, and if necessary is adapted to, flood risk.

8.8.3. Requiring new development to follow the NPPF requirements only in regards to flooding has been considered. However, as this approach would not meet the clear recommendations of the SFRA, in particular dealing with surface water flooding risks, and would risk a lack of co-ordination between sites and a lack of clarity about the long-term maintenance regime for SuDS infrastructure, this is considered to be an unreasonable alternative.

8.8.4. Therefore it is necessary to include a policy that specifically meets the recommendations of the SFRA guidance. This is the only reasonable alternative.

Flooding – Evaluation of Alternatives

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<th>Reasonable Alternative</th>
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<tr>
<td>FR1 – Include a Specific Flooding Policy in the GNLP requiring all relevant applications to undertake site-specific Flood Risk Assessments and to provide a Surface Water Drainage Strategy showing how any SuDS infrastructure will be maintained in perpetuity.</td>
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Summary of Significant Effects

8.8.5. Alternative FR1 has the potential to have a significant positive impact on the baseline in respect of climate change mitigation (SA2), biodiversity (SA3), protection of the historic environment (SA13) and water quality (SA15). It is however difficult to predict with any accuracy the impact of this policy in advance of the precise policy wording being developed. Therefore at this stage these impacts are identified as uncertainties.

Nature Conservation – Outline of the Reasons for Selecting the Alternatives Dealt with

8.8.6. There are potentially “cumulative” recreational impacts on SAC/SPA and Ramsar sites resulting from the scale of growth needed within Greater Norwich. It is necessary to address these impacts. The absence of a policy that addresses recreational impact on SAC/SPA sites would be unreasonable and would fail to meet legislative requirements and the environmental objective of the plan.

8.8.7. There are considered to be two principle forms of mitigation: the provision of suitable alternative natural green space, to direct additional
Mitigation of Recreational Impact on SAC/SPA and Ramsar Sites – Evaluation of Alternatives

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Summary of Significant Effects

8.8.8. NC1 would ensure development contributes towards green infrastructure, which would in some cases provide routes for walking and cycling supporting healthier lifestyles and mitigate the effects of climate change. There may also be indirect significant benefits in terms of promoting walking and cycling as modes of sustainable transport as walking and cycling infrastructure could also enhance access to employment and education or services and facilities. NC1 and NC2 would both protect or enhance nationally and internationally designated sites. NC1 and NC2 would provide for additional green infrastructure and the enhancement of existing designated sites which could maintain or enhance landscape character.

Green Infrastructure – Outline of the Reasons for Selecting the Alternatives Dealt with

8.8.9. Green infrastructure (GI) is defined in the NPPF Glossary as “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”.

8.8.10. Defining, protecting and enhancing a Green Infrastructure network will be a key part of meeting the overall vision for the plan as well as the environmental and community objectives. Therefore the only reasonable alternative is to include a green infrastructure policy in the plan.

Green Infrastructure – Evaluation of Significant Effects

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### Summary of Significant Effects

8.8.11. NC3 would ensure development contributes towards green infrastructure, which would in some cases provide routes for walking and cycling, supporting healthier lifestyles. It would also contribute to the protection and enhancement of biodiversity, help to mitigate against the effects of climate change and maintain or enhance landscape character. There may also be indirect significant benefits in terms of promoting walking and cycling as modes of sustainable transport as walking and cycling infrastructure could also enhance access to employment and education or services and facilities.
8.9. Landscape

Landscape – Outline of the Reasons for Selecting the Alternatives Dealt with

8.9.1. There are no nationally-designated landscape areas (Areas of Outstanding Natural Beauty) in Greater Norwich, although the Broads Authority area has status equivalent to a National Park, and there is thus a statutory duty to “conserve and enhance the natural beauty, wildlife and cultural heritage of the area”. Nonetheless it is important that valued landscapes are protected and enhanced.

8.9.2. Particular valued landscapes in Greater Norwich include the Strategic Gaps, A47 landscape protection zone, River Valleys, undeveloped approaches and gateways in South Norfolk.

8.9.3. It is reasonable to consider whether the policies that seek to preserve and enhance these valued landscape areas should be rolled forward into the plan, and also whether these principles should be applied across Greater Norwich as a whole, which would mean identifying further landscape areas potentially related to the NDR and strategic gaps between particular settlements.

Landscape – Evaluation of Significant Effects

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<th>Reasonable Alternative</th>
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<tr>
<td>LA1 – Retain the general current approach in the South Norfolk and extend these principles to those parts of Broadland closest to Norwich</td>
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<tr>
<td>LA2 – Retain the general current approach to landscape protection and as outlined in the current three separate Local Plans, rolling these forward to the GNLP</td>
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Summary of Significant Effects

8.9.4. Both LA1 and LA2 would protect valued landscape and maintain the identity of separate settlements, therefore having a strong positive impact on the baseline in regards to SA4. There may also be benefits in terms of quality of life (SA6) and conserving the historic environment (SA13). Extending the greater protections, as would result from LA1 would offer the most benefits in terms of these positive impacts, as they would provide the greatest level of protection for valued areas of landscape.
8.10. Energy

Outline of the Reason for Selecting the Alternatives Dealt with

8.10.1. National policy requires LPAs to demonstrate a positive strategy to promote the delivery of renewable and low carbon energy. The environmental objective of the GNLP also seeks to minimise the contributors to climate change.

8.10.2. Not having a policy at all would be unreasonable as it would not conform to the NPPF\(^6\) or the environment objective of the GNLP. A second unreasonable approach would be to require a higher minima of Decentralised and Renewable Low Carbon Energy sources than the current JCS: There is no current evidence that would demonstrate that this is achievable.

8.10.3. It is however considered reasonable to develop a policy similar to the current JCS policy, but remove policy content relating to wind energy or sustainable construction to avoid conflict with recent Government policy changes. It would also introduce an energy generation element of the policy which identifies suitable areas for renewable energy generation for wind and/or solar power. This option would be a positive step towards helping to meet carbon reduction targets and would meet the requirements of the NPPF and is consistent with the environmental objective of the plan.

Evaluation of Alternatives

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<th>Reasonable Alternative</th>
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<tr>
<td>EN1: Keep a &quot;Merton&quot; policy approach, but remove sustainable construction content to avoid conflict with recent Government policy changes. Also identify suitable locations for wind and/or solar power.</td>
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Summary of Significant Effects

8.10.4. The principle aim of policy EN1 is to fulfil the obligation for a positive strategy to promote energy from renewable and low carbon sources and to maximise renewable and low carbon energy development, which would strongly support objective SA2, which aims to reduce carbon emissions. The policy would also support employment in the energy industry, which is one of the LEP’s key sectors, thus helping to achieve SA11. The impact of EN1 on other SA objectives is considered to be neutral.

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\(^6\) Paragraph 97
8.11. Water

Outline of the Reason for Selecting the Alternatives Dealt with

8.11.1. Greater Norwich, like many parts of the south and east of England, experiences low levels of rainfall and is defined by Environment Agency as an area of water stress. At the same time it has and neighbours internationally important water based environmentally protected sites. In addition, the Water Resources Management Plan 2014 emphasises the need for new development to be water efficient throughout the Anglian Water area, promoting water efficiency, enhanced metering and additional leakage control in this area and the Inspectors at the JCS firmly supported such a policy approach.

8.11.2. National planning policy requires that “Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of ........... water supply and demand considerations”.

8.11.3. It is therefore essential that growth in Greater Norwich addresses water efficiency and quality issues. The JCS approach of requiring sufficient infrastructure to meet the needs of additional growth, whilst at the same time promoting water efficiency, protection of water quality and protection of areas of environmental importance covers all of the key issues in relation to water and thus its continuation is considered to be the only reasonable alternative.

Evaluation of Alternatives

Reasonable Alternative

W1: Retain current approach requiring sufficient water infrastructure for growth, promoting water efficiency, protecting water quality and areas of environmental importance

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Summary of Evaluation

8.11.4. WA1 represents a continuation of current policy, and is therefore known to be generally viable and implementable. The impact on most SA objectives is therefore considered to be neutral. The exception to this is that the approach directly aims to protect areas of environmental importance, supporting the achievement of both SA3 (protection of biodiversity assets) and SA15 (maintain and enhance water quality and ensure the most efficient use of water).
8.12. Communities

8.12.1. In order to meet the communities objective, the plan must provide the policy background to enable new communities to grow which have a range of services, good access, and enable people to lead active and healthy lifestyles.

Integration of Affordable Housing – Outline of the Reason for Selecting the Alternatives Dealt with

8.12.2. Affordable housing on a mixed should be “tenure-blind”. “Pepper-potting” of affordable houses is the generally preferred approach (i.e. mixing affordable houses with market houses), but it is recognised that for Registered Providers (companies managing affordable houses), there can sometimes be economies of scale in the locating small clusters of affordable houses together. An outcome to avoid is for all the affordable housing in a development to be located in one part of the site together (perhaps separated from market housing by landscaping, trees or a significant road), which might give the impression of “affordable” and “market” parts of the site.

8.12.3. Not setting policy for the distribution of affordable housing across and within housing sites would be an unreasonable alternative. This is because it would run a significant risk of “affordable only” sections of development sites being created, with affordable houses (particularly social/affordable rented) concentrated together, separately from market sections, reducing the perception that the development could be considered as a coherent whole.

It is therefore proposed that a policy seeking to achieve the integration of affordable housing is the only reasonable alternative.

Location of Affordable Housing within Sites – Evaluation of Alternatives

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<tr>
<td>COM1: Affordable housing should be spread evenly across and within housing sites and be of tenure-blind appearance</td>
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Summary of Significant Effects

8.12.4. COM3 promotes an even distribution of affordable housing within a residential scheme. This approach would provide an appropriate mix of housing tenure (SA5) and have a positive impact on social integration (SA6). This could also have some benefits in addressing the fear of crime (SA9), although this is not considered to be a significant impact. Other SA objectives would not be impacted by this proposal.

Health Impact Assessments – Outline of the Reason for Selecting the Alternatives Dealt with

8.12.5. Health Impact Assessments (HIAs) assess the potential effects of a scheme on active lifestyles and the health of a population and identify the health care facilities required to support the development. This helps inform the design and layout to best allow for walking, cycling, open space and...
recreation and mitigate the impacts of vehicular traffic, especially in relation to air quality and noise.

8.12.6. Whilst these considerations are those that can more generally be taken into account in the determination of a planning application, requiring a systematic process of assessment can increase the certainty over which such issues will be effectively addressed. Therefore a policy requiring HIAs on qualifying development is considered to be a reasonable alternative consistent with the communities objectives of the plan.

Health Impact Assessments – Evaluation of Significant Effects

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<td>COM2: Require developers to submit a health impact assessment for large sites</td>
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<td>COM3: Do not require developers to submit a health impact assessment for any scale of development</td>
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Summary of Significant Effects

8.12.7. COM2 would require developers to demonstrate how their scheme affords residents the best opportunities to live healthy and active lifestyles and to identify the health care facilities required to support development. This should increase the access to health facilities (SA7 and SA8). By providing opportunities to live healthy, active lifestyles, there should be a reduction in car journeys (SA1 and SA12) and a subsequent reduction in carbon emissions (SA2). Conversely, COM3 is the absence of a positive policy, which is effectively evolution of the baseline and would have a neutral impact on all SA objectives.
Neighbourhood Planning – Outline of the Reason for Selecting the Alternatives
Dealt with

8.12.8. Neighbourhood Plans were introduced by the Localism Act 2011. They provide local communities with the power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. They give local communities the ability to choose where they want new development to take place, to say what new buildings should look like and what infrastructure should be provided.

8.12.9. An important part of the assessment of the “Basic Conditions” tests of a Neighbourhood Plan is that the policies of the Neighbourhood Plan are in “general conformity” with the strategic policies contained in the development plan for the area (i.e. the various local plan documents).

8.12.10. It is therefore important that the plan clearly establishes what are its “strategic policies” in order to effectively support the development of neighbourhood plans.

Neighbourhood Planning – Evaluation of Significant Effects

<table>
<thead>
<tr>
<th>Reasonable Alternative</th>
<th>NP1: Identify which GNLP policies will be classed as ‘strategic’ for purpose of neighbourhood planning</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SA1</td>
</tr>
<tr>
<td>NP1</td>
<td>0</td>
</tr>
</tbody>
</table>

Summary of Significant Effects

8.12.11. No neighbourhood planning policies are identified in the draft GNLP, but there is an option to identify which policies would be considered as strategic, and to which neighbourhood plans must therefore be in conformity. This alternative would have neutral impact on all SA objectives.
8.13. Culture

Outline of the Reason for Selecting the Alternatives Dealt with

8.13.1. Cultural assets perform an important function in terms of quality of life and building and maintaining community identity. Cultural assets which enhance the local economy include museums, galleries, theatres, sports venues and festivals; specific events and venues mentioned include Norwich City Football Club and the Royal Norfolk Show. The scope of any cultural policy should also be set within the wider context of the history, architecture and landscape of the Greater Norwich, recognising the multitude of historic buildings, many iconic in their status, such as Norwich Cathedral, Norwich Castle, Blickling Hall and Wymondham Abbey, and the distinctive landscapes of the area. Culture is therefore an important attribute of the area that needs to be addressed in the GNLP if it is to achieve its vision and its objectives, in particular the community objective.

8.13.2. A key question in developing reasonable alternatives for a Culture policy is the extent to which it needs to be set out as a standalone policy within the GNLP, rather than being an integral element of other policies. Because all of the GNLP policies are currently in their formative stages, the extent to which the elements related to culture will be covered remains uncertain.

8.13.3. At this stage of the process three alternatives have been identified: retaining the current JCS approach; developing a simplified policy focusing on protecting, enhancing and providing new facilities; or, having no specific policy but integrating important cultural policy elements into other parts of the plan.

Culture – Evaluation of Alternatives

<table>
<thead>
<tr>
<th>Reasonable Alternative</th>
<th>Reasonable Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>CUL1: Broadly retain the current approach: includes elements of design, leisure and green infrastructure</td>
<td></td>
</tr>
<tr>
<td>CUL2: Develop a simplified culture policy to protect/ enhance/provide facilities</td>
<td></td>
</tr>
<tr>
<td>CUL3: Do not have a specific policy on culture</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>SA1</th>
<th>SA2</th>
<th>SA3</th>
<th>SA4</th>
<th>SA5</th>
<th>SA6</th>
<th>SA7</th>
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<th>SA10</th>
<th>SA11</th>
<th>SA12</th>
<th>SA13</th>
<th>SA14</th>
<th>SA15</th>
</tr>
</thead>
<tbody>
<tr>
<td>CUL1</td>
<td>0</td>
<td>0</td>
<td>+</td>
<td>+</td>
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<td>+</td>
<td>0</td>
<td>+</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>CUL2</td>
<td>0</td>
<td>0</td>
<td>+</td>
<td>+</td>
<td>0</td>
<td>++</td>
<td>0</td>
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<tr>
<td>CUL3</td>
<td>0</td>
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</tr>
</tbody>
</table>

Summary of Significant Effects

8.13.4. CUL1, CUL2 and CUL3 are mutually exclusive, offering various options to include (or not) a stand-alone policy on culture in the GNLP. Both CUL1 and CUL2 would directly address the topic, with CUL2 stripping out some elements of the previous policy which are covered by other policies. Therefore, both alternatives are considered to perform equally, with the strongest positive impact being on SA6 (quality of life). Other positive impacts would be achieved, assuming all the content of the current JCS policy 8.
were addressed somewhere, against SA3 (green infrastructure) SA4 (landscape) SA11 (economy and town centres) and SA13 (cultural heritage). The impact on other SA objectives is considered to be neutral.

8.13.5. CUL3 could incorporate all elements of the other alternatives within other policies. Therefore, in principle, it could share the same positive impact on the baseline. At this time, in the absence of clarity about where and how elements would be incorporated into other policies, these impacts are identified as uncertain. The decision whether to integrate or separate a culture policy or elements of it would not affect the result of the policy content.
8.14. The Broads

Outline of the Reason for Selecting the Alternatives Dealt with

8.14.1. The Broads, which has status equivalent to a National Park, borders various parts of Greater Norwich, mostly along the main rivers of the Bure, Yare and Waveney. The Broads Authority has its own local plan and is the planning authority for most planning applications within its area. Nonetheless, given the particularly important status of the Broads a reasonable alternative would be for the plan to incorporate a policy requiring the special characteristics of the area to be taken into account in the determination of planning applications.

8.14.2. It is important to note that any applications for areas outside the Broads, but which could potentially affect the Broads, would need to take into account the special character of the Broads, relevant Broads Local Plan policies and national policies and legislation, irrespective of whether there is a local plan policy covering this matter.

The Broads – Evaluation of Alternatives

<table>
<thead>
<tr>
<th>Reasonable Alternative</th>
<th>SA1</th>
<th>SA2</th>
<th>SA3</th>
<th>SA4</th>
<th>SA5</th>
<th>SA6</th>
<th>SA7</th>
<th>SA8</th>
<th>SA9</th>
<th>SA10</th>
<th>SA11</th>
<th>SA12</th>
<th>SA13</th>
<th>SA14</th>
<th>SA15</th>
</tr>
</thead>
<tbody>
<tr>
<td>BR1: Have a specific policy covering development proposals close to Broads, requiring the special characteristics and nature of Broads area to be taken into account.</td>
<td>0</td>
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</tbody>
</table>

Summary of Significant Effects

8.14.3. BR1 aims to highlight the national importance of the Broads, the executive area of which extends into the area covered by the three Greater Norwich authorities. Development within the Broads area is within the remit of the Broads Authority and outside the scope of the GNLP, but the special landscape and ecological characteristics of the Broads may be affected by development proposals close to this sensitive area, and this is addressed by proposed policy BR1. In SA terms, however, as the Broads are protected by national policy and legislation, the impact of BR1 on all SA objectives is considered to be neutral.
8.15. Monitoring

Outline of the Reason for Selecting the Alternatives Dealt with

8.15.1. Given that the GNLP will be allocating individual sites, rather than simply setting out strategic development locations as the JCS did, it will be important to ensure that a detailed monitoring framework is in place to record progress on the implementation and delivery of the plan allocations, as well as the strategic area wide policies. Specific proposals for monitoring as set out in section 7 of the interim SA.

8.15.2. One particularly important area in relation to monitoring, that also has a policy response implication is five year housing land supply. The policy implication is the approach that would be taken to help address a shortfall in the five-year supply of deliverable housing land.

8.15.3. There are considered to be to reasonable alternative policy approaches to an inadequate housing land supply. Firstly that the Greater Norwich authorities to turn to the annually-updated Housing and Economic Land Availability Assessment (HELAA). There are likely to be (unallocated) sites in the HELAA list which could potentially come forward for development. These would have the advantage over completely new sites in that they have already undergone a level of assessment, and so there could be a higher level of certainty of their delivery compared to windfall developments, which are inherently somewhat unpredictable. The other alternative would be a review of the plan, whilst this could more comprehensively consider issues it would also be a much longer process.

8.15.4. Not having a specific policy is considered to be unreasonable as it would not be consistent with national policy, and would also conflict with the overall vision and housing objective of the plan.

Housing Land Supply – Evaluation of Alternatives

<table>
<thead>
<tr>
<th>Reasonable Alternative</th>
<th>HLS1: Allow the most appropriate HELAA sites to come forward if there were no 5-year housing land supply</th>
<th>HLS2: Do a review of the GNLP to allocate more deliverable sites if there were no 5-year housing land supply</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SA1</td>
<td>SA2</td>
</tr>
<tr>
<td>HLS2</td>
<td>~</td>
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</tr>
</tbody>
</table>

Summary of Significant Effects

8.15.5. Both alternatives HLS1 and HLS2 aim to deliver the homes needed within the area and therefore have a significant positive impact on Objective SA5: that everyone has good quality housing of the right size and tenure to meet their needs. A key difference is that HLS1 could be implemented more quickly, and therefore has benefits in the short term, as well as over the longer term. The positive impact of HLS2 would likely to be seen in the medium and long term.
8.15.6. HLS2 would be implemented through a Local Plan and there would likely be positive impacts on all SA objectives over the longer term compared to the ‘no policy’ alternative. It is estimated that HLS2 would however take up to 5 years to implement, leaving a period in the short term under which planning authorities would have to respond to applications from developers and landowners, with potential negative impacts over this period. Therefore it has distinctly mixed effects. HLS1 would likely have a beneficial impact on the baseline against a number of SA objectives, as the HELAA process would identify the most suitable sites for development, which are likely to perform best against SA objectives. The actual impact will however relate to the sites that are available, as these are unknown the impact is identified as uncertain. Even with the implementation of HLS1 it is likely that a local plan review process would go ahead, therefore the positive impacts of HLS2 over the longer term are also likely to be realised through the implementation of HLS1.
9. Mitigation of Adverse Effects and Maximising Beneficial Effects

GNLP Strategy – Jobs

9.1. The negative impact of seeking a higher jobs target in terms of air pollution, carbon emissions and loss of greenfield land of seeking a higher jobs target in accordance with Alternative JT1, could be mitigated by seeking to focus jobs growth in a limited number of employment sites that were well connected to public transport, walking and cycling routes. The benefits of these policies could be maximized if the location of new jobs was linked to existing areas of deprivation (either by geographical proximity or through consideration of public transport links) and by encouraging or supporting employment in the key sectors identified by the LEP.

GNLP Strategy - Homes

9.2. Adverse effects related to new homes growth can be mitigated by ensuring that new housing allocations are well related to services and facilities and that the total number of homes planned for (housing requirement and buffer including windfall) are proportionate. Benefits can be maximized by ensuring that allocated sites create diversity, completion and choice in the market for housing land and are well related to key employment locations.

GNLP Strategy: How Should Greater Norwich Grow?

9.3. Adverse impacts in regards air pollution and increasing the need to travel can be minimized by ensuring that the best possible relationship between new homes and services and facilities is achieved within any distributional alternative. This action would also maximize any benefits in terms of reducing carbon emissions and reducing the need to travel and promoting the use of sustainable transport.

9.4. Impacts on biodiversity and geodiversity assets and the historic environment can be minimized by varying the scale of allocation at certain tiers of the hierarchy, and selecting development site that have the least impact in regards to these concerns. A key principle of the distribution alternatives is to maximize the use of brownfield land, the residential impact in terms of the loss of greenfield land needed to deliver the scale of growth required is permanent and irreversible.

9.5. Benefits in terms of providing good quality housing that meets everyone’s needs can be maximised by ensuring that allocated sites are viable, can provided an appropriate amount of affordable housing and have an appropriate mix of types, tenures and sizes. Benefits in terms of economic development can be maximized by ensuring that the best relationship between homes and places of employment is achieved within any distributional alternative.

GNLP Strategy: Norwich Urban Area and Fringe Parishes

9.6. Benefits in terms of addressing deprivation and protecting/enhancing GI could be maximized by specifically identifying the areas to target for regeneration/GI protection/enhancement. Benefits in term of promoting sustainable transport can be achieved by ensuring that the policy effectively links to plans for sustainable transport improvements, including those within plans other than the GNLP. Benefits in terms of addressing deprivation can
be maximized by ensuring, as far as practicable, they are well linked to services, facilities, employment and public transport opportunities.

GNLP Strategy – Settlement Hierarchy

9.7. The benefits of a Settlement Hierarchy policy can be maximised by ensuring that development is distributed so as to ensure that there is a good relationship between homes, jobs and services, including by means of sustainable and active travel, whilst maintaining a sufficient spread of development to provide diversity, choice and completion in the market for housing land.

GNLP Strategy – Influence of the Norwich Urban Area & Distribution of Growth

9.8. The benefits of any Norwich centred policy can be maximised by ensuring that it provides a cross-cutting and integrated policy framework with other economic development, promotional, inward investment, transport or other relevant strategies to support delivery. Any adverse effects of dispensing with a Norwich centred policy can be minimised by ensuring that a cross-cutting and integrated policy framework supporting the areas explained above is incorporated within other strategic and topic policies.

GNLP Topic Policy - Economy

9.9. Negative impacts of the overarching economic growth in terms of air pollution, carbon emissions could be mitigated by supporting focus jobs growth in locations well connected to public transport, walking and cycling routes. The benefits of the policy could be maximized employment was promoted in locations well linked to areas of deprivation (either by geographical proximity or through consideration of public transport links) and by encouraging or supporting employment in the key sectors identified by the LEP.

9.10. In regards the supply of employment land, negative impacts can be mitigated by ensuring that, as far as is possible within any alternative, the amount of land made available is as closely related to that needed. This will included including an appropriate justification requirement for additional land releases for windfall employment uses. Benefits can be maximized by ensuring that the policies around allocated sites are drafted in a manner that supports growth in key sectors and by ensuring that site allocation policies are consistent with external economic plans and promotional activities.

9.11. In regards retail and town centre policies, benefits can be maximized, and negative impacts minimized if any additional out of centre allocation for comparison goods space is located in areas that are as well related to centres of population and opportunities for sustainable and active travel.

GNLP Topic Policy - Transport

9.12. Continuing to support strategic transport initiatives promoted and justified through Local Transport Plan is an important mechanism to ensure benefits are maximized, as it helps to ensure the different an integrated and coherent approach to development planning. This can be further maximized if the policies supporting healthy lifestyles, sustainable transport and broadband are consistent with external transport plans and initiatives and related promotional activities.
GNLP Topic Policy - Design

9.13. The benefits of any design policy could be maximized if the policy were clear about areas of particular sensitivity in terms of design quality, this will ensure that particular consideration is given to design in those areas which are most sensitive, e.g. historically or prominent locations, in a manner proportionate to their status.

GNLP Topic Policy - Housing

9.14. In terms of the provision of affordable housing, benefits can be maximized by ensuring that allocated sites are viable and able to meet affordable housing requirements and that housing is designed to be well integrated into new developments.

9.15. Negative impacts of windfall exception housing could be minimized, and benefits maximized by only allowing exception site windfall in locations that are well related to services and facilities and by including a limit to the total (non-affordable) edge of settlement windfall sites that would be acceptable within a specific period e.g. plan period or 5 year period.

9.16. The benefits of a housing mix policy would be maximized by ensuring that is continues to be based on an up-to-date assessment of need throughout the plan period. This will require an updating of baseline evidence.

9.17. Negative impacts of a windfall policy for older peoples and care accommodation could be minimized by only allowing exception site windfall in locations that are well related to services and facilities, in particular health care facilities.

GNLP Topic Policy - Climate Change

9.18. The benefits of any climate change policy could be maximized by ensuring that climate changes considerations run through all of the strategic and topic based policies of the plan. This will ensure consistency and that key considerations will not be set aside in the planning balance.

GNLP Topic Policy – Air Quality

9.19. The benefits of an air quality policy could be maximized if the potential air quality impact of new development were considered at the allocation stage as well as the application stage. Also, by ensuring consistency between the GNLP transport policies and external policies, strategies and promotional activities e.g. Local Transport Plan, Norwich City Centre Air Quality Action Plan.

GNLP Topic Policy – The Environment

9.20. The benefits of any flooding policy will be maximized by ensuring that catchment wide considerations are properly taken into account both through the allocation of land and by site specific flood risk assessments.

9.21. The benefits of a policy to mitigate recreational impact on SAC/SPA and Ramsar sites would be maximised by ensuring that development is distributed and allocations made so as to minimise any impacts. If a SANGs approach is adopted then its benefits could be maximised by specifying the characteristics that any SANG should include so as to be valid mitigation. The
policy should be consistent with external policies and investment strategies e.g. the emerging Norfolk Infrastructure Delivery Plan.

9.22. Overall benefits to the environment could be maximized through an overarching policy setting out the context of key environmental considerations and policy requirements e.g. minimizing impact of new development on sensitive environmental sites in a manner proportionate to their status.

GNLP Topic Policy - Landscape

9.23. The benefits of the GNLP Landscape policy could be maximized if there is integration between areas of protection and enhancement identified, the overarching GI strategy and the planned mitigation for mitigate recreational impact on SAC/SPA and Ramsar sites.

GNLP Topic Policy - Energy

9.24. The benefits of this policy could be maximized by ensuring, as far as practicable, consistency between the policy and external policies, strategies and promotional activities related to wind and solar energy, and the intentions of renewable energy providers.

GNLP Topic Policy Water

9.25. The benefits of this policy could be maximized by ensuring the development is distributed, as far as is practicable within any chosen distribution, so as to minimise impact on the water environment. Benefits could also be derived by ensuring that policy requirements related to SUDs include measure that would support aquifer recharge.

GNLP Topic Policy - Communities

9.26. The benefits of the communities policies could be maximized by ensuring the development is distributed, as far as is practicable within any chosen distribution, so as to create the best relationship between new development and opportunities to live healthy lifestyles. The benefits of this policy could be maximized by ensuring, as far as practicable, consistency between the policy and external policies, strategies and promotional activities related e.g. the emerging Local Cycling and Walking Investment Plan.

GNLP Topic Policy - Culture

9.27. The benefits of a culture policy can be maximized policy by ensuring that key cultural facilities are identified including key land use and strategic policy considerations that relate to them. Culture considerations should also run through all appropriate strategic and topic based policies of the plan to maximize benefits.

GNLP Topic Policy – The Broads

9.28. The benefits of this policy could be maximized by ensuring, as far as practicable, consistency between the policy and external policies, strategies and promotional activities – in particular the Broads Plan, Local Plan and Tourism Strategy.
GNLP Topic Policy – Monitoring

9.29. The benefits of the proposed approach to monitoring, in terms of housing land supply, can be maximized by ensuring that the HELAA is periodically updated. This will ensure that additional sites can be brought forwards if necessary or ensure a key piece of evidence underpinning any revised local plan is up-to-date.
10. Monitoring

10.1. Monitoring allows the actual significant effects of implementing a plan or programme to be tested against those predicted. This interim sustainability appraisal has highlighted a number of potential positive and negative significant effects related to the identified plan alternatives.

10.2. It should be noted that the significant effects related to all of the plan alternatives identified at this draft stage will not necessarily be the same as those of the plan. This is because the plan will comprise only a selected set of alternatives, with the other reasonable alternatives for policies being set aside. Thus any significant effects that relate solely to the alternatives set aside will not be relevant to the final version of the plan.

10.3. Notwithstanding the above, the indicators below have been identified as a way to monitor the likely significant effects. These indicators are the same as those identified in the final version of the SA scoping consultation.

<table>
<thead>
<tr>
<th>Objective</th>
<th>Indicator(s) identified in SA Scoping</th>
<th>Gaps in coverage and suggested indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td>SA1 Minimise air, noise and light pollution to improve wellbeing.</td>
<td>Indicator Concentration of selected air pollutants: a) NO2 b) PM10 (particulate matter) Target Decrease</td>
<td></td>
</tr>
<tr>
<td>SA2 Continue to reduce carbon emissions, adapting to and mitigating against the effects of climate change.</td>
<td>Indicator CO2 emissions per capita Target Reduction in emissions Indicator Sustainable and renewable energy capacity permitted by type Target Year on year permitted capacity increase Indicator Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence or water quality grounds Target Zero</td>
<td></td>
</tr>
<tr>
<td>SA3 Protect and enhance the area’s biodiversity and geodiversity assets, and</td>
<td>Indicator Net change in Local Sites in “Positive Conservation Management” Target Year on year Improvements</td>
<td></td>
</tr>
<tr>
<td>Objective</td>
<td>Indicator(s) identified in SA Scoping</td>
<td>Gaps in coverage and suggested indicators</td>
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<tr>
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<tr>
<td>expand the provision of green infrastructure.</td>
<td><strong>Indicator</strong> Percentage of SSSIs in: a) favourable condition b) unfavourable recovering c) unfavourable no change d) unfavourable declining e) destroyed/ part destroyed <strong>Target</strong> 95% of SSSIs in ‘favourable’ or ‘unfavourable recovering’ condition</td>
<td></td>
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<td></td>
<td><strong>Indicator</strong> Number of Planning Approvals granted contrary to the advice of Natural England or Norfolk Wildlife Trust (on behalf of the County Wildlife Partnership) or the Broads Authority on the basis of adverse impact on site of acknowledged biodiversity importance. <strong>Target</strong> None</td>
<td></td>
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<tr>
<td></td>
<td><strong>Indicator</strong> Percentage of allocated residential development sites, or sites permitted for development of 10 or more homes, that have access to a semi-natural green space of at least 2ha within 400m. <strong>Target</strong> Minimise</td>
<td></td>
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<td></td>
<td><strong>Indicator</strong> Length of new greenway (defined as a shared use, car-free off road route for a range of users and journey purposes) provided as a consequence of a planning condition, S106 obligation or CIL investment. <strong>Target</strong> Increase</td>
<td></td>
</tr>
<tr>
<td>Objective</td>
<td>Indicator(s) identified in SA Scoping</td>
<td>Gaps in coverage and suggested indicators</td>
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<tr>
<td></td>
<td><strong>Indicator</strong> Total hectares of accessible public open space (cumulative) provided as a consequence of a planning condition, S106 obligation or CIL investment within the plan period</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Target</strong> Equal to or above current local plan requirements.</td>
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</tr>
<tr>
<td>SA4 Promote efficient use of land, while respecting the variety of landscape types in the area.</td>
<td><strong>Indicator</strong> Percentage of new and converted dwellings on Previously Developed Land</td>
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<tr>
<td></td>
<td><strong>Target</strong> 18% to 2026 (based on JCS housing allocations, update in line with GNLP)</td>
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<tr>
<td></td>
<td><strong>Indicator</strong> Number of Planning Approvals granted contrary to the advice of the Broads Authority on the basis of adverse impact on the Broads Landscape</td>
<td></td>
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<tr>
<td></td>
<td><strong>Target</strong> Zero</td>
<td></td>
</tr>
<tr>
<td>SA5 Ensure that everyone has good quality housing of the right size and tenure to meet their needs.</td>
<td><strong>Indicator</strong> Net housing completions</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Target</strong> Meet or exceed annual trajectory requirements</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Indicator</strong> Affordable housing completions</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Target</strong> Meet or exceed annual trajectory requirements</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Indicator</strong> House completions by bedroom number, based on the proportions set out in the most recent Sub-regional Housing Market Assessment</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Target</strong> Figures within 10%</td>
<td></td>
</tr>
<tr>
<td>Objective</td>
<td>Indicator(s) identified in SA Scoping</td>
<td>Gaps in coverage and suggested indicators</td>
</tr>
<tr>
<td>-----------</td>
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<td>------------------------------------------</td>
</tr>
<tr>
<td>Tolerance of the Housing Market Assessment Requirements</td>
<td>20% of homes delivered are starter homes</td>
<td>Indicator Overall Index of Multiple Deprivation</td>
</tr>
<tr>
<td>No indicators for provision of community facilities have been identified</td>
<td></td>
<td>Target Increase the number of LSOAs in the least deprived 50% on the IMD</td>
</tr>
<tr>
<td>Indicator and targets from IMD to be identified</td>
<td></td>
<td>Indicator IMD Access to services and housing</td>
</tr>
<tr>
<td>Increase percentage annually or achieve percentage above England average</td>
<td></td>
<td>Target Increase the number of LSOAs in the least deprived 50% on the IMD for access to housing and services</td>
</tr>
<tr>
<td>Indicator and target for access to health facilities to be identified</td>
<td></td>
<td>Indicator IMD Crime</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Target Increase the number of LSOAs in the least deprived 50% on the IMD for Crime</td>
</tr>
<tr>
<td>Indicator and target for access to education facilities to be identified</td>
<td></td>
<td>Indicator IMD Education, Skills and Training</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Target Increase the number of LSOAs in the least deprived 50% on the IMD for Education, Skills and Training</td>
</tr>
<tr>
<td>Amount of land developed for employment by type</td>
<td></td>
<td>Indicator</td>
</tr>
<tr>
<td>118ha B1 &amp; 111ha B2</td>
<td></td>
<td>Target</td>
</tr>
<tr>
<td>Objective</td>
<td>Indicator(s) identified in SA Scoping</td>
<td>Gaps in coverage and suggested indicators</td>
</tr>
<tr>
<td>-----------</td>
<td>-------------------------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>improve employment opportunities for residents, and maintain and enhance town centres.</td>
<td>88 2007 to 2026 (split into five year tranches, based on JCS targets - update in line with GNLP targets)</td>
<td></td>
</tr>
<tr>
<td>Indicator</td>
<td>Annual count of jobs by BRES across the Plan area</td>
<td>Target</td>
</tr>
<tr>
<td>Indicator</td>
<td>Employment rate of economically active population</td>
<td>Target</td>
</tr>
<tr>
<td>Indicator</td>
<td>Percentage of workforce employed in higher occupations</td>
<td>Target</td>
</tr>
</tbody>
</table>
| SA12 Reduce the need to travel and promote the use of sustainable transport modes. | Indicator | Percentage of residents who travel to work:  
  a) By private motor vehicle  
  b) By public transport  
  c) By foot or cycle  
  d) Work at, or mainly at, home | Target | Decrease in a), increase in b), c) and d) |
<p>| Indicator | IMD Access to services and housing | Target | Increase the number of LSOAs in the least deprived 50% on the IMD for access to housing and services |
| SA13 Conserve and enhance the historic | Indicator |  |  |</p>
<table>
<thead>
<tr>
<th>Objective</th>
<th>Indicator(s) identified in SA Scoping</th>
<th>Gaps in coverage and suggested indicators</th>
</tr>
</thead>
</table>
| environment, heritage assets and their setting, other local examples of cultural heritage, preserving the character and diversity of the area’s historic built environment. | Percentage of Conservation Areas with appraisals  
**Target**  
Year on year increase  
**Indicator**  
Heritage at risk – number and percentage of  
a) Listed buildings; and  
b) Scheduled Ancient Monuments  
on Buildings at Risk register  
**Target**  
Year on year reduction |                                                                                                                                               |
| SA14 Minimise waste generation, promote recycling and avoid the sterilisation of mineral resources.  
Remediate contaminated land and minimise the use of the best and most versatile agricultural land. | Minerals and waste indicators and targets tbc  
**Indicator**  
Number of planning permissions granted on non-allocated sites on class 1, 2 or 3a agricultural land  
**Target**  
Zero  
**Indicator**  
Percentage of land allocated for development, or subject to an extant planning permission of 5 or more dwellings that is identified as Grade I or II agricultural land value.  
**Target**  
Minimise  
No indicators for contaminated land have been identified | **Indicator**  
Number of planning permissions granted contrary to the advice of the Minerals and Waste Planning Authority on the basis of waste generation, recycling or protection of mineral resources.  
**Target**  
Zero |
| SA15 Maintain and enhance water quality and ensure the most efficient use of water | **Indicator**  
Water efficiency in new homes  
**Target**  
All new housing schemes to achieve water efficiency standard of 110 litres/person/day (lpd)  
No indicators for water infrastructure have been identified. |                                                                                                                                               |
<table>
<thead>
<tr>
<th>Objective</th>
<th>Indicator(s) identified in SA Scoping</th>
<th>Gaps in coverage and suggested indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>See also flood section (Number of planning permissions contrary to the advice of the Environment Agency on either flood defence or water quality grounds)</td>
<td></td>
</tr>
</tbody>
</table>
11. Next Steps

11.1. Following consultation on the Plan under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, the GNDP will, taking into account the representations made, identify the preferred policy alternatives that will be selected to form part of the Greater Norwich Local Plan that is proposed to be submission to the Secretary of State for Independent Examination.

11.2. This document, referred to as the “pre-submission” draft of the plan will be published prior to its submission to the Secretary of State and the public and other stakeholders will have a further chance to make representations in relation to the “soundness” of the plan.

11.3. The pre-submission draft of the plan will be accompanied by a further Sustainability Appraisal which will evaluate the significant effects of the Plan in its entirety. Further representations on this version of the Sustainability Appraisal can be made when it is published.
Appendix A: Assessment Protocol

<table>
<thead>
<tr>
<th>SA Objectives with assessment protocol criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Minimise air, noise and light pollution to improve wellbeing</td>
</tr>
<tr>
<td>+ + The policy or site proposal addresses multiple existing air, noise or light pollution issues (e.g. AQMA in Norwich or air quality in Hoveton, noise around Norwich International Airport or main roads, or light pollution in urbanised areas) OR The policy or site proposal maintains current air, noise or light quality where it is already good, and protects this level of quality for the future (e.g. dark skies adjacent to the Broads Authority executive area)</td>
</tr>
<tr>
<td>+ The policy or site proposal addresses an existing air, noise or light pollution issue (e.g. AQMA in Norwich or air quality in Hoveton, noise around Norwich International Airport or main roads, or light pollution in urbanised areas) OR The policy or site is likely to reduce the number and length of car journeys</td>
</tr>
<tr>
<td>- The policy or site has potential to create or exacerbate air, noise or light pollution (e.g. AQMA in Norwich or air quality in Hoveton, noise around Norwich International Airport or main roads, or light pollution in urbanised areas or adjacent to the Broads Authority executive area) OR The policy or site is likely to increase the number and length of car journeys</td>
</tr>
<tr>
<td>- - The policy or site will create or exacerbate multiple air, noise or light pollution issues (e.g. AQMA in Norwich, air quality Hoveton or elsewhere, noise around Norwich International Airport, main roads or elsewhere, or light pollution in urbanised areas, adjacent to the Broads Authority executive area or elsewhere) OR The policy or site will have a negative impact on sensitive environmental sites</td>
</tr>
</tbody>
</table>

2. Continue to reduce carbon emissions, adapting to and mitigating against the effects of climate change
| + + | The policy or site will reduce the number and length of car journeys by improved linkages to a cycle network, or an existing or planned BRT route, OR  
| | The policy or site makes primary schools, GPs, food shops and employment accessible on foot or cycle OR  
| | There is a demonstrable link between the policy or site and renewable energy provision AND  
| | The site is in Flood Zone 1 with no risk of surface water flooding OR  
| | The policy or site provides green infrastructure |
| + | The policy or site will reduce the number and length of car journeys by improved linkages to an existing bus route OR  
| | The policy or site makes either primary schools, GPs, food shops or employment accessible on foot or cycle OR  
| | The policy or site has potential for renewable energy provision AND  
| | The site is in Flood Zone 1 with less than 10% or its area at risk of surface water flooding |
| - | The policy or site is likely to increase the number or length of car journeys but is well related to either primary schools, GPs, food shops or employment OR  
| | The policy or site has poor potential for renewable energy provision OR  
| | The site has up to 30% of its area in Flood Zones 2 or 3 or at risk of surface water flooding |
| - - | The policy or site is likely to significantly increase the number and length of car journeys and is poorly related to services and sustainable forms of transport OR  
| | The policy or site hinders the potential for renewable energy provision OR  
| | The site has more than 30% of its area in Flood Zones 2 or 3 or at risk of surface water flooding |

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

| + + | The policy or site increases the size, number or quality of:  
| | • UK BAP priority species or habitats  
| | • European protected species  
| | • Natura 2k sites |
• SSSIs
• Regionally Important Geological Sites

OR

The policy or site provides over 2ha semi-natural green space or over 1km of new greenway (car-free off-road route) OR
The policy or site would result in housing within 400m of 2ha or more of semi-natural green space

+ The policy or site will increase the size, number or quality of:
  • Local Nature Reserves
  • County Wildlife Sites
  • County Geodiversity Sites

OR

The policy or site provides up to 2ha of accessible public open space or up to 1km length of linear green infrastructure (ponds, hedges, tree belts, road crossings) OR
The policy or site would result in housing within 800m of up to 2ha of accessible public open space

- The policy or site fragments, reduces or degrades:
  • Local Nature Reserves
  • County Wildlife Sites
  • County Geodiversity Sites

- - The policy or site fragments, reduces or degrades:
  • UK BAP priority species or habitats
  • European protected species
  • Natura 2k sites
  • SSSIs
  • Regionally Important Geological Sites

OR

The policy or site involves the significant loss of existing green infrastructure (open space, woods, ponds, hedges, tree belts, road crossings)

4. Promote efficient use of land, whilst respecting the variety of landscape types in the area

++ The policy or proposal involves the redevelopment of previously developed land which is vacant, derelict or unused OR
The policy or proposal is an environmental or landscape enhancement project or addresses the efficient use of land
<table>
<thead>
<tr>
<th>+</th>
<th>The policy or proposal involves previously developed land that is not derelict</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>The policy or site results in the loss of greenfield land (of a less valuable grade than grades 1 or 2 agricultural land)</td>
</tr>
<tr>
<td>--</td>
<td>The policy or proposal results in the loss of greenfield land classed as agricultural grades 1 or 2 OR The policy or proposal would result in the loss or degradation of a valued landscape: historic parks and gardens, ancient woodlands, river valleys, identified remnants of historic woodland and heathland including Mousehold Heath, strategic gaps, key views, gateways and undeveloped approaches to Norwich, and the distinctive landscape of The Broads.</td>
</tr>
<tr>
<td>5.</td>
<td>Ensure that everyone has good quality housing of the right size and tenure to meet their needs</td>
</tr>
<tr>
<td>++</td>
<td>The policy enables delivery of the objectively assessed need for homes AND The policy provides for: diversity, choice and competition in the housing market; and maximises the delivery of affordable housing OR The site is viable, provides the full level of affordable housing and provides an appropriate mix of type and tenure</td>
</tr>
<tr>
<td>+</td>
<td>The policy enables delivery of the objectively assessed need for homes OR The policy provides for: diversity, choice and competition in the housing market; and provides for the delivery of affordable housing</td>
</tr>
<tr>
<td>-</td>
<td>The policy or site risks delivery OR The policy or site does not provide the full level of affordable housing OR The policy or site would result in the loss of a site that is suitable for housing</td>
</tr>
<tr>
<td>--</td>
<td>The policy or site would result in a net loss of housing OR The policy risks delivery of the objectively assessed need for homes OR The site is unviable, or does not provide any affordable housing or an appropriate mix of type and tenure</td>
</tr>
<tr>
<td>6.</td>
<td>Maintain and improve the quality of life of residents</td>
</tr>
<tr>
<td>+ +</td>
<td>The policy or site will increase the range or access to community halls and other cultural facilities AND The policy or site promotes integration between new and existing communities</td>
</tr>
<tr>
<td>+</td>
<td>The policy or site maintains the existing access to community halls and other cultural facilities AND The policy or site promotes social integration or integration between new and existing communities</td>
</tr>
<tr>
<td>-</td>
<td>The policy or site would diminish the availability or access to community halls and other cultural facilities OR The policy or site would result in separation between new and existing communities</td>
</tr>
<tr>
<td>- -</td>
<td>The policy or site involves the loss of community halls or other cultural facilities</td>
</tr>
</tbody>
</table>

7. To reduce deprivation

| + + | The policy or site provides accessible facilities in a deprived area OR The policy or site promotes regeneration in a deprived area OR The policy or site maximises affordable housing and will improve access to three or more of the following: employment, post office, primary school, high school, food shop, GP surgery |
| + | The policy or site improves the accessibility of facilities from a deprived area OR The policy or site provides some affordable housing and will improve access to one or two of the following: employment, post office, primary school, high school, food shop, GP surgery |
| - | The policy or site provides no affordable housing OR Housing development is not within the national mean average distance of any of the following: employment; post office 1.16km; primary school 0.89km; food shop 0.75km; or GP surgery 1.59km |
| - - | The policy or site results in loss of accessible facilities OR The policy or site provides no affordable housing AND |

---

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

| +  | The policy or site will increase the range or access to GP, dentist or pharmacy OR |
|    | The policy or site will increase the range or access to sport and recreation facilities AND |
|    | The policy or site provides opportunities for active lifestyles by enabling walking along footpaths, cycling on an identified cycle route or journey on public transport to education or employment |

| +  | Housing development will be within walking distance of a GP, dentist or pharmacy OR |
|    | The policy or site provides opportunities for active lifestyles by enabling walking along footpaths, cycling on an identified cycle route or journey on public transport to education or employment |

| -  | Housing development is not within walking distance of a GP, dentist or pharmacy OR |
|    | The policy or site is likely to result in more journeys by car |

| -- | The policy or site results in the loss of GP, dentist or pharmacy OR |
|    | The policy or site results in the loss of a sports facility |

9. To reduce crime and the fear of crime

| +  | The policy or site is expected to reduce crime or the fear of crime |
| +  | The policy or site contributes to mixed, inclusive communities |
| -  | The policy or site would result in segregation of communities |
| -- | The policy or site may increase crime or the fear of crime |

10. To promote access to education and skills training and support increased educational attainment.

| +  | The policy or site will increase the range or access to education or training facilities OR |
|    | The policy or site results in housing within 2 miles of a primary school along a safe walking route and within 3 miles of a secondary school along a safe walking/cycling route |
1. Housing development will not be within 2 miles of a primary school along a safe walking route OR Housing development would place further burden on school capacity where it is known to be under pressure

2. Housing development will not be within 2 miles of a primary school along a safe walking route and will not be within 3 miles of a secondary school OR The policy or site will result in the loss of an education or training facility

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

12. Reduce the need to travel and promote the use of sustainable transport modes
The policy or site supports an existing or planned BRT route or public transport routes to strategic employment areas such as Norwich airport, Broadland Business Park or Norwich Research Park/UEA/N&N cluster.

+ The policy or site promotes mixed use and offers pedestrian, cycle, bus or rail access to employment, education facilities or a food shop OR Housing development is within 400m of a journey-to-work bus or rail service and has access to a footpath or cycleway connecting it to a Service Village or above in the settlement hierarchy

- Housing development is more than 400m from a bus or rail service or the local bus or rail service does not serve an employment use OR Housing development does not have access to a footpath or cycleway connecting it to a Service Village or above in the settlement hierarchy

- - The proposal on the site has no (or limited) public transport, walking or cycling access to employment, education facilities or food shop

13. Conserve and enhance the historic environment, heritage assets and their setting, other local examples of cultural heritage, preserving the character and diversity of the area’s historic built environment.

+ + The policy or site enhances a heritage asset or its setting including listed buildings, scheduled monuments, conservation areas, significant archaeological sites and buildings on the ‘at risk’ register OR The policy or site protects or restores Grade I or II* listed buildings or a building on the ‘at risk’ register

+ The policy or site protects or maintains a heritage asset or its setting including scheduled monuments and archaeological sites OR The policy or site protects or restores a Grade II listed building

- The policy or site results in negative impact on the setting of a heritage asset

- - The policy or site results in loss of or damage to a heritage asset including listed buildings, scheduled monuments, conservation areas, significant archaeological sites and buildings on the ‘at risk’ register

14. Minimise waste generation, promote recycling and avoid sterilisation of mineral resources. Remediate contaminated land and minimise the use of the best and most versatile agricultural land.
| ++ | The policy or site encourages waste minimisation and recycling or facilitates new or expanded waste facilities OR The policy or site ensures mineral deposits are protected for future use OR The policy or site addresses remediation of contaminated land OR The policy or site protects agricultural grade 1 or 2 land |
| +  | Local waste management facilities have capacity AND The policy or site could allow extraction of underlying minerals prior to development AND There is no contaminated land within or adjacent to the site |
| -  | Local waste management facilities do not have capacity OR Development is adjacent to a site of potential contamination with no remediation measures proposed |
| -- | The policy or site would lead to an increase in waste production per capita or a loss of waste management facilities OR Development will sterilise a mineral resource OR The site contains potential contamination with no investigation or remediation measures proposed OR The policy or site would result in the loss of Grade 1 or 2 agricultural land |

15. Maintain and enhance water quality and ensure the most efficient use of water.

| ++ | The policy or site has demonstrable potential to enhance water issues affecting Natura 200 sites |
| +  | The policy or site will enhance water quality or the efficient use of water |
| -  | The policy or site is likely to diminish water quality or the efficient use of water |
| -- | The policy or site would result exceed the capacity of water infrastructure, significantly undermine the efficient use of water OR The policy or site will result in water abstraction or disposal which is likely to have a detrimental effect on Natura 2000 sites |
Appendix B: Distribution Alternatives

Option 1 Concentration close to Norwich

The majority of the plan’s housing requirement to 2036 is already committed. The total requirement for new allocations is 7,200. In order to ensure that urban brownfield sites are maximised and rural needs are addressed, all options include a “baseline position” which provides for 3,900 homes. Therefore there are sites for 3,300 further dwellings to find. Option 1 would concentrate all the 3,300 additional dwellings close to Norwich as urban extensions or in some of the closest villages.

<table>
<thead>
<tr>
<th></th>
<th>Commitment</th>
<th>Baseline</th>
<th>Option 1</th>
<th>Total</th>
<th>Growth</th>
<th>Distribution of growth option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwich</td>
<td>6,999</td>
<td>1,500</td>
<td></td>
<td>8,499</td>
<td>20</td>
<td>The current figure of 1,500 homes in the baseline aims to maximise growth on brownfield sites whilst retaining sites for employment, town centre and open space uses. It will be kept under review as the plan is progressed.</td>
</tr>
<tr>
<td>Fringe Sectors</td>
<td>21,381</td>
<td>200</td>
<td>3,300</td>
<td>24,881</td>
<td>58</td>
<td>Around: 1,000 homes in the north east; 600 in the north and north west; 500 in the west; 1,200 in the south west.</td>
</tr>
<tr>
<td>Main Towns</td>
<td>5,468</td>
<td>550</td>
<td></td>
<td>6,018</td>
<td>14</td>
<td>There would be no additional homes beyond the baseline in Main Towns, KSCs or Service and Other Villages under this option.</td>
</tr>
<tr>
<td>KSCs</td>
<td>674</td>
<td>450</td>
<td></td>
<td>1,124</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Service and Other Villages or Village Clusters</td>
<td>1,143</td>
<td>1,200</td>
<td></td>
<td>2,343</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>35,665</td>
<td>3,900</td>
<td>3,300</td>
<td>42,865</td>
<td>7,200</td>
<td></td>
</tr>
</tbody>
</table>

8 As of April 2017, Service and Other Villages commitment also includes Countryside figures (applies to all options)
9 Brownfield sites in Broadland urban fringe (applies to all options)
10 Includes Long Stratton which will become a Main Town once anticipated growth is delivered (applies to all options)
**Option 2 Transport Corridors**

The majority of the plan’s housing requirement to 2036 is already committed. The total requirement for new allocations is 7,200. In order to ensure that urban brownfield sites are maximised and rural needs are addressed, all options include a “baseline position” which provides for 3,900 homes. Therefore there are sites for 3,300 further dwellings to find. Option 2 would concentrate all of the additional 3,300 dwellings in the main transport corridors. There is a degree of overlap with Option 1 as urban fringe locations tend to be well served by transport corridors.

<table>
<thead>
<tr>
<th>Commitment</th>
<th>Baseline</th>
<th>Option 2</th>
<th>Total</th>
<th>Growth %</th>
<th>Distribution of growth option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwich</td>
<td>6,999</td>
<td>1,500</td>
<td>8,499</td>
<td>20</td>
<td>The current figure of 1,500 homes in the baseline aims to maximise growth on brownfield sites whilst retaining sites for employment, town centre and open space uses. It will be kept under review as the plan is progressed.</td>
</tr>
</tbody>
</table>
| Fringe Sectors | 21,381 | 200      | 2,200 | 55       | Around:  
1,000 homes in the north east;  
200 in the north and north west;  
500 in the west;  
500 in the south west.  
Due to existing commitment and environmental constraints associated with the Broads, there would be no growth in this option above the baseline in the A47 (E) corridor. |
| Main Towns   | 5,468    | 550      | 1,100 | 17       | The remaining 1,100 homes would be predominantly allocated to Wymondham in the A11 Corridor and to Diss, possibly including villages on the A140 (S) (other than Long Stratton where there are significant constraints to growth beyond current commitments). |
| KSCs         | 674      | 450      | 1,124 | 3        | Other than possibly in villages on the A140 (S) near Diss, there would be no additional homes in KSCs or Service and Other Villages beyond the baseline under this option. |
| Service and Other Villages or Village Clusters | 1,143 | 1,200    | 2,343 | 5        | |
| Totals       | 35,665   | 3,900    | 42,865| 7,200    | |


Option 3 Supporting the Cambridge Norwich Tech Corridor

The majority of the plan’s housing requirement to 2036 is already committed. The total requirement for new allocations is 7,200. In order to ensure that urban brownfield sites are maximised and rural needs are addressed, all options include a “baseline position” which provides for 3,900 homes. Therefore there are sites for 3,300 further dwellings to find. Option 3 would would concentrate the great majority of the additional 3,300 dwellings in the A11 corridor, with significant growth in the south west fringe, Wymondham and a new settlement in or near the corridor.

<table>
<thead>
<tr>
<th>Location</th>
<th>Commitment</th>
<th>Baseline</th>
<th>Option 3</th>
<th>Total</th>
<th>Growth %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwich</td>
<td>6,999</td>
<td>1,500</td>
<td>8,499</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Fringe Sectors</td>
<td>21,381</td>
<td>200</td>
<td>2,000</td>
<td>23,581</td>
<td>55</td>
</tr>
<tr>
<td>Main Towns</td>
<td>5,468</td>
<td>550</td>
<td>700</td>
<td>6,718</td>
<td>16</td>
</tr>
<tr>
<td>KSCs</td>
<td>674</td>
<td>450</td>
<td>100</td>
<td>1,224</td>
<td>3</td>
</tr>
<tr>
<td>Service and Other Villages or Village Clusters</td>
<td>1,143</td>
<td>1,200</td>
<td>2,343</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>New Settlement</td>
<td></td>
<td></td>
<td>500</td>
<td>500</td>
<td>1</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>35,665</strong></td>
<td><strong>3,900</strong></td>
<td><strong>3,300</strong></td>
<td><strong>42,865</strong></td>
<td><strong>7,200</strong></td>
</tr>
</tbody>
</table>

The current figure of 1,500 homes in the baseline aims to maximise growth on brownfield sites whilst retaining sites for employment, town centre and open space uses. It will be kept under review as the plan is progressed.

Around:
- 500 dwellings in the west (which lies between the NRP and the Food Enterprise Zone, close to the A11 corridor);
- 1,500 in the south west on the A11 corridor.

The additional 700 homes would be predominantly allocated to Wymondham in the A11 Corridor rather than the other Main towns.

The 100 additional homes in KSCs beyond the baseline would most likely be allocated to Hingham, which already has high tech businesses and is close to the A11 corridor.

There would be no additional homes in Service and Other villages beyond the baseline under this option.

There would be a new settlement in or near the A11 corridor under this option.
Option 4 Dispersal

The majority of the plan’s housing requirement to 2036 is already committed. The total requirement for new allocations is 7,200. In order to ensure that urban brownfield sites are maximised and rural needs are addressed, all options include a “baseline position” which provides for 3,900 homes. Therefore there are sites for 3,300 further dwellings to find. Option 4 provides high levels of dispersal to villages while also putting a limited amount of growth in the Norwich fringe parishes and the A11 corridor.

<table>
<thead>
<tr>
<th></th>
<th>Commitment</th>
<th>Baseline</th>
<th>Option 4</th>
<th>Total</th>
<th>Growth %</th>
<th>Distribution of growth option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwich</td>
<td>6,999</td>
<td>1,500</td>
<td></td>
<td>8,499</td>
<td>20</td>
<td>The current figure of 1,500 homes in the baseline aims to maximise growth on brownfield sites whilst retaining sites for employment, town centre and open space uses. It will be kept under review as the plan is progressed.</td>
</tr>
<tr>
<td>Fringe sectors</td>
<td>21,381</td>
<td>200</td>
<td>350</td>
<td>21,931</td>
<td>51</td>
<td>Around: 100 homes in the north and north west; 100 in the west; 150 in the south west.</td>
</tr>
<tr>
<td>Main Towns</td>
<td>5,468</td>
<td>550</td>
<td>650</td>
<td>6,668</td>
<td>16</td>
<td>The large majority of the option’s 650 homes would be distributed to Wymondham, Diss and possibly to Harleston.</td>
</tr>
<tr>
<td>KSCs</td>
<td>674</td>
<td>450</td>
<td>400</td>
<td>1,524</td>
<td>4</td>
<td>The large majority of the option’s 400 homes would be likely to be distributed to the KSCs in South Norfolk (Loddon, Hingham and Poringland).</td>
</tr>
<tr>
<td>Service and Other Villages or Village Clusters</td>
<td>1,143</td>
<td>1,200</td>
<td>1,900</td>
<td>4,243</td>
<td>10</td>
<td>The distribution of growth between these villages would be dependent on a range of factors including availability of sites, location, access to services and deliverability.</td>
</tr>
<tr>
<td>Totals</td>
<td>35,665</td>
<td>3,900</td>
<td>3,300</td>
<td>42,865</td>
<td>7,200</td>
<td></td>
</tr>
</tbody>
</table>
Option 5 Dispersal plus New Settlement

The majority of the plan’s housing requirement to 2036 is already committed. The total requirement for new allocations is 7,200. In order to ensure that urban brownfield sites are maximised and rural needs are addressed, all options include a “baseline position” which provides for 3,900 homes. Therefore there are sites for 3,300 further dwellings to find. Option 5 is similar to Option 4 in that it provides high levels of dispersal to villages while also putting a limited amount of growth in the Norwich fringe parishes and the A11 corridor. It differs to Option 4 in that it diverts some of the village growth to a new settlement.

<table>
<thead>
<tr>
<th></th>
<th>Commitment</th>
<th>Baseline</th>
<th>Option 5</th>
<th>Total</th>
<th>Growth %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwich</td>
<td>6,999</td>
<td>1,500</td>
<td></td>
<td>8,499</td>
<td>20</td>
</tr>
<tr>
<td>Fringe Sectors</td>
<td>21,381</td>
<td>200</td>
<td>350</td>
<td>21,931</td>
<td>51</td>
</tr>
<tr>
<td>Main Towns</td>
<td>5,468</td>
<td>550</td>
<td>650</td>
<td>6,668</td>
<td>16</td>
</tr>
<tr>
<td>KSCs</td>
<td>674</td>
<td>450</td>
<td>400</td>
<td>1,524</td>
<td>4</td>
</tr>
<tr>
<td>Service and Other</td>
<td>1,143</td>
<td>1,200</td>
<td>1,400</td>
<td>3,743</td>
<td>9</td>
</tr>
<tr>
<td>Villages or Village Clusters</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Settlement</td>
<td></td>
<td></td>
<td>500</td>
<td>500</td>
<td>1</td>
</tr>
<tr>
<td>Totals</td>
<td>35,665</td>
<td>3,900</td>
<td>3,300</td>
<td>42,865</td>
<td>7,200</td>
</tr>
</tbody>
</table>

Commitment: The current figure of 1,500 homes in the baseline aims to maximise growth on brownfield sites whilst retaining sites for employment, town centre and open space uses. It will be kept under review as the plan is progressed.

Baseline: Around:
- 100 homes in the north and north west;
- 100 in the west;
- 150 in the south west.

Option 5: The large majority of the option’s 650 homes would be likely to be distributed to Wymondham, Diss and possibly Harleston.

KSCs: The large majority of the option’s 400 homes would be likely to be distributed to the KSCs in South Norfolk (Loddon, Hingham and Poringland).

Service and Other Villages or Village Clusters: The distribution of growth between these villages would be dependent on a range of factors including availability of sites, location, access to services and deliverability.

New Settlement: A new settlement in a transport corridor.
Option 6 Dispersal plus Urban Growth

The majority of the plan’s housing requirement to 2036 is already committed. The total requirement for new allocations is 7,200. In order to ensure that urban brownfield sites are maximised and rural needs are addressed, all options include a “baseline position” which provides for 3,900 homes. Therefore there are sites for 3,300 further dwellings to find. Option 6 provides higher levels of dispersal to villages while putting significant growth in the Norwich fringe parishes, particularly in the north east and the west fringe.

<table>
<thead>
<tr>
<th>Commitment</th>
<th>Baseline</th>
<th>Option 6</th>
<th>Total</th>
<th>Growth %</th>
<th>Distribution of growth option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwich</td>
<td>6,999</td>
<td>1,500</td>
<td>8,499</td>
<td>20</td>
<td>The current figure of 1,500 homes in the baseline aims to maximise growth on brownfield sites in the urban area whilst retaining sites for employment, town centre and open space uses. It will be kept under review as the plan is progressed.</td>
</tr>
<tr>
<td>Fringe Sectors</td>
<td>21,381</td>
<td>200</td>
<td>1,900</td>
<td>55</td>
<td>Around: 1,000 homes in the north east; 200 in the north and north west; 500 in the west; 200 in the south west.</td>
</tr>
<tr>
<td>Main Towns</td>
<td>5,468</td>
<td>550</td>
<td>150</td>
<td>14</td>
<td>The option’s 150 homes would be likely to be distributed to Wymondham, Diss and possibly Harleston.</td>
</tr>
<tr>
<td>KSCs</td>
<td>674</td>
<td>450</td>
<td>150</td>
<td>3</td>
<td>The large majority of the option’s 400 homes would be likely to be distributed to the KSCs in South Norfolk (Loddon, Hingham and Poringland).</td>
</tr>
<tr>
<td>Service and Other Villages or Village Clusters</td>
<td>1,143</td>
<td>1,200</td>
<td>1,100</td>
<td>8</td>
<td>The distribution of growth between these villages would be dependent on a range of factors including availability of sites, location, access to services and deliverability.</td>
</tr>
<tr>
<td>Totals</td>
<td>35,665</td>
<td>3,900</td>
<td>3,300</td>
<td></td>
<td>7,200</td>
</tr>
</tbody>
</table>
Dispersal plus Urban Growth

Key
- Norwich City Council (within the GNLP area)
- Broadland Area (within the GNLP area)
- South Norfolk Area (within the GNLP area)
- Broads Authority Area (outside the GNLP area)

Urban concentration area
Dispersal
A Roads
Railways
Norwich International Airport

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Broadland District Council - 100022319
Norwich City Council - 10019747
South Norfolk District Council - 100019483