Greater Norwich Development Partnership

Joint Core Strategy for Broadland, Norwich and South Norfolk

Adopted March 2011, amendments adopted January 2014

Jobs, homes, prosperity for local people

Broadland District Council · NORWICH City Council · South Norfolk Council · Norfolk County Council

Joint Core Strategy for Broadland, Norwich and South Norfolk

January 2014

The Joint Core Strategy for Broadland, Norwich and South Norfolk (JCS) was adopted on 24 March 2011.

Following a legal challenge High Court Judge Mr Justice Ouseley found that those parts of the JCS concerning the North East Growth Triangle (NEGT) should be remitted for further consideration and that a new Sustainability Appraisal for that part of Broadland in the Norwich Policy Area be prepared.

The remittal meant that parts of the text, and some associated maps and diagrams, were taken back to the Regulation 19: Publication of a Local Plan Stage (previously known as the 'pre-submission stage'), to be treated as not having been subject to examination and adoption. The remainder of the Joint Core Strategy remained adopted.

Following further consultation and an examination in 2013, the inspector found that the proposals for the Broadland part of the Norwich Policy Area were sound, subject to a number of modifications. This led to changes to the Joint Core Strategy being adopted in January 2014.

This document comprises the Joint Core Strategy document adopted in March 2011, as amended by the Broadland Part of the Norwich Policy Area: Local Plan, adopted in January 2014.

For more information on the stages in the development of the Joint Core Strategy, and detail on those parts of the JCS that were the subject of the examination in 2013, please visit the GNDP website www.gndp.org.uk

Contents

01 Introduction 03

02 Our strategy 07

03 Spatial portrait 13

04 Spatial vision 19
Spatial planning objectives 24

05 Area-wide policies 29

- **Policy 1:** Addressing climate change and protecting environmental assets
- **Policy 2:** Promoting good design
- **Policy 3:** Energy and water
- **Policy 4:** Housing delivery
- **Policy 5:** The economy
- **Policy 6:** Access and transportation
- **Policy 7:** Supporting communities
- **Policy 8:** Culture, leisure and entertainment

06 Policies for places 55

- **Policy 9:** Strategy for growth in the Norwich Policy Area
- **Policy 10:** Locations for major new, or expanded, communities in the Norwich Policy Area
- **Policy 11:** Norwich City Centre
- **Policy 12:** The remainder of the Norwich urban area, including the fringe parishes
- **Policy 13:** Main Towns
- **Policy 14:** Key Service Centres
- **Policy 15:** Service Villages
- **Policy 16:** Other Villages
- **Policy 17:** Smaller rural communities and the countryside
- **Policy 18:** The Broads
- **Policy 19:** The hierarchy of centres

07 Implementation and monitoring 91

- **Policy 20:** Implementation
- **Policy 21:** Implementation of proposals in the Broadland part of the Norwich Policy Area
- **Policy 22:** Action to ensure the delivery of housing land in the Broadland part of the Norwich Policy Area

08 Appendices 99

- **1:** Relationships to other strategies
- **2:** Supporting documents
- **3:** Superseded policies and changes to local plan proposals maps
- **4:** Definition of the Norwich Policy Area
- **5:** Coverage of the Old Catton, Sprowston, Rackheath, Thorpe St Andrew Growth Triangle
- **6:** Housing trajectory
- **7:** Implementation framework
- **8:** Monitoring framework
- **9:** Glossary

01 Introduction

1.1 This Joint Core Strategy (JCS) has been prepared by the three councils of Broadland, Norwich and South Norfolk, working together with Norfolk County Council as the Greater Norwich Development Partnership (GNDP).

1.2 The JCS sets out the long-term vision and objectives for the area, including strategic policies for steering and shaping development. It identifies broad locations for new housing and employment growth and changes to transport infrastructure and other supporting community facilities, as well as defining areas where development should be limited. It helps co-ordinate and deliver other services and related strategies (these strategies are identified in Appendix 1).

1.3 In many areas existing infrastructure is at, or near, capacity. The JCS is designed to deliver substantial growth in housing and employment but this is dependent on investment to overcome the deficiency in supporting infrastructure.

The JCS cannot be delivered without the implementation of the Norwich Area Transportation Strategy including the Northern Distributor Road. Other fundamental requirements include significant investment in green infrastructure, education, waste and water infrastructure including Whitlingham sewage treatment works and a range of other community facilities.

1.4 The Local Strategic Partnerships have identified the aspirations and needs of local people in Sustainable Community Strategies, which create a long-term vision for the area and set the agenda for priorities in the Local Area Agreement.

Local Planning Authority Boundaries

Key

- Norwich City Council (within JCS)
- Broadland Area (within JCS)
- South Norfolk Area (within JCS)
- Broads Authority Area (outside JCS)
- A Roads
- Railways

This plan is based on Ordnance Survey Map Data
with the permission of The Controller of her Majesty's
Stationery Office © Crown Copyright.
Any unauthorised reproduction may lead to prosecution.
Broadland District Council – 100022319
Norwich City Council – 100019747
South Norfolk District Council – 100019483

September 2009

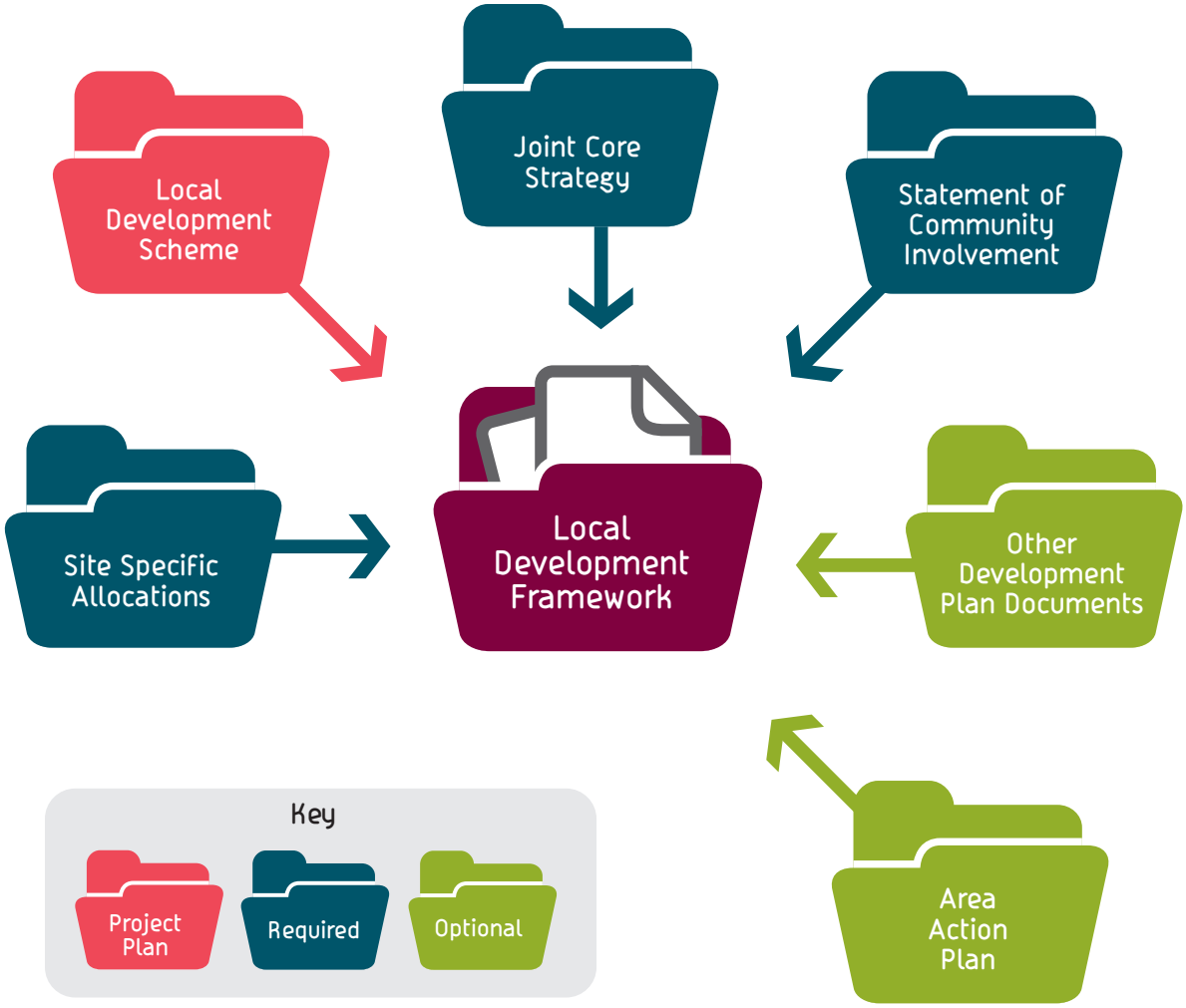
The role of the Joint Core Strategy

1.5 The JCS is the spatial expression of the Sustainable Community Strategies. The strategies should share the same vision and, where possible, the same priorities and objectives.

1.6 The JCS forms part of each council's Local Development Framework (LDF); a 'folder' of documents that will guide future development and use of land in Broadland, Norwich and South Norfolk up to 2026. It does not cover the area of the Broads Authority which is a separate planning authority.

1.7 The LDF replaces old-style Local Plans and will be used to assess all planning applications. Subsequent parts of the LDF will provide more detailed development management policies and will also allocate sites for new developments. While the Core Strategy is being produced jointly, it is currently expected that the rest of the LDFs will be produced by each individual authority. The LDF timetables are set out in the local authorities' Local Development Schemes.

1.8 The JCS has to comply with national planning policies and demonstrate how required growth can be delivered. At the time of its adoption the JCS is required to



be in conformity with the East of England Plan (EEP). Under proposed legislation the EEP would be revoked. However, the JCS is supported by a significant evidence base that demonstrates that it remained valid and its policies do not rely on the East of England Plan. Prior to adoption references to the East of England Plan have been simplified.

1.9 European and national legislation requires local planning authorities to undertake a Sustainability Appraisal of the JCS, and an Appropriate Assessment. These form part of the evidence base.

1.10 The JCS should not repeat national or regional policies. Users of this strategy will need to refer to Government policy documents and the East of England Plan, while it remains in place. The most relevant references are identified at the end of each policy. In addition, links are provided to the evidence base, topic papers and strategy objectives.

1.11 This is a high level strategy and most of the policies in the currently adopted Local Plans will continue to apply. However, some of the policies in those plans are of a more strategic nature and will no longer be relevant. Although this strategy is not site specific and will therefore have limited effect on the proposals maps, there are a few instances where they will change. The superseded policies and the changes to proposals maps are listed in Appendix 3.

References:

01 Introduction

- Planning Policy Statement 12
- Broadland Community Partnership Strategy and Action Plan
- A New Vision for Norwich: The Sustainable Community Strategy
- Your Sustainable Community Strategy for South Norfolk
- Norfolk Ambition – The Sustainable Community Strategy for Norfolk

02 Our strategy

Setting the scene

2.1 With a population of 200,000 the urban area of Norwich is one of the largest in the East of England. It is a major regional centre for employment, tourism and culture and is the region's highest ranking retail centre. The area's economic strengths include specialisms in biotechnology, food processing, financial services and creative industries. The excellent education facilities, including the University of East Anglia, Norwich University College of the Arts, City College and Easton College, coupled with the high quality of life, provide a solid foundation to enhance the city's status as a major regional economic driver and a visitor destination of international importance.

2.2 Indeed, Norwich has been identified as a main focus for growth in the East of England, for new homes and jobs, leisure, cultural and educational development. The economic, social and cultural influence of the city extends well beyond its administrative boundaries into the neighbouring districts of Broadland and South Norfolk as well as further a field. However, in the rural areas, market towns continue to provide the most sustainable focus for development. The councils of Broadland, Norwich and South Norfolk, supported by Norfolk County Council have prepared a single plan covering the entire area. The plan provides the strategy to guide, manage and deliver the growth needed for the area.

Why does this area need to have growth?

2.3 Norwich and the surrounding area need growth for a number of reasons:

- people are living longer, and more live alone, resulting in smaller households. This increases the need for more houses irrespective of any growth in population
- the area is attractive to people moving from other parts of the country, for economic reasons or lifestyle choices

- more people are in need of housing as not enough homes have been built in recent years

2.4 These trends have an impact on the opportunities for local people to get on the housing ladder. Although house prices have fallen during the recession, the affordability of housing has not improved significantly. This puts mounting pressure on social housing and the housing waiting list. In addition infrastructure provision, particularly transport, has failed to keep pace with previous growth.

2.5 With public finance likely to reduce in coming years, being proactive in managing growth is a way of improving services for existing residents as well as building communities with enough jobs, good transport, schools, social community facilities and open space.

The grand challenges

2.6 The grand challenges that our Strategy has to address between 2008-2026 are:

Environment: enhancing our special environment and mitigating against any adverse impacts of growth

Houses: identifying land to meet the requirements of providing 37,000 additional homes

Jobs: securing another 27,000 new jobs of all types and levels in all sectors of the economy and for all the workforce

Place making: maximising the high quality of life we currently enjoy and respecting the patterns of living which characterise the area

Infrastructure: ensuring that essential infrastructure, services and community facilities are provided

2.7 The influences on planning for growth are not entirely within our control. Man's impact on our environment is the greatest emerging challenge of our time. We need to fundamentally rethink the way we plan and design our built environment – by making a radical cut in carbon emissions, reducing reliance and costs of energy fuelled by carbon generating sources, and to adapt, by preparing for more extreme weather conditions.

2.8 We have to plan places and design and renovate buildings so they are more energy efficient and less carbon dependent, where walking and cycling is an option for many more journeys and our trees, plants, streams, ponds and rivers, play a vital role in bringing down temperatures, promoting biodiversity and preventing flooding. All of this makes the challenges in planning for growth even more testing.

Planning to meet the challenges

2.9 Our strategy sets out how we expect to meet the challenges of finding space for 37,000 homes and creating 27,000 jobs in a way that minimises the impact on the environment and maximises the quality of life, whilst making sure we have the right supporting infrastructure in the right places and at the right time.

2.10 The strategy sets out the policies that will ensure we:

- locate development in places that will minimise adverse impact on the environment, and ensure it is designed to be energy efficient and capable of being adapted as circumstances change
- look after and improve the natural qualities of our area and take the opportunities which development brings to expand and create even more. We live in an area shaped by the past which we will take account of in growing the area

Gentleman's Walk, Norwich

- look for the highest possible standards of design in creating a strong sense of place in our communities enabling residents to take pride in where they live, the way places and buildings are planned, designed and built
- use energy and water wisely and secure more energy from renewable sources
- provide a range of accommodation to house our growing population available to buy, rent and be supported in, recognising the requirements of different groups in society
- support a vibrant local economy by building on existing economic strengths with more local job opportunities across all sectors of the economy and workforce
- deliver the Norwich Area Transportation Strategy (NATS) Implementation Plan, which includes the Northern Distributor Road (NDR), which is fundamental to the delivery of this strategy. Significant improvement to the bus, cycling and walking networks in Norwich can only be achieved with the road capacity released by the NDR which also provides necessary access to key strategic employment and growth locations
- ensure that the services and facilities needed for communities are made available in the right place and at the right time
- use growth as a means of enhancing the quality of life of existing residents
- build on the cultural offer of the area, increasing its attractiveness for residents and business alike

The dilemmas

2.11 The dilemmas we faced in preparing the strategy and proposing locations for growth have been great. The strategy recognises the differences between Broadland, Norwich and South Norfolk and seeks to address these issues.

2.12 The growth in new homes and jobs is centred in and around Norwich recognising its role as the focus for jobs, services and facilities. Brownfield sites will be used wherever possible, but given the constraints on the city, developing green fields in Broadland and South Norfolk is unavoidable. Development of our market towns and larger villages plays an important role in the strategy.

Woodbastwick

2.13 As the city has expanded, the villages immediately to the north, east and west have taken on a more urban form, becoming part of the city, although the communities themselves have retained their individual identities. However, the story is different south of the city where an undeveloped green gap has been maintained.

2.14 In assessing the evidence to help identify the most appropriate locations for growth outside of the urban area, the area to the north east of the city and the A11 corridor to the south west perform well. This allows for a concentration of new development to maximise the use of existing infrastructure, achieve a scale of development that will deliver new supporting infrastructure at lower cost per unit, and mitigate against the environmental impacts of developing in greenfield locations.

2.15 In the case of Broadland, the historical pattern of development lends itself to further expansion with new growth locations in the parishes of Old Catton, Sprowston and Thorpe St Andrew, and the development of a low-carbon community focussing on Rackheath, given its existing employment opportunities and railway line. The growth in these locations relies on the implementation of NATS. Implementation of NATS is essential even without growth and it becomes even more important as one of the key elements of infrastructure to support future growth. The Norwich Area Transportation Strategy includes the construction of the NDR which will provide improved access around the north of the city, to enhance the living conditions for those residents who live in the northern suburbs, and to enable improvements to be made to buses, cycling and walking routes.

2.16 By contrast the historic pattern of development in South Norfolk has focussed on its network of villages and market towns, such as Long Stratton and Wymondham, and has retained strategic green gaps between settlements. As well as providing a range of services, facilities and employment opportunities for residents these settlements have a high degree of sustainability in their own right and have a greater independence from the city of Norwich.

2.17 We have weighed in the balance the findings of technical evidence against the preferences of local communities expressed during the consultation stages. The relative weight given to these factors has resulted in a more dispersed pattern for locations in South Norfolk being proposed than the technical evidence alone would suggest. The strategy we

have adopted reflects the existing local settlement pattern, promoting a scale of development that is appropriate to the size and function of the town and villages named as well as the balanced development of existing and emerging market towns in appropriate locations. This approach can help to secure a bypass for Long Stratton, which is a long held aspiration of residents and local councils. This pattern of growth in South Norfolk builds on the existing infrastructure of the towns and villages in the district. It acknowledges the additional challenges such an approach will bring to the delivery of the supporting infrastructure required to achieve the sustainable communities we strive to deliver. Concentrating all growth on the A11 corridor would result in the excessive expansion of Wymondham and Hethersett, altering not only the character of the settlements themselves but also eroding the degree of separation between the settlements and Norwich.

2.18 The importance of the city centre to the area's success cannot be overstated and we will strengthen its role as a regional centre. The strategy also promotes redevelopment, regeneration and enhancement of the Norwich urban area beyond the city centre.

2.19 In the rural area the Main Towns will accommodate additional housing, town centre uses, employment and services. Our larger villages will have some housing, servicing and employment opportunities and our smaller villages will have small-scale development appropriate to the scale and needs of the village and its immediate surroundings. Elsewhere in our rural communities and open countryside development will be limited and only permitted where it can be justified.

Hethel Engineering Centre

Implementation

2.20 Our plan is ambitious and our aspirations are high but they will mean nothing if we do not make it happen. This level of growth is unprecedented in this area – this is why we are taking an unprecedented approach in preparing for it.

2.21 We have gathered considerable evidence, carefully marshalled our arguments and proposed a strategy that is right for our area. If it cannot proceed in the way that we have planned for, the scale of growth we have signed up for is questionable and will require a solution that extends beyond our area.

2.22 Implementing this strategy will depend on the coordinated activities of a number of agencies and will require innovative ways of funding. This is harder given the economic conditions the country is currently experiencing but our strategy is long-term and will be in place in time to meet the turn around in the economy. We will maximise all opportunities to secure funding support but timely delivery of the strategy will rely on the introduction of a new developer contribution mechanism.

St Benedicts Gate, Norwich

2.23 We believe the strategy provides a way for managing growth while delivering improved services for existing residents, as well as building communities with enough jobs, good transport, schools, social community facilities and open space.

Norwich Bus Station

Spatial portrait 03

3.1 Greater Norwich is one of the most important city regions in the east of England. It has the region's largest economy and the highest ranking retail centre. The area has three assets of international importance – its heritage, natural environment and its growing knowledge economy. This rich heritage and abundance of cultural assets are key elements of the future economy of the area. Knowledge based industries cluster where quality of life is high and where support services and businesses are found.

3.2 Outside Norwich the area retains a largely rural character and high environmental quality. Small towns and numerous villages are spread through attractive countryside, which also provides the setting for the city of Norwich. Large parts of Broadland fall within the urban area and parishes close to the city centre have a strong relationship with Norwich. Away from the urban area the district extends into a rural landscape distinguished by market towns and small villages. South Norfolk has a smaller urban fringe. Large parts of the district have weaker links with Norwich and look to the network of major centres, such as Wymondham, Diss and Harleston, and smaller centres, such as Loddon and Long Stratton, to meet their everyday needs.

3.3 River valleys and green areas extend into or adjoin built-up areas, creating a close relationship between urban and rural. Particular features include the Broads, of National Park status, and areas of international nature conservation importance. More generally, there is a variety of landscape types which gives a distinctive character to individual parts of the area. Wildlife habitats of national or local importance are found in the urban area as well as the countryside. As well as these semi-natural aspects, there is a strong historic influence.

3.4 The area has a rich concentration of historic assets, dominated by the medieval city of Norwich and its surrounding market towns, and also includes historic buildings, halls and parklands in the surrounding countryside. Ancient monuments and

archaeological remains add a further layer to this historic character. Together, the semi-natural and built assets create a wonderful environmental quality, enjoyed by both residents and visitors.

3.5 Outside of the area the Brecks and the Norfolk coast are important visitor attractions, but they are also highly sensitive environments of international importance.

3.6 In 2007 the estimated total population of the three districts was 372,500, with over 200,000 living in the Norwich urban area. Population growth has been relatively rapid in recent years, particularly in Norwich, with an estimated 20,000 increase in population of the three districts since the 2001 census. This is mainly the result of internal migration from the neighbouring regions to Broadland and South Norfolk and international migration to Norwich. The population of Norwich contains a relatively high proportion of younger people, while in Broadland and South Norfolk there is a high proportion of older people. Life expectancy is higher than the national average.

3.7 The economy is diverse and, until the recession, was performing strongly. High numbers of new jobs have been created. The importance of manufacturing and farming has declined, though agriculture is still the largest user of land and automotive engineering remains strong. There has been major development of the service sector in an increasingly globalised economy. Particular strengths include the growing knowledge economy (mainly life sciences and health), financial services, retail, media, arts and, cultural and information technology based industries. Relatively low wages remain a weakness.

3.8 Economic growth is reflected in the fact that Broadland and South Norfolk are generally relatively affluent. However, deprivation is dispersed across rural parts of the area in small pockets and there are extensive levels of multiple deprivation in Norwich, the second most deprived local authority area in the region. The national economic recession and historically lower wage levels than in other parts of the east of England may compound this. Levels of health, well-being and community safety are good across the area as a whole, though the city has more limiting long-term illness and also higher crime levels associated with the regionally-important concentration of night time attractions.

3.9 Despite significant house building in recent years, including relatively high amounts of affordable housing completions (22% in 2007/8), the need for further affordable housing remains high. Further sites are required to meet the needs of Gypsies and Travellers and travelling showpeople.

3.10 The area benefits from a strong and growing tertiary education sector with the University of East Anglia, the Norwich University College of the Arts, City College Norwich and Easton College. However, the proportion of local people with qualifications is relatively low.

3.11 Public transport facilities in the area are generally good. Norwich has the most bus-based Park & Ride sites in the country and is one of the few places where bus use has increased. The area also benefits from a local rail network radiating from Norwich. Rural bus services are generally adequate on radial routes from Norwich, but there are limited cross-country links. Demand responsive transport has been promoted by the County Council to provide better rural coverage. Opportunities to further enhance bus-based public transport in, and to, Norwich are severely limited by congested road space. Since there is net in-commuting to Norwich from all directions, peak hour congestion occurs around the city. In particular, there are unacceptable levels of traffic in the northern suburbs and on minor roads in the nearby villages adversely affecting quality of life, local business, access to the airport, and opportunities for growth.

3.12 A large amount of development has and continues to take place in and around Norwich. The Broadland Business Park, the expansion of Norwich International Airport, Longwater employment area, major superstores and the Norfolk and Norwich University Hospital have all been developed outside the city centre. These changes in land use, the increased car ownership and broader social changes have resulted not only in a changed trip pattern, but also greatly increased the number of trips in and around Norwich. This resultant traffic is causing delays at most junctions within Norwich. Much of the existing network is currently operating at over 90% of its capacity which leads to a situation where delays to traffic are significant. As the economy in Norwich grows, it is likely that traffic levels will grow and add to the congestion problem.

Norwich Cathedral

3.13 There is also significant through traffic, despite actual volumes crossing the inner ring road declining. Work on the traffic impacts of the NDR suggests that there are some 19,000 cross city trips that the scheme would remove.

3.14 Principal international connections are via Norwich International Airport, Stansted Airport, Eastport (Great Yarmouth) and Haven Gateway (Felixstowe and Harwich). Stansted Airport has major growth planned. If this should be delayed further growth pressures are likely at Norwich International Airport.

3.15 The A11 provides key strategic access to London, Cambridge, the south Midlands and much of the rest of the UK. The dualling of the A11 is due for completion in 2013.

3.16 This JCS proposes significant growth in the A11 corridor. The Breckland Core Strategy also proposes 4,000 dwellings at Attleborough and 6,000 at Thetford, and strategic employment development is proposed at Snetterton.

3.17 Road access to and through the north of Norwich is congested. As a consequence, strategic access to Norwich International Airport, the coast and the Broads is poor.

3.18 The A140 provides strategic access to London and Ipswich and local links to Diss and Harleston. The A140 is almost entirely single carriageway and subject to a range of speed restrictions, particularly in Suffolk. The A146/A12 is an important link for the rural south east of the JCS area, and for Beccles and Bungay in Waveney.

3.19 The A47 to the west provides strategic road access to the Midlands and North. It is mostly single carriageway in Norfolk and suffers from congestion and safety issues. Significant growth is proposed at East Dereham and King's Lynn.

3.20 The A47 and A12 to the east of the JCS area, connect to Great Yarmouth and Lowestoft, which are coastal resorts and industrial towns with significant regeneration needs. The development of Eastport at Great Yarmouth will provide access to continental Europe. However, the A47 to the east of Norwich has significant limitations.

3.21 The mainline rail service provides access to Wymondham, Diss, Ipswich, Cambridge, London and the rest of the UK. There are ongoing issues of journey reliability and duration on the rail line. No government commitment has been made to the east-west rail proposal which would provide direct access to Oxford and the west of England.

3.22 The Bittern Line provides a local rail link for North Norfolk and the Wherry Line provides a local rail link to Great Yarmouth and Lowestoft.

3.23 Wroxham/Hoveton is a cross-border settlement, with growth planned at Hoveton in the North Norfolk Core Strategy in recognition of its wide range of services.

3.24 The Broads Authority area extends into the JCS area. The boundary is tightly drawn and many Broads settlements are within the JCS area rather than the Broads Authority area. The Broads are a major tourism and leisure asset, but also a highly sensitive wetland environment of international significance.

Strategic Connections

Key

- Main Roads
- Motorways
- Rail Links

This plan is based on Ordnance Survey Map Data
with the permission of The Controller of her Majesty's
Stationery Office © Crown Copyright.
Any unauthorised reproduction may lead to prosecution.
Broadland District Council – 100022319
Norwich City Council – 100019747
South Norfolk District Council – 100019483

September 2009

References:

03 Spatial portrait

- Norfolk County Council 2007 mid year population estimates
- Norfolk Insight
- The English Indices of Deprivation 2007
- Deprivation in Rural Norfolk: OCSI 2006
- Greater Norwich Housing Market Assessment
- An Economic Assessment of Greater Norwich (2009)
- Pre-submission JCS Sustainability Appraisal Report
- Natural England Countryside Character maps
- Regional Spatial Strategy: Annual Monitoring Report

04 Spatial vision

4.1 The Sustainable Community Strategies for Broadland, Norwich and South Norfolk and the County Strategic Partnership express their communities' local aspirations and provide a context for this Joint Core Strategy.

4.2 The main common themes of the Sustainable Community Strategies are:

- to have access to suitable housing, jobs, facilities and services for all, whatever their needs
- to have healthier and safer places and a high quality environment that is protected and respected for everyone's enjoyment
- to develop the right infrastructure so that people can travel using varied forms of transport
- to provide opportunities for people to learn at all stages of life
- for people to play an active part in community life and to be involved in decision making

4.3 The spatial vision acknowledges significant changes to the area required to meet the ambitious targets for new homes and jobs that the area needs. This vision describes what sort of area we are aiming for in the future and shows how the spatial planning elements of the Sustainable Community Strategies can be achieved. The central theme is building sustainable communities with a high quality of life, by addressing the implications of climate change, conserving and enhancing the area's high quality environment, providing for the full range of essential infrastructure and community facilities, enhancing accessibility, building on the cultural assets and creativity of the area, and ensuring a vibrant economy fulfils its potential.

The spatial vision

By 2026 the extended communities of Broadland, Norwich and South Norfolk will be strong, cohesive, creative and forward-looking. Between 2008 and 2026, at least 36,820 new homes will be built (of which approximately 33,000 will be in the Norwich Policy Area as defined in Appendix 4) and about 27,000 new jobs will be created. All communities will be safer, healthier, more prosperous, sustainable and inclusive. High quality homes will meet people's needs and aspirations in attractive and sustainable places. People will have access to good quality jobs and essential services and community facilities, with less need to use the car.

Development will be to the highest possible standards of design, enhancing the quality and distinctiveness of the area and will bring improved infrastructure, services and facilities to benefit new and existing communities.

Growth will be focussed on brownfield land in the Norwich urban area and in a very large mixed use urban extension within the Old Catton, Sprowston, Rackheath and Thorpe St Andrew growth triangle (Appendix 5). Other large-scale growth will take place at the expanded communities of Easton/Costessey, Cringleford, Hethersett, Long Stratton and Wymondham. New and expanded communities will be highly sustainable with good access to local jobs and strategic employment areas and will be served by new or expanded district and local centres providing shops, health, education, services and facilities easily accessible by foot, bicycle and public transport. More moderate levels of growth will take place in the other towns and larger villages across the area, supported by new local jobs, services, community facilities and other infrastructure.

New housing in South Norfolk

Climate change and sustainability

- regeneration, development and growth will create sustainable places and revitalise areas of deprivation, while minimising the use of global resources, supporting the development of good waste management practices, maximising the use of brownfield land and mitigating and adapting to the effects of climate change
- people will use less water, the quality of water resources and the aquatic environment will be maintained or improved, and the risk of flooding will be avoided or mitigated
- inspired by the proposed exemplar at Rackheath, zero carbon development will be the standard to be achieved through advances and innovation in the design, construction and management of sustainable communities and new buildings which improve energy efficiency and use renewable energy
- a network of green links will connect existing open space and wildlife habitats across urban areas and the countryside, and link to neighbouring areas outside the JCS including the Broads

Communities

- everyone will have access to suitable housing that reflects their needs
- people will enjoy healthy, safe and fulfilling lifestyles, have equitable access to high standards of health and social care and make informed choices about their own health
- there will be excellent opportunities for lifelong learning and personal development and people will have high expectations for their own educational achievement to meet their needs, to contribute to the life of their communities, and to the economy
- the area will be renowned for its culture, creativity and spirituality, with high quality cultural and leisure opportunities that improve people's well-being
- there will be excellent public open space, sport and recreational facilities and community centres. Improved access to and from the countryside will ensure everyone can take part in community and cultural activities

Working and getting around

- business investment in the area will support and create a sustainable, diverse and thriving economy that is accessible and appropriate to the needs of all the community, where the social and environmental performance of the economy is improved
- investment at strategic and other employment locations will help create a stronger economy (including at Norwich city centre; Norwich Research Park, Hethel Engineering Centre, Old Catton, Sprowston, Rackheath, Thorpe St Andrew Growth Triangle, Longwater, Wymondham and around Norwich International Airport). Growing the local economies in Main Towns and Key Service Centres will help revitalise the whole economy
- access to and across the area will be improved with the completion of the NDR and the Long Stratton bypass. As a key element of NATS the NDR is needed to service current transport requirements and is a prerequisite for development of housing and employment to the north east of Norwich. The NDR will enable significantly enhanced public transport, cycling and walking networks. A Bus Rapid Transit network will serve key destinations. Rural isolation will be reduced by improving transport networks and encouraging and enabling new communication and information technologies. Aided by this package of measures, people will need to use their cars less as jobs, shops, schools, services and recreational facilities will be in areas accessible by public transport, cycling and pedestrian routes
- more visitors will be attracted to the area by enhancing links between the wider Norwich area and places of natural beauty such as the Broads, the Brecks and the coast

The urban area of Norwich

- the expanded urban area of Norwich will be a greener city, both in appearance and environmental performance. It will be a stronger social, economic and cultural centre with a focus for jobs, shopping, leisure and other activities
- the extent and intensity of deprivation will have been significantly reduced
- Norwich city centre will build on its importance for key economic sectors including financial and general insurance services, retailing and creative and media industries. It will continue to be a UK 'top-10' retail centre
- Norwich will treasure and promote its rich historic, cultural and architectural heritage, encouraging new buildings built to an exceptional design quality, and by maintaining and enhancing its parks, wildlife sites, woodland and heathland
- Norwich will continue to be the cultural capital of East Anglia and local people and visitors will have access to theatres, art galleries, museums and buildings of architectural and historical interest. The cultural economy will stimulate regeneration, increase tourism and encourage an active and cohesive community
- sustainable transport options will include a network of safe and convenient pedestrian and cycle links and public transport services to provide easy access between residential areas, the city centre, business parks, local services and further a field, reducing the need for car use
- a vibrant network of accessible district and local centres will provide for day to day needs

Towns, villages and the rural area

- the Main Towns, Key Service Centres and Service Villages will be focal points for communities to have better access to quality jobs, healthcare, education and community facilities and shops
- the rural area will retain its distinctive Norfolk character and will continue to be working and tranquil, recognising the Broads, and other locally and nationally important habitats

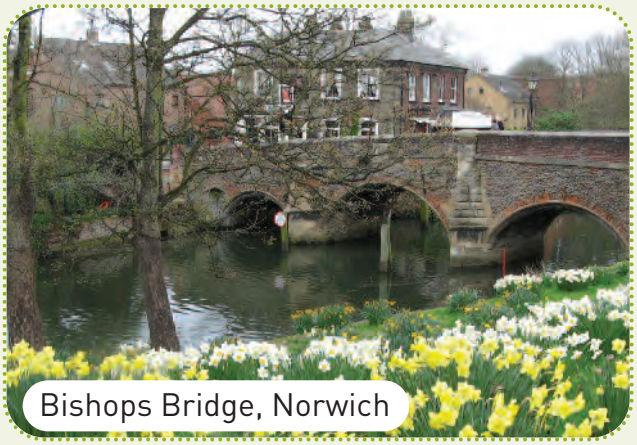
The four Main Towns of Aylsham, Diss, Harleston and Wymondham will:

- provide for a safe and healthy quality of life
- retain attractive historical centres as a focus for their continued success serving their rural catchments
- enjoy greater economic prosperity with new opportunities for business
- accommodate new housing allocations that will be moderate in Aylsham (300 homes – subject to resolution of sewage capacity constraints), Diss (300 new homes) and Harleston (200-300 new homes), and large-scale in Wymondham (2,200 dwellings). This will be developed in a sustainable manner complementing each town's form, function, historic character and quality, and incorporating good sustainable transport links to town centres, local employment locations and good recreation, leisure and community facilities
- be enhanced by cultural activities including those arising from 'Cittaslow' (slow town) status in Diss and Aylsham

The ten Key Service Centres of Acle, Blofield, Brundall, Hethersett, Hingham, Loddon/Chedgrave, Long Stratton, Poringland/Framingham Earl, Reepham and Wroxham will:

- remain attractive places with a range of enhanced shops, services, community facilities and job opportunities to meet local and surrounding area needs
- generally accommodate small to moderate new housing allocations (between 50 and 200 dwellings) in accordance with the capacities of local services, community facilities and utilities provision. Hethersett and Long Stratton will see more major housing growth and enhanced services. Long Stratton residents will also benefit from the enhanced quality of life resulting from a bypass
- form limited, but strong employment and tourism related links with the Norfolk Broads (i.e. at Acle, Brundall, Loddon/Chedgrave and Wroxham)
- have enhanced transport links to Norwich and the Main Towns

The vitality of Service and Other Villages will have been enhanced and their form and character maintained by the development of sustainable, small-scale housing, economic development and other local facilities.



Bishops Bridge, Norwich

4.4 Spatial planning objectives

Spatial planning objectives provide the framework to monitor the success of the plan. They are derived from the Sustainable Community Strategies.

Objective 1

To minimise the contributors to climate change and address its impact

Throughout Broadland, Norwich and South Norfolk, high standards of design and sustainable access will be promoted to reduce greenhouse gases and adapt to the impact of climate change. Zero and low - carbon developments will be encouraged. Water efficiency will be a priority in both new and existing development. New development will generally be guided away from areas with a high probability of flooding. Where new development in such areas is desirable for reasons of sustainability (e.g. in the city centre), flood mitigation will be required and flood protection will be maintained and enhanced.

Objective 2

To allocate enough land for housing, and affordable housing, in the most sustainable settlements

The type, size and tenure, including affordable housing, will meet the needs identified by the Greater Norwich Sub Regional Housing Assessments. Most new homes will be built in the Norwich Policy Area (around 33,000 out of 36,820 between 2008 and 2026). Smaller sustainable settlements will accommodate smaller-scale growth. People will have alternatives to using cars and new housing, employment and services will be planned so they are grouped together wherever possible. The settlement hierarchy defines the towns and villages with a good range of jobs, services and facilities. Appropriate densities will make sure land is used efficiently and community needs will be met.

Objective 3

To promote economic growth and diversity and provide a wide range of jobs

Existing employment sites will be safeguarded and enough land for employment development will be allocated to meet the needs of inward investment, new businesses and existing businesses wishing to expand or relocate. Norwich city centre will continue to exert a powerful economic influence over the wider area. Its growth will be further encouraged, so that the centre remains one of the best in the country for retail and employment. Within the Norwich Policy Area, Thorpe St Andrew, Longwater, Norwich Research Park, Norwich Airport, Rackheath, Hethel and Wymondham will also be the focus of further jobs growth. Supporting economic growth in the market towns and revitalising the rural economy are also priorities. Mixed use development, live/work units and diversification schemes will be encouraged to reduce the need for local people to commute long distances to work. As the employment needs of the area are so diverse it is essential to provide jobs for all people in the community.

Objective 4

To promote regeneration and reduce deprivation

There are significant concentrations of deprivation in Norwich, as well as equally serious pockets of deprivation in surrounding towns, villages and rural areas. Growth will be used to bring benefits to local people, especially those in deprived communities, to regenerate communities, local

economies, under-used brownfield land and neighbourhoods by creating safe, healthy, prosperous, sustainable and inclusive communities. Development and growth will be used to bring benefits to local people, especially those in deprived communities.

Objective 5

To allow people to develop to their full potential by providing educational facilities to support the needs of a growing population

Within Broadland, Norwich and South Norfolk there is a need to improve, expand and develop new education provision to serve an increasing population and higher educational aspirations. It is essential to provide an environment and the facilities to improve the skills of the workforce to support the developing economy of the area.

Objective 6

To make sure people have ready access to services

Norwich city centre will continue to provide a wide range of services accessible to a very wide area. The diversity, vitality and accessibility of the city centre will be maintained and enhanced. Investment will be encouraged in district and local centres to enhance accessibility, vitality and viability. The surrounding market towns and service centres will continue to play a key service role. Innovative approaches will be taken to support rural service provision. Wherever new homes or jobs are to be developed, existing supporting services must either already be adequate or will be provided at the right stage of a new development. This will ensure existing and future residents and workers will have access to the services they need.

Objective 7

To enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact

The location and design of development will reduce the need to travel especially by private car. Greater use of sustainable modes of transport will be encouraged by better public transport, footways and cycle networks, and by co-location of housing with services, jobs, shops, schools and recreational facilities. A Bus Rapid Transit system and general enhancement to bus infrastructure will be introduced on key routes in the Norwich area. The strategic road network is also essential, especially for the health of the economy. The road network will provide improved access within Broadland, Norwich and South Norfolk in particular through the construction of the Northern Distributor Road. More than 90% of the area is rural and rural isolation can be reduced by encouraging newer communication and information technologies.

Objective 8

To positively protect and enhance the individual character and culture of the area

Promoting culture will help to develop the economy, stimulate further regeneration, increase sustainable tourism and promote community involvement. The role of Norwich as the cultural capital of East Anglia will be enhanced, so local people and visitors have access to a variety of facilities such as theatres, art galleries, museums and buildings of architectural and historic interest. Smaller scale cultural opportunities exist throughout the rest of the area and, in particular, in the market towns. Adequate public open space, sport and recreational facilities, as well as access to the countryside, is needed locally to make sure everyone can

take part in community activities. More visitors will be encouraged to the area by protecting the very qualities that make the area attractive. Gateways between the wider Norwich area and the Broads, the Brecks and the coast will be enhanced in a way that does not harm their special character.

Objective 9

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

The area is a special place and everyone should be proud of where they live, work, or study. Norwich has a remarkable historic centre with some fine architecture. There are also extensive areas of open space, historic parks and gardens, wildlife sites and wooded ridges in the city. The surrounding market towns and villages are very attractive with each having its own identity. People living in the area have access to open countryside, river valleys, wildlife sites and the special qualities of the Broads and the coast. It is a priority to maintain and improve these special qualities so that everyone can enjoy them. The use of previously developed land will be prioritised to minimise the loss of agricultural land and the countryside. The scale of development we have to accommodate will require the development of some significant greenfield areas, which will affect the existing landscape. Where this is necessary, development must provide environmental gains through green infrastructure, including allotments and community gardens. Biodiversity, geodiversity and locally distinctive landscapes will be protected and enhanced. Linkages between habitats will be promoted, helping to enable adaptation to climate change. Sustainable access to the countryside will be promoted. Efficient use will be made of minerals, energy and water resources, and the production of waste will be minimised.

Objective 10

To be a place where people feel safe in their communities

People will have a stronger sense of belonging and pride in peoples' surroundings. There will be reduced crime and the fear of crime. Better community facilities, better road safety and design of new developments will help to reduce crime.

Objective 11

To encourage the development of healthy and active lifestyles

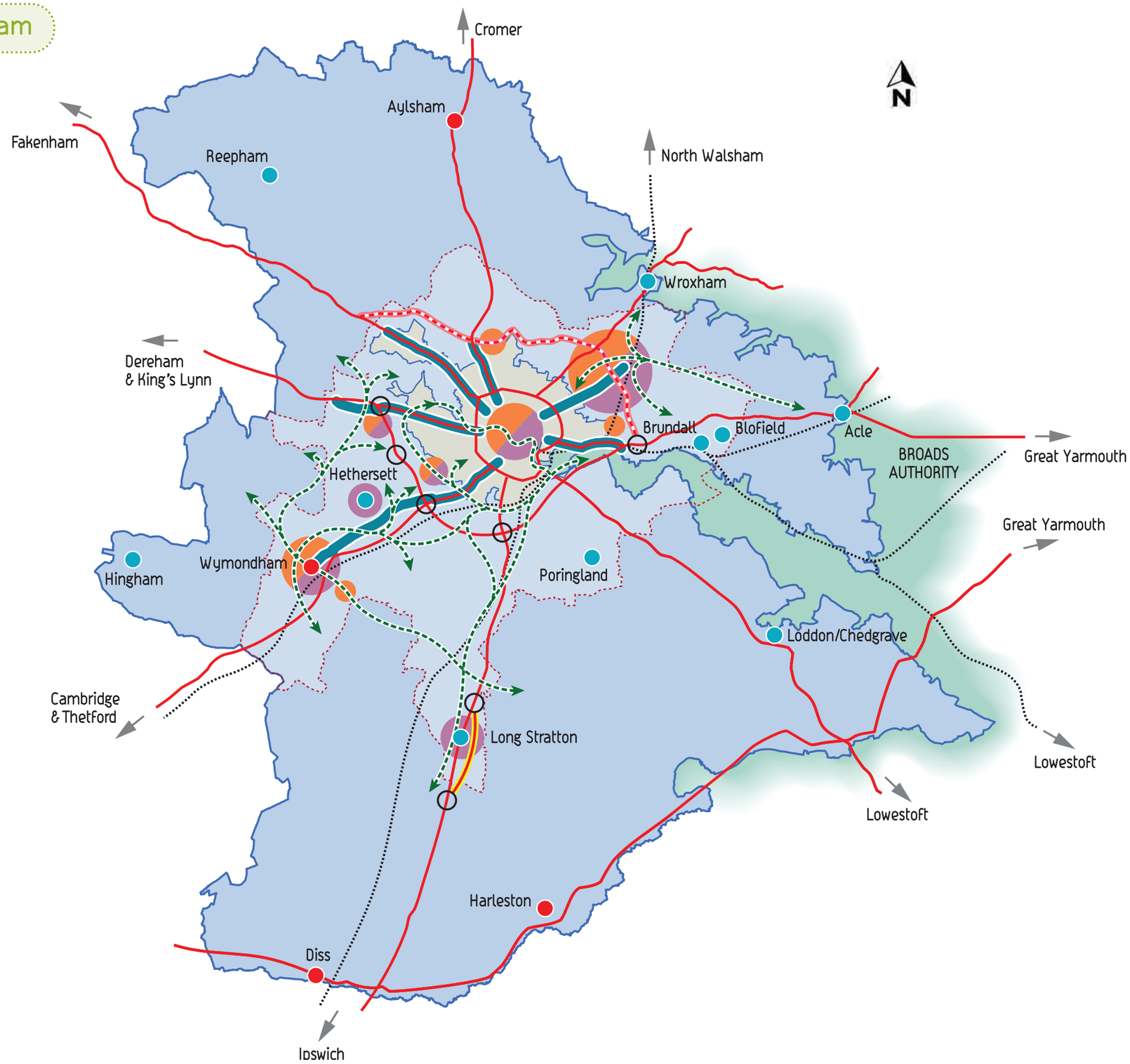
Within Broadland, Norwich and South Norfolk the accessibility of open space, the countryside, sports and recreational facilities will be improved. People will also be offered the best opportunities to make healthy travel choices as part of their daily lives. By working with NHS Norfolk and Norfolk County Council, medical and social facilities will be properly planned for new developments and will be accessible to all.

Objective 12

To involve as many people as possible in new planning policy

All sections of the community will be actively encouraged to express their own vision of the future through this strategy, further plans and planning applications. There will be a particular focus on involving people who have not previously had a say in planning. As many people as possible should play a part in the ambitious long-term plans for growth across the whole area. This will help make planning more inclusive, and give confidence that the benefits of growth are felt more equally across existing and new communities in and around Norwich.

Key Diagram



Key

- Joint Core Strategy Area
- Norwich Policy Area
- Norwich Urban Area
- Broads Authority Area
- Strategic Employment Sites
- Major Housing Growth & Associated Facilities
- Norwich Northern Distributor Road
- Long Stratton Bypass
- Major Junction Improvements
- Bus Rapid Transit Corridor
- Green Infrastructure Priority Corridors supporting key growth locations (Other Green Infrastructure opportunies throughout the area)
- Main Towns
- Key Service Centres
- A Roads
- Railways

NB. For City Centre see separate City Centre Key Diagram

This plan is based on Ordnance Survey Map Data with the permission of The Controller of her Majesty's Stationery Office © Crown Copyright.
Any unauthorised reproduction may lead to prosecution.
Broadland District Council – 100022319
Norwich City Council – 100019747
South Norfolk District Council – 100019483

September 2009

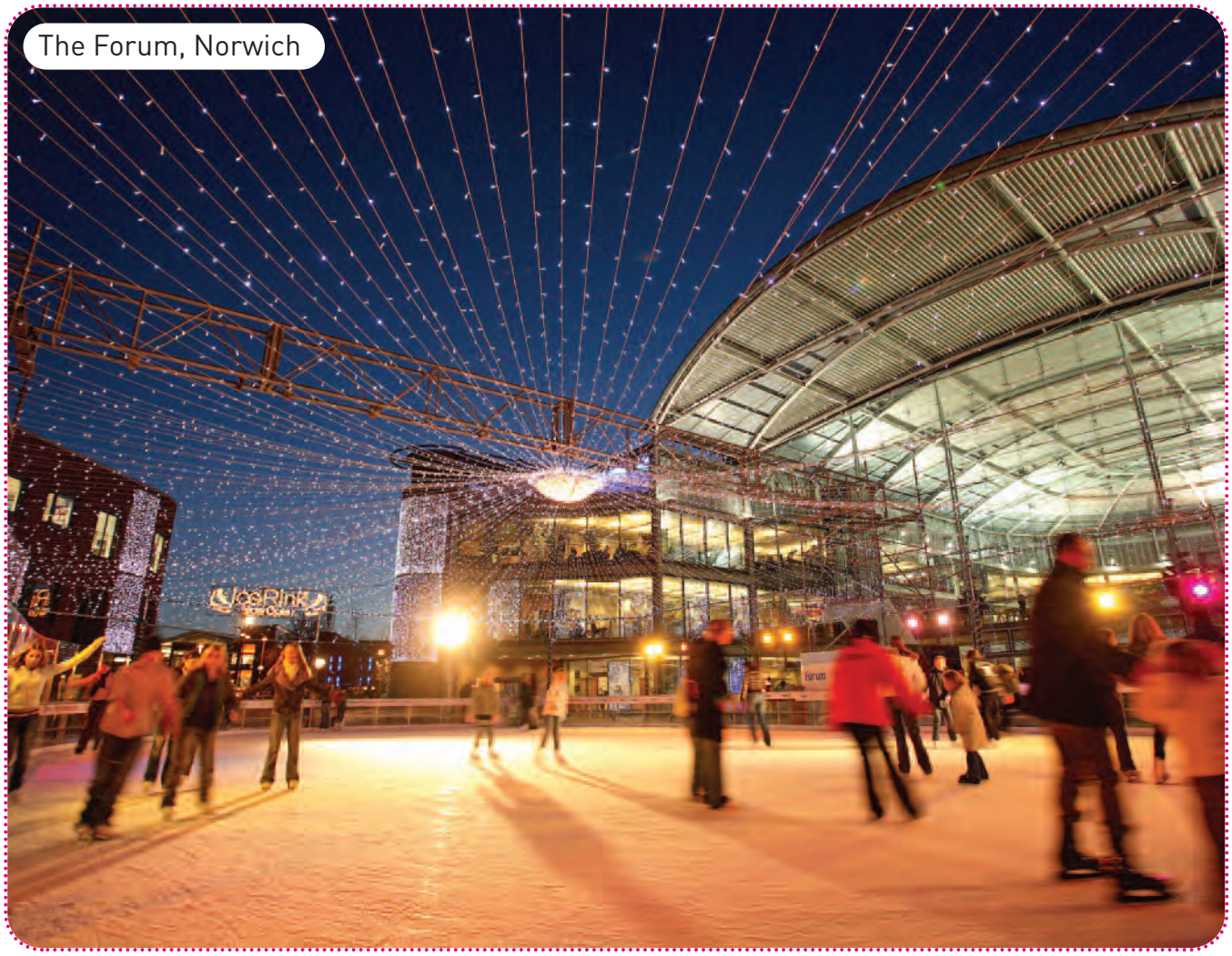
Key Diagram

References:

04 Spatial vision

- Broadland Community Partnership Strategy and Action Plan
- A New Vision for Norwich: The Sustainable Community Strategy
- Your Sustainable Community Strategy for South Norfolk
- Norfolk Ambition – The Sustainable Community Strategy for Norfolk

Area-wide policies 05



The Forum, Norwich

Policies 1 to 8 apply to the whole plan area

Policy 1: Addressing climate change and protecting environmental assets

To address climate change and promote sustainability, all development will be located and designed to use resources efficiently, minimise greenhouse gas emissions and be adapted to a changing climate and more extreme weather.

Development will therefore:

- be energy efficient
- provide for recycling of materials
- use locally sourced materials wherever possible
- be located to minimise flood risk, mitigating any such risk through design and implementing sustainable drainage
- minimise water use and protect groundwater sources
- make the most efficient appropriate use of land, with the density of development varying according to the characteristics of the area, with the highest densities in centres and on public transport routes
- minimise the need to travel and give priority to low impact modes of travel
- be designed to mitigate and be adapted to the urban heat island effect in Norwich
- improve the resilience of ecosystems to environmental change

The environmental assets of the area will be protected, maintained, restored and enhanced and the benefits for residents and visitors improved.

Development and investment will seek to expand and link valuable open space and areas of biodiversity importance to create green networks. Where there is no conflict with biodiversity objectives, the quiet enjoyment and use of the natural environment will be encouraged and all proposals should seek to increase public access to the countryside.

All new developments will ensure that there will be no adverse impacts on European and Ramsar designated sites and no adverse impacts on European protected species in the area and beyond including by storm water runoff, water abstraction, or sewage discharge. They will provide for sufficient and appropriate local green infrastructure to minimise visitor pressures. Development likely to have any adverse affect on nationally designated sites and species will be assessed in accordance with national policy and legislation.

In areas not protected through international or national designations, development will:

- minimise fragmentation of habitats and seek to conserve and enhance existing environmental assets of acknowledged regional or local importance. Where harm is unavoidable, it will provide for appropriate mitigation or replacement with the objective of achieving a long-term maintenance or enhancement of the local biodiversity baseline
- contribute to providing a multifunctional green infrastructure network, including provision of areas of open space, wildlife resources and links between them, both off site and as an integral part of the development
- help to make provision for the long-term maintenance of the green infrastructure network
- protect mineral and other natural resources identified through the Norfolk Minerals and Waste Development Framework

The built environment, heritage assets, and the wider historic environment will be conserved and enhanced through the protection of buildings and structures which contribute to their surroundings, the protection of their settings, the encouragement of high-quality maintenance and repair and the enhancement of public spaces.

Contributes to spatial planning objectives 1 and 9

5.1 Government and regional policy places considerable emphasis on the need to minimise emissions and respond to the effects of climate change. It will be important to ensure that development fulfils this requirement and meets the challenge. Polices 2 and 3 below, promoting high quality design and water and energy efficiency will have a key role in addressing climate change and the theme finds expression in several other policies in the JCS.

5.2 Higher development densities support public transport, local services and resource efficiency. In appropriate urban locations car free development will be promoted. However, consideration of density will also need to take account of local characteristics and other design criteria including the need for open space.

5.3 While subsequent policies in this strategy maximise the level of development on brownfield land the opportunities for new allocations are limited. Only a very limited proportion of new employment allocations and fewer than 20% of new housing allocations are likely to be on brownfield land. When added to existing commitments the proportion of total housing development on brownfield land is likely to be between 25% and 30%.

5.4 The area has a wealth of environmental assets ranging from international and national status, to those of local importance. These must be safeguarded and enhanced for the benefit of current and future generations. These assets include biodiversity (wildlife and habitats), built heritage and the wider historic environment, ancient monuments and archaeological assets, geodiversity (geological features), landscape and historic landscape character; as well as more general aspects such as the countryside and rural character, the setting of Norwich, towns and villages and the Broads. Assets of local importance, such as County Wildlife Sites are valuable in their own right, and in combination provide a significant resource.

5.5 Investment and development will provide a multifunctional network of green spaces and green links, having regard to factors such as accessibility, existing and potential open spaces, natural and semi-natural areas, protection of the water environment, landscape, geodiversity and the fundamental need to contribute to ecological networks. More detailed delivery of green infrastructure will be taken forward through delivery plans and other elements of LDFs.

5.6 Many of Norfolk's natural habitats have been lost and fragmented with once extensive areas of habitat reduced to small remnants isolated from each other and surrounded by relatively inhospitable land uses, reducing biodiversity and increasing vulnerability. To address these concerns, the Norfolk Biodiversity Partnership accords high priority to the development of an ecological network, as illustrated by the maps on pages 33 and 34, which include:

- core areas, formed of existing clusters of high value wildlife sites
- enhancement areas, where there is a need for habitat improvement and creation
- corridors and stepping stones through green infrastructure improvements

5.7 The overall aim of the network is to promote connectivity between core areas and through the wider landscape, thus allowing wildlife to move in response to environmental change and other factors. To achieve this, enhancement of habitats outside of the core and designated areas will also be required. The creation of ecological networks is fundamental to meeting local and regional biodiversity targets but will be a long-term process that is likely to take several decades to complete.

5.8 Sufficient high quality green infrastructure will be required to provide buffer zones and alternative destinations to help manage visitor pressure on the Broads and other nearby areas of national and international importance for biodiversity. It is particularly important that all proposals and policies in this strategy are read in conjunction with this policy and the need to have no detrimental effects on Special Protection Areas (SPAs), Special Areas for Conservation (SACs) and Ramsar sites. These internationally designated sites are protected under the Habitats Regulations. To reflect the findings of the Habitats Regulation Assessment of the JCS, the policy places a particular focus on their protection in relation to water quality, water resource and visitor pressures.

5.9 A proposed green infrastructure network (see map on page 33) for the whole Greater Norwich area has been identified to inform more detailed policies elsewhere in LDFs and the green infrastructure priority areas supporting growth locations set out on page 69.

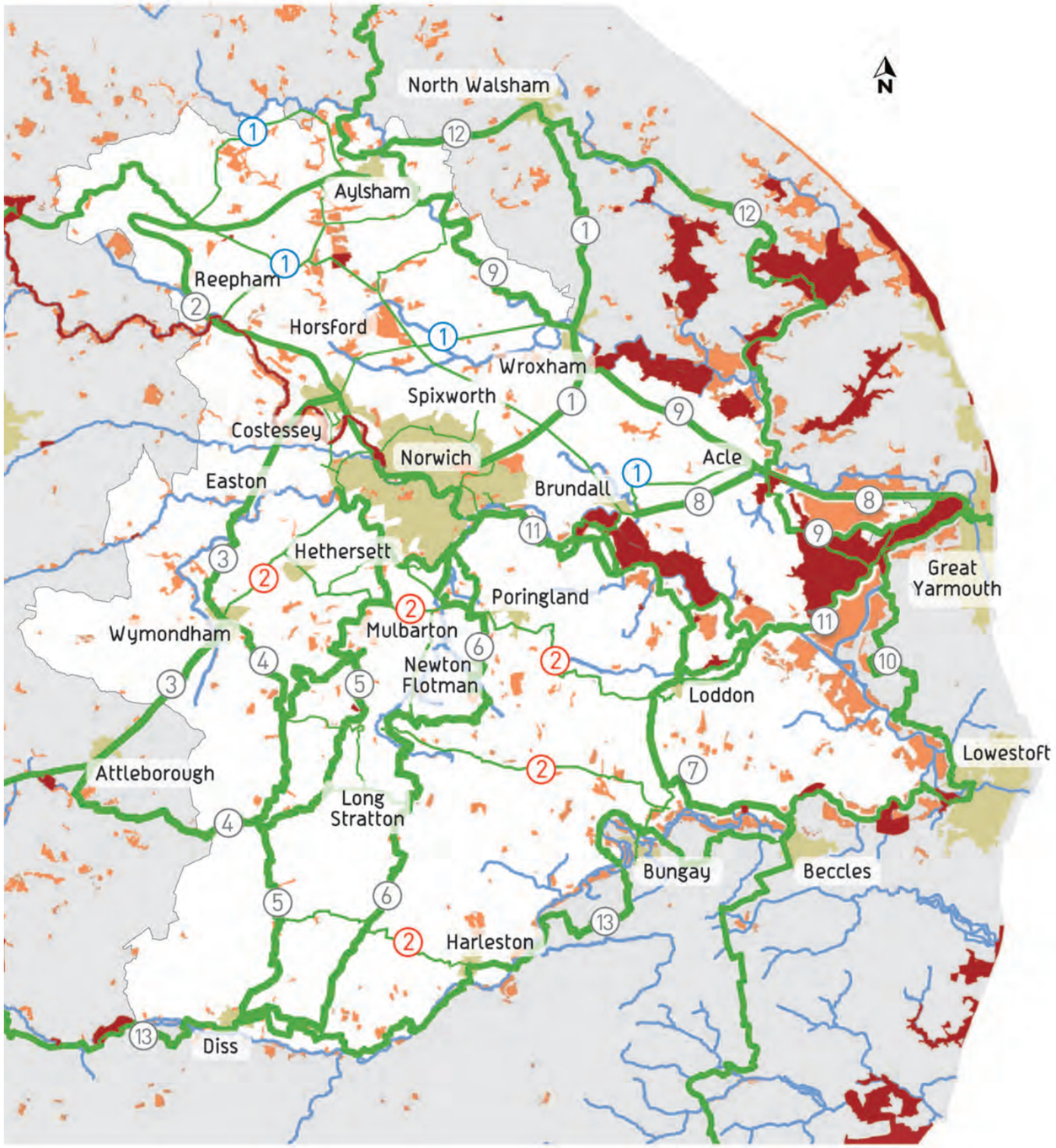
Billingford Mill

References:

05 Area-wide policies, Policy 1

- Planning Policy Statement 1 (PPS1) Delivering Sustainable Development
- Planning Policy Statement 5 (PPS 5) Planning for the Historic Environment
- Planning Policy Statement 9 (PPS 9) Biodiversity and Geological Conservation
- East of England Plan Policies ENG1, ENG2, WAT1, WAT4 and ENV1-7
- Strategic Flood Risk Assessment
- Greater Norwich Integrated Water Cycle Study Stage 2b (2009)
- Sustainable Energy Study for the Joint Core Strategy for Broadland, Norwich, and South Norfolk (2009)
- Historic Characterisation and Sensitivity Assessment (Norfolk County Council 2009)
- The Code for Sustainable Homes
- BREEAM: the Environmental Assessment Method For Buildings
- Greater Norwich Development Partnership Green Infrastructure Study (2007)
- Greater Norwich Green Infrastructure Delivery Plan (2009)
- Appropriate Assessment of the JCS of Broadland, Norwich and South Norfolk
- Norfolk Biodiversity Partnership: Norfolk Ecological Network (2007)
- CNC Building Control

Proposed green infrastructure network for the greater Norwich area



Source: Greater Norwich Green Infrastructure Study 2007.
The Green Infrastructure opportunities on this map are indicative only. The map illustrates information about opportunities at a strategic level and does not indicate a constraint on development.

Key

1. North East Norwich – Wroxham – North Walsham Corridor
2. Norwich – Reepham – Aylsham Corridor
3. North West Norwich – Wymondham – Attleborough – Thetford Corridor
4. South West Norwich – Wymondham – Attleborough Corridor
5. South Norwich – Mulbarton – Diss Corridor
6. South Norwich – East Diss Corridor
7. Loddon – Beccles – Lowestoft Corridor
8. East Norwich – Brundall – Acle – Great Yarmouth Corridor
9. Aylsham – Wroxham – Acle – Great Yarmouth Corridor
10. Great Yarmouth – Lowestoft Corridor
11. East Norwich – The Broads – Great Yarmouth Corridor
12. Acle – North Walsham – Aylsham – Cromer Corridor
13. Lowestoft – Beccles – Bungay – Harleston – Diss – Thetford Corridor

(1) Northern Greater Norwich Area Green Infrastructure Corridor Network
(2) Southern Greater Norwich Area Green Infrastructure Corridor Network

- Local Green Infrastructure Corridors
- Sub-Regional Green Infrastructure Corridor
- Existing Main Urban Areas
- River Valleys & Wetlands
- Existing Green Infrastructure Sites (Strategic Open Spaces & Core Biodiversity Areas, including SSSIs and CWSs)
- European & International Designated Wildlife Sites

This plan is based on Ordnance Survey Map Data
with the permission of The Controller of her Majesty's
Stationery Office © Crown Copyright.
Any unauthorised reproduction may lead to prosecution.
Broadland District Council – 100022319
Norwich City Council – 100019747
South Norfolk District Council – 100019483

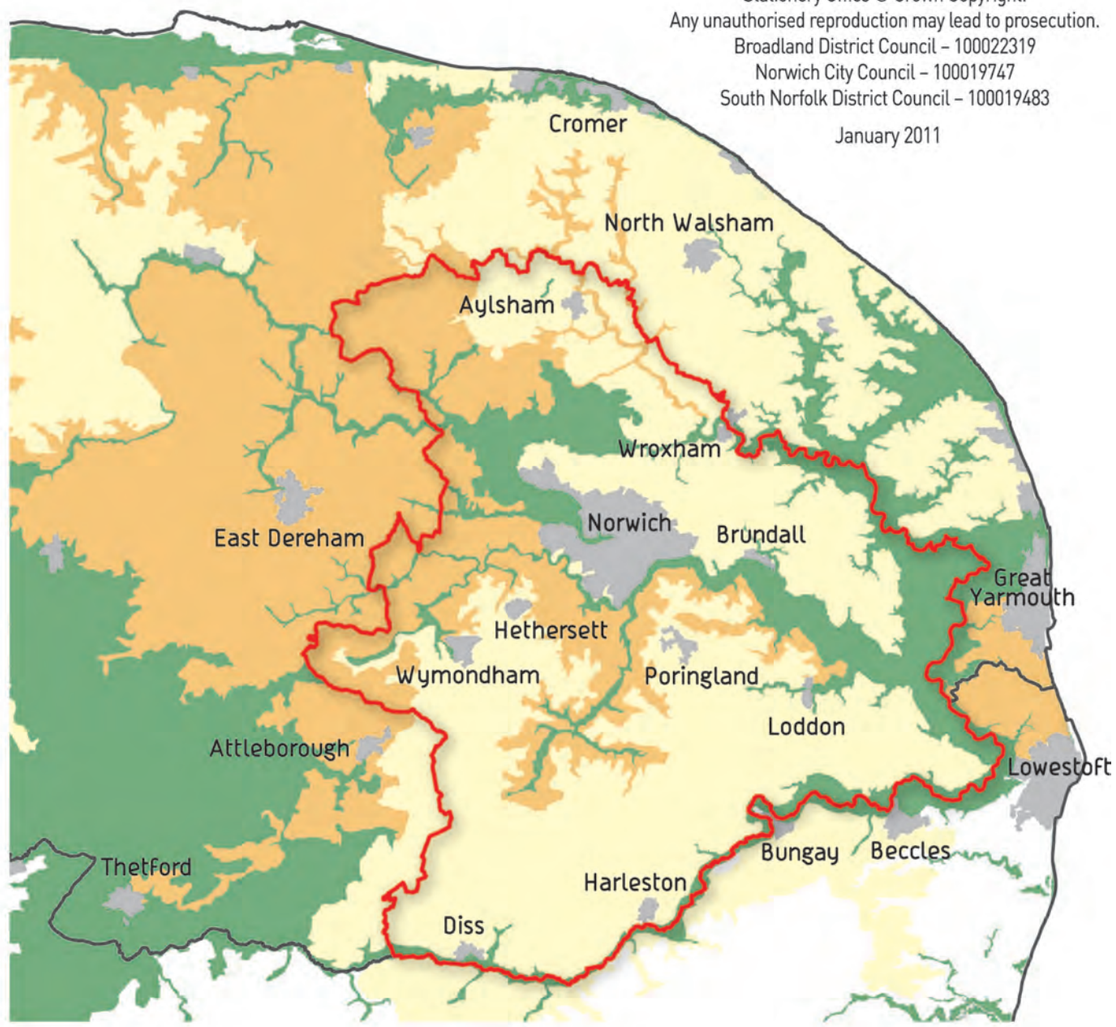
January 2012

Proposed green infrastructure network for the greater Norwich area

Biodiversity enhancement areas

This plan is based on Ordnance Survey Map Data
with the permission of The Controller of her Majesty's
Stationery Office © Crown Copyright.
Any unauthorised reproduction may lead to prosecution.
Broadland District Council – 100022319
Norwich City Council – 100019747
South Norfolk District Council – 100019483

January 2011



Key

- Norfolk County Boundary
- Greater Norwich Boundary
- Urban Areas
- Core Area
- Buffer fragmented habitats
- Extend & link fragmented habitats

Source: Report of Ecological Mapping Network for Norfolk.
The biodiversity areas information shown on this map is indicative only. The map illustrates information about opportunities at a strategic level and does not indicate a constraint on development.

Policy 2: Promoting good design

All development will be designed to the highest possible standards, creating a strong sense of place.

In particular development proposals will respect local distinctiveness including as appropriate:

- the historic hierarchy of the city, towns and villages, maintaining important strategic gaps
- the landscape setting of settlements including the urban/rural transition and the treatment of 'gateways'
- the landscape character and historic environment, taking account of conservation area appraisals and including the wider countryside and the Broads area
- townscape, including the city and the varied character of our market towns and villages
- provision of landscaping and public art
- the need to ensure cycling and walking friendly neighbourhoods by applying highway design principles that do not prioritise the movement function of streets at the expense of quality of place
- the need to increase the use of public transport, including through 'public transport oriented design' for larger development
- designing out crime
- the use of sustainable and traditional materials
- the need to design development to avoid harmful impacts on key environmental assets and, in particular SACs, SPAs and Ramsar sites

This will be achieved by ensuring that:

- major development areas providing over 500 dwellings or 50,000m^2 of non-residential floorspace, and areas of particular complexity will be masterplanned using an inclusive, recognised process demonstrating how the whole scheme will be provided and ensuring that it is well related to adjacent development and infrastructure
- all residential development of 10 units or more will be evaluated against the Building for Life criteria published by CABE (or any successor to this standard), achieving at least 14 points (silver standard)
- Design and Access Statements for non residential development will show how the development will meet similar high standards

St Peter Mancroft, from the Forum

Contributes to spatial planning objectives 8, 9, 10 and 11

5.10 Good design can make the difference between a high quality and successful development and a mediocre or unsuccessful one. Development at any scale and location should make a positive contribution to providing better places for people. The quality of the local environment plays a crucial role in the economic success of the area. Research undertaken by the Work Foundation found that only a limited number of city regions, such as Norwich, have the prerequisites to promote the knowledge economy. These include a high quality environment. The research concludes that cities like Norwich should build on their strengths and promote local distinctiveness through high quality design. This promotes knowledge economies both tangibly, through physical improvements, and intangibly, by developing a reputation as a good place to do business. With the scale of development required, it is particularly important that the highest possible standards are achieved. The East of England Plan places particular emphasis on the importance of the historic environment of Norwich, and values the market towns and villages.

5.11 The Norwich area is of unusual landscape complexity where five distinct countryside character areas converge. A number of areas are of special historic and cultural significance. The urban edge is particularly sensitive and extensions to urban areas, whether of Norwich or the market towns, should take account of the need to enhance its character, appearance, recreational potential and biodiversity value. The 'gateways' are places where landscape and townscape changes, such as where the countryside and urban area meet, or main entrances into the city centre and town centres, for example, and on the River Yare where the Broads landscape and the Norwich built up area meet at Whitlingham and Trowse. Developers will therefore have to take account of local evidence in preparing their Design and Access Statements, including Landscape Character Assessments and Conservation Area Appraisals as appropriate.

5.12 Masterplanning for large-scale developments and areas of particular complexity (for example within the city centre) must embrace the principles of urban design, and must also examine carefully how development, including infrastructure, can be progressed logically and implementation in full can be ensured. Further guidance on the inclusion of public art will be developed through masterplans and local development documents.

5.13 To ensure the required high standards are achieved, residential development will apply the Building for Life model of residential design excellence, produced by CABE and the Home Builders Federation. At least a 'silver standard' will be expected. Though achieving the highest level is not a policy requirement, it is anticipated that over time an increasing proportion of development will achieve the 'gold standard'. Many of the principles set out in Building for Life are applicable to non-residential development, and a similar approach will be adopted when assessing development proposals. National standards, if defined, will be adopted for this assessment.

References:

05 Area-wide policies, Policy 2

- Planning Policy Statement 5 (PPS 5) Planning for the Historic Environment
- Broadland Landscape Character Assessment
- South Norfolk Conservation Area Appraisals
- Norwich City Centre Conservation Area Appraisals
- Design and Access Statements: How to write and use them
- Creating successful masterplans
- Building for Life
- Ideopolis: Knowledge City Regions (2006)
- Manual for Streets
- Planning Policy Statement 1 (PPS1): Delivering Sustainable Development
- East of England Plan
- Historic Characterisation and Sensitivity Assessment (Norfolk County Council 2009)

Corporation Yard, Norwich

Policy 3: Energy and water

Energy

Development in the area will, where possible, aim to minimise reliance on non-renewable high-carbon energy sources and maximise the use of decentralised and renewable or low-carbon energy sources and sustainable construction technologies. To help achieve this:

- all development proposals of a minimum of 10 dwellings or 1,000m^2 of non residential floorspace will be required (a) to include sources of 'decentralised and renewable or low-carbon energy' (as defined in the glossary) providing at least 10% of the scheme's expected energy requirements and (b) to demonstrate through the Design and Access Statement for the scheme whether or not there is viable and practicable scope for exceeding that minimum percentage provision
- in addition to the above requirement, detailed proposals for major developments (minimum of 500 dwellings or 50,000m^2 of non residential floorspace) will be required to demonstrate through the Design and Access Statement that the scheme has seized opportunities to make the most of any available local economies of scale to maximise provision of energy from sources of 'decentralised and renewable or low carbon energy sources'
- all development proposals of a minimum of 10 dwellings or 1,000m^2 of non residential floorspace will be required to demonstrate, through the Design and Access Statement, that all viable and practicable steps have been taken to maximise opportunities for sustainable construction

Other Development Plan Documents will allocate land for renewable energy development.

Provision will be made for strategic enhancement of the electricity and gas supply networks to support housing and employment growth. This will include major investment in existing electricity substations in central Norwich and to the east of Norwich.

Water

The release of land for development will be dependent on there being sufficient water infrastructure to meet the additional requirements arising from the new development and to ensure that water quality is protected or improved, with no significant detriment to areas of environmental importance. This will be achieved by greater efficiency and by providing infrastructure, including strategic interceptor sewers, to address environmental and capacity constraints at the strategic wastewater treatment works at Whitlingham and at local works. This water infrastructure will be upgraded as required and be operational in time to meet the demands of any development.

To ensure all housing is water efficient, new housing development must reach Code for Sustainable Homes level 4 for water on adoption of this document and developments of over 500 dwellings must reach code level 6 by 2015.

All other development should also seek to maximise water efficiency.

Contributes to spatial planning objectives 1, 6, 7 and 9

Eco Homes

5.14 The East of England Plan sets a target that 17% of the region's energy should come from onshore renewable sources by 2017, while regional water efficiency targets require a 25% reduction in water use in new development compared with 2006 minimum standards and an 8% reduction in water use for existing housing.

5.15 Development in the area will be consistent with any current national standards relating to renewable or low-carbon energy generation and the use of sustainable building technologies. In addition, schemes of a minimum of 10 dwellings or 1,000m^2 of non residential floorspace will be required to demonstrate through the related Design and Access Statement that (a) provision is made for at least 10% of the development's energy requirements to come from sources of decentralised and renewable or low-carbon energy and (b) all viable and practicable steps have been taken to maximise opportunities for sustainable construction. In addition, the Design and Access Statement for any larger development, as defined in Policy 3, will need to show that the scheme has made the most of any available local economies of scale to maximise the proportion of its energy derived from sources of decentralised and renewable or low-carbon energy. Combined heat and power [CHP] and district heating/cooling networks may be the most cost effective ways of achieving these economies. Greater Norwich Development Partnership will promote local energy generation through the establishment of Energy Service Companies (ESCOs), possibly with community ownership.

5.16 Other Development Plan Documents and Supplementary Planning Documents will give further advice on these matters. These will use the relevant government definition of zero carbon when this is available and adopted.

5.17 Water quality and availability are a key issue locally. The Water Cycle Study provided initial advice on the best locations for development in relation to water and wastewater infrastructure and subsequently identified the infrastructure required to deliver the Joint Core Strategy. The study has concluded that investment will be required for existing wastewater treatment works to ensure that there is sufficient treatment capacity to meet

needs and that water quality in the sensitive river basin which includes the Broads is not detrimentally affected.

5.18 New sewerage capacity will be required to link development to the local wastewater treatments works and for strategic connections to the key wastewater treatment works at Whitlingham and off-grid provision. This sewerage capacity will be required to be routed away from the sewers in the city centre which are near to their present capacity.

5.19 Development in Norwich, and at the strategic growth locations at Hethersett, Cringleford, Easton/Costessey and any allocations which may be made to the north west of Norwich, may be required to contribute financially to the provision of strategic sewers linking to Whitlingham. Development will need to progress in tandem with their provision.

5.20 The Water Cycle Study showed that existing water supplies must be used as efficiently as possible in this area of low rainfall and of water stress. The study also showed that sustainable water infrastructure, such as greywater recycling and rainwater harvesting, can be implemented more effectively on larger developments, but is less cost effective at the smaller scale. Therefore, in the light of the study, level 4 Code for Sustainable Homes water standards are required in smaller scale housing development and level 6 standards are required in larger scale housing developments over 500 homes.

5.21 In the longer term, further investment will be required in new water resource schemes along with water supply infrastructure in order to provide sufficient potable water to the major growth areas.

References:

05 Area-wide policies, Policy 3

- East of England Plan Policies ENG1, ENG2, WAT1, WAT2 and WAT3
- Sustainable Energy Study for the Joint Core Strategy for Broadland, Norwich, and South Norfolk (2009)
- Greater Norwich Integrated Water Cycle Study Stage 2b (2009) and Final (February 2010) with Stakeholder Position Statements
- Greater Norwich Infrastructure Needs and Funding Study (2009)
- Planning Policy Statement 1(PPS1) Delivering Sustainable Development
- Planning Policy Statement: Planning and Climate Change Supplement to Planning Policy Statement 1

Policy 4: Housing delivery

Allocations will be made to ensure at least 36,820 new homes can be delivered between 2008 and 2026, of which approximately 33,000 will be within the Norwich Policy Area (NPA – defined in Appendix 4), distributed in accordance with the Policies for places.

Affordable housing in Norwich

Housing mix

Proposals for housing will be required to contribute to the mix of housing required to provide balanced communities and meet the needs of the area, as set out in the most up to date study of housing need and/or Housing Market Assessment.

Affordable Housing

A proportion of affordable housing, including an appropriate tenure mix, will be sought on all sites for 5 or more dwellings (or 0.2 hectares or more). The proportion of affordable housing, and mix of tenure sought will be based on the most up to date needs assessment for the plan area. At the adoption of this strategy the target proportion to meet the demonstrated housing need is:

- on sites for 5-9 dwellings (or 0.2 – 0.4 ha), 20% with tenure to be agreed on a site by site basis (numbers rounded, upwards from 0.5)
- on sites for 10-15 dwellings (or 0.4 – 0.6 ha), 30% with tenure to be agreed on a site by site basis (numbers rounded, upwards from 0.5)
- on sites for 16 dwellings or more (or over 0.6 ha) 33% with approximate 85% social rented and 15% intermediate tenures (numbers rounded, upwards from 0.5)

The proportion of affordable housing sought may be reduced and the balance of tenures amended where it can be demonstrated that site characteristics, including infrastructure provision, together with the requirement for affordable housing would render the site unviable in prevailing market conditions, taking account of the availability of public subsidy to support affordable housing.

At appropriate settlements, sites that would not normally be released for housing will be considered for schemes that specifically meet an identified local need for affordable homes. Such schemes must ensure that the properties are made available in perpetuity for this purpose.

Housing with care

Mixed tenure housing with care will be required as part of overall provision in highly accessible locations. In particular provision will be required in Norwich, and the major growth locations of Old Catton, Sprowston, Rackheath and Thorpe St Andrew growth triangle, Cringleford, Hethersett, Wymondham and Long Stratton, and at Aylsham, Acle and Wroxham.

Gypsies and Travellers

Provision will be made for a minimum of 58 permanent residential pitches for Gypsies and Travellers between 2006 and 2011 to ensure full conformity with Regional Spatial Strategy Policy H3. These will be provided on the following basis: Broadland 15, Norwich 15, and South Norfolk 28.

Between 2012 and 2026, an additional minimum 78 permanent residential pitches will be provided to ensure full conformity with Regional Spatial Strategy Policy H3. These will be distributed on the following basis: Broadland 20, Norwich 20, and South Norfolk 38.

These will be provided on a number of sites. Generally sites will not have more than 10 to 12 pitches, but may be varied to suit the circumstances of a particular site. The sites will be provided in locations which have good access to services and in locations where local research demonstrates they would meet the needs of the Gypsy and Traveller communities. Some of the allowance to be provided after 2011 is expected to be provided in association with large-scale strategic housing growth.

In addition, 17 transit pitches will be provided, with the expectation that these will be provided by 2011. These will generally be in locations providing good access to the main routes used by Gypsies and Travellers, such as the A11, A47, A140 and A 143/A1066. Again, sites would not normally be expected to accommodate more than 10 to 12 pitches.

Research also shows the need for additional plots for Travelling Show People. The expectation is that 15 additional plots will be provided by 2011 and a further 12 between 2012 and 2026. These will be located on sites within the Norwich urban area, or if sites within the urban area cannot be identified, with easy access to it.

The Government has signalled its intention to revoke the Regional Spatial Strategy. When this is enacted new targets for permanent residential and transit pitches for the period after 2011 will be set, based on local evidence.

Contributes to spatial planning objective 2

5.22 The planned level of housing growth is required to address housing need and support the growth potential of the local economy. The Norwich Policy Area (NPA) is a longstanding local planning area used to ensure that growth needs arising from the Norwich urban area are addressed as close to it as possible. The table on page 43 illustrates the distribution of growth between the NPA and remaining parts of Broadland and South Norfolk. Provision is made for the period up to 2026 to meet the requirement in PPS 3 to have a 15 year housing land supply at the point of adoption. New allocations in the NPA will total to a minimum of 21,000 dwellings. Outside the NPA new allocations for the majority of individual locations are expressed as a range. The extent to which delivery of housing is meeting these requirements will be monitored using housing trajectories for the three district area and the NPA (Appendix 6).

5.23 The evidence base for the housing market assessment looks at housing requirements for the period 2006-2011. This indicated a short term need across all tenures for dwellings in the following size ranges:

- 1 bedroom 13%-17%
- 2 bedroom 29%-33%
- 3 bedroom 35%-36%
- 4 bedroom+ 19%-20%

Housing allocations

District components	Current Commitment 2008		New Allocations to 2026	New Commitment to 2026
Broadland (NPA)	2,099		9,000	11,099
Broadland (outside NPA)	915		690-1,080	1,605-1,995
Norwich	5,592		3,000	8,592
SN (NPA)	4,156		9,000	13,156
SN (outside NPA)	1,328		1,040-1,580	2,368-2,908
Total	**14,090**		**22,730-23,660**	**36,820-37,750**
		Total NPA	**21,000**	**32,847**
		Total outside NPA	**1,730-2,660**	**3,973-4,903**

5.24 We recognise that such assessments can only look a short period ahead and the mix of house types further into the strategy period will be informed by future research.

5.25 To meet the existing and future needs of the community, developments will provide a mix of sizes, types and tenures appropriate to the location. Provision will also be made for specialist housing such as supported housing, care facilities and retirement communities. The mix of house types and tenures will be based on the most up-to-date evidence at the time applications are made and also aim to ensure a reasonable balance in any local area.

5.26 Affordable housing is defined as 'housing provided for rent, sale or shared equity at prices permanently below the current market rate, which people in housing need are able to afford'.

5.27 It is difficult to estimate the need for affordable homes over the long term to 2026. However, based on the findings of the most recent assessment of housing need across the three districts (2006, updated in 2009), the requirement for affordable dwellings over the period 2008-2026 is estimated to be of the order of 11,860. This equates to just over 33% of the JCS total housing provision during that time.

5.28 The policy target is for 33% affordable housing on schemes of 16 dwellings or more, 30% on schemes of 10-15 dwellings and 20% in schemes of 5-9 dwellings. These tapered requirements for schemes below the national indicative threshold of 15 dwellings in PPS3 recognise that much development takes place on smaller sites and that without appropriate contributions from such schemes there would be a significant undersupply of affordable housing against the identified need. The Drivers Jonas Deloitte study

2010 and subsequent outputs of the model show a reasonable prospect that the above requirements are likely to be viable (without grant) in a significant proportion of cases in the various market scenarios which may prevail over the course of the plan period.

5.29 It is recognised that affordable housing provision through this policy is dependent upon the overall viability of development. In turn this depends upon a wide range of site specific circumstances. Where a developer suggests that site viability does not permit full provision at the level required by the policy this position will need to be demonstrated through the use of an open book process employing an appropriate toolkit or model before any agreement is made to reduce the proportion of affordable homes and/or amend the mix of tenures. Where possible, contributions from any available public funds such as a grant from the Homes and Communities Agency (HCA) will be sought to bring marginal or unviable schemes to viability. In order to create mixed communities, affordable housing provided as part of a market development will be expected to be integrated within the site.

5.30 From the needs assessment referred to above, the long-term required tenure mix is estimated to be about 60% social rented/40% intermediate tenures across the JCS area as a whole. This mix varies across the JCS area with the greatest need for social rented accommodation in the urban area of Norwich. Negotiations over the provision to be made by individual schemes will take account of these variations in tenure needs over place and time.

5.31 Policy on affordable housing will be regularly monitored, including (a) the outcomes of Policy 4, (b) changing needs for affordable housing and the relevant tenure mix, and (c) the viability of provision. If necessary, the policy will be formally reviewed.

5.32 Provision will also be made for affordable homes to meet a demonstrated local need on sites that would not otherwise be released for housing. These 'exceptions' sites may be allocated through Site Specific Policies or could come forward when a specific need is demonstrated in a particular settlement or group of settlements. Exceptions site allocations will be considered in settlements classified in the hierarchy as Other Villages or above, whilst applications will also be considered in other locations if appropriate. On the evidence of recent achievements and the programme schemes in mid 2010, this is likely to produce about 1,170 affordable homes between 2008 and 2026, though this is subject to the availability of funding.

5.33 Norfolk County Council Adult Social Services indicate that in excess of 500 additional housing with care dwellings (also known as extra care housing) will be required across the area by 2026. As with general housing, mixed tenure schemes will be required. Developments should be in highly accessible locations so that residents have easy access to local services and other facilities, but also where the older population of the surrounding area can access services provided within the Housing with Care scheme.

5.34 A partial revision to the East of England Plan in 2009 set requirements for the provision of pitches to meet the needs of Gypsies and Travellers in accordance with the requirements of Government Circular 01/2006. The target set was for 58 net additional pitches across the GNDP area to be provided by 2011. Beyond this the East of England Plan set an approach to longer term provision

based on extrapolation which equated to a need for an additional 78 pitches between 2012-2026. The targets up to 2011 were broadly supported by the Greater Norwich Development Partnership authorities who considered them reasonable in the light of the Norfolk wide Gypsy and Traveller Accommodation Needs Assessment undertaken in July 2007. However, beyond 2011 the proposed approach was disputed and the local authorities consider this level of need would be better determined by updated local evidence. It should be noted that a pitch represents a family unit and may therefore accommodated more than one caravan. On average about 1.7 caravans occupy each pitch. Since 2006, 11 pitches have been permitted or completed in Broadland, 14 in South Norfolk and an application for a further 3 is pending in Norwich.

5.35 The Gypsy and Traveller population is diverse, and in order to recognise the differing needs and wishes of different groups, it is proposed that the need for pitches should be met in a number of locations. It is therefore suggested that sites would not normally exceed ten to twelve pitches, though there may be variations in this to suit the circumstances of a particular site.

5.36 A range of tenure arrangements will be sought, including, for example, private ownership by Gypsies and Travellers and management by housing associations.

5.37 There is a large existing site for Travelling Show People in Norwich, which is fully occupied, and local evidence suggests there is a need for further accommodation. Each plot will need to include room for vehicles providing accommodation and also for the maintenance and storage of fairground rides and equipment.

References:

05 Area-wide policies, Policy 4

- Planning Policy Statement 3 (PPS3) Housing
- East of England Plan Policies H1-H3
- Greater Norwich Housing Strategy 2008-2011
- Greater Norwich Housing Market Assessment
- Greater Norwich Housing Market Assessment Update – November 2009 (completed January 2010)
- Greater Norwich Sub-Region Evidence Base for a Housing Market Assessment
- Norwich City Council Affordable Housing Viability Testing June 2009
- East of England Forecasting Model Spring 2010

Policy 5: The economy

The local economy will be developed in a sustainable way to support jobs and economic growth both in urban and rural locations. This will:

- provide for a rising population and develop its role as an engine of the wider economy
- facilitate its job growth potential with a target of at least 27, 000 additional jobs in the period 2008-2026
- increase the proportion of higher value, knowledge economy jobs while ensuring 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

Sufficient employment land will be allocated in accessible locations consistent with the 'Policies for places' in this strategy to meet identified need and provide for choice.

In particular:

- the needs of small, medium and start-up businesses will be addressed through the allocation of new smaller scale employment sites and the retention of, and the potential expansion of, a range of existing small and medium employment sites across the area and by requiring the provision of small-scale business opportunities in all significant residential and commercial developments. Flexible building design and innovative approaches will be sought in new and existing residential developments to encourage local working and business opportunities
- larger scale needs will be addressed through the allocation of sufficient land to provide a choice and range of sites. Development Plan Documents and investment strategies will ensure that a readily available supply of land is maintained throughout the Joint Core Strategy period
- investment strategies will focus on overcoming constraints to the release and development of key sites
- land identified for employment uses on proposals maps will only be considered for other uses that are ancillary and supportive to its employment role. Employment land with potential for redevelopment for other uses will be identified in supporting DPDs or SPDs

The Genome Analysis Centre

Norwich Lanes

Opportunities for innovation, skills and training will be expanded through:

- facilitating the expansion of, and access to, vocational, further and higher education provision
- encouraging links between training/ education provision and relevant business concentrations including co-location where appropriate
- support for enterprise hubs at Norwich Research Park, the University of East Anglia, EPIC (East of England Production Innovation Centre), and Hethel, and at easily accessible locations in the area

Tourism, leisure, environmental and cultural industries will be promoted. This will be assisted by:

- the general emphasis of the Joint Core Strategy on achieving high quality design, resource efficiency, environmental enhancement and retention of local distinctiveness
- implementation of the green infrastructure network
- encouragement for appropriate development including sustainable tourism initiatives
- encouragement for development that creates a supportive environment for cultural industries
- promotion of the creative industries cluster
- support for cultural initiatives including festivals

The rural economy and diversification will also be supported by:

- a preference for the re-use of appropriate redundant non-residential buildings for commercial uses, including holiday homes to support the tourism industry (affordable housing may be an acceptable alternative use)
- promotion of farmers markets, farm shops and cottage industry, including
- e-commerce in villages
- the development of a flagship food and farming hub serving the needs of Norfolk and supporting the agri-food sector in and around greater Norwich
- promoting the development of appropriate new and expanded businesses, which provide either tourism or other local employment opportunities

Contributes to spatial planning objectives 1, 3, 4, 8 and 9

5.38 Achieving the full economic potential of the area is dependent on improved connectivity, including the implementation of the priorities set out in the sustainable transport policy and maintaining and enhancing the environment and quality of life in the area. Research suggests that the local economy has the potential to provide sufficient jobs to support the level of housing growth proposed. Indeed jobs growth will be dependent on housing growth. Jobs and employment potential should be a key priority when considering any form of development, especially rural development.

5.39 Enhancing the knowledge economy and promoting innovation will be important across all sectors and parts of the area. However, the expansion of activity at the Norwich Research Park, a refocus on employment and education in and around the city centre, and building on the early success of the Hethel Engineering Centre will play a fundamental role.

5.40 A range and choice of employment sites are allocated and retained, including sites suitable for workshop and light industrial type uses.

5.41 Tourism, leisure, and cultural industries are recognised as crucial sectors in the local economy that are also fundamental to local quality of life and the attraction and retention of other businesses and staff.

5.42 A food and farming hub will support local agriculture by providing opportunities for local producers to coordinate activity and access larger markets, provide a focus for ancillary supporting businesses and suppliers, and an opportunity for the relocation of the livestock market. Any proposal will need to be carefully located and controlled to ensure it fulfils this role in a sustainable way, with any retailing fulfilling an appropriate role in the retail hierarchy.

5.43 A wide range of businesses can be appropriate in rural areas, either because they are of a scale that is appropriate to a small town or village, they serve local needs or because they have a particular connection to the area such as rural leisure and tourism.

References:

05 Area-wide policies, Policy 5

- PPG4 Industrial, commercial development and small firms
- PPS7 Sustainable development in rural areas
- East of England Plan Policies E1-E6
- East of England Regional Economic Strategy
- Greater Norwich Economic Strategy 2009-2014
- Employment Growth and Sites and Premises Study (2008)
- Feasibility Study for a Conference Centre and Concert Hall for the Greater Norwich Area (2009)

Policy 6: Access and transportation

The transportation system will be enhanced to develop the role of Norwich as a Regional Transport Node, particularly through the implementation of the Norwich Area Transportation Strategy, and will improve access to rural areas. This will be achieved by:

- implementation of the Norwich Area Transportation Strategy (NATS) including construction of the Northern Distributor Road (NDR)
- significant improvement to the bus, cycling and walking network, including Bus Rapid Transit on key routes in the Norwich area
- enhancing the Norwich Park & Ride system
- promoting enhancement of rail services, including improved journey time and reliability to London and Cambridge, and innovative use of the local rail network
- provision of an A140 Long Stratton Bypass
- promoting improvements to the A11 and A47
- supporting the growth and regional significance of Norwich International Airport for both leisure and business travel to destinations across the UK and beyond
- concentration of development close to essential services and facilities to encourage walking and cycling as the primary means of travel with public transport for wider access
- provision of IT links, telecommunications and promotion of home working
- protection of the function of strategic transport routes (corridors of movement)
- continued investigation of and support for rail freight opportunities
- continuing to improve public transport accessibility to and between Main Towns and Key Service Centres
- promoting local service delivery
- continuing to recognise that in the most rural areas the private car will remain an important means of travel

Fast broadband connections will be promoted throughout the area. All new development must demonstrate how it contributes to this objective.

Contributes to spatial planning objectives 1, 3, 4, 6, 7 and 11

5.44 The transport strategy will promote sustainable economic development, improve local quality of life, reduce the contribution to climate change, promote healthy travel choices and minimise the need to use the private car. Social exclusion, deprivation and isolation will be reduced and accessibility for all to jobs, services and facilities enhanced.

5.45 Implementation of NATS including the NDR is fundamental to the delivery of this strategy. Significant improvement to public transport, walking and cycling in Norwich can only be achieved with the road capacity released by the NDR which also provides necessary access to key strategic employment and growth locations. The corridor currently protected (100m either side of the centre line of the current scheme) and the associated Postwick Hub will be shown on the Broadland District Council adopted Proposals Map.

5.46 Improved strategic links to the rest of the region and beyond and access to jobs, services and facilities across the area are also key to the success of this JCS. Good strategic access reduces the perceived isolation of Norfolk. Improvements help stimulate

and enhance the local economy and make the area more attractive for inward investment. In some instances the Joint Core Strategy may be able to deliver improvements, but it is often the case that improvements to infrastructure providing longer distance strategic links have to be delivered by outside agencies such as Network Rail and the Highways Agency. The JCS will ensure that it promotes these improvements by providing a context for them to occur and ensuring their importance is recognised. Any significant negative impacts of transport improvements will need to be addressed by appropriate mitigation measures.

5.47 Strategic improvements that are required to deliver growth and facilitate modal shift are:

- NATS/NDR. The NDR is recognised in the East of England Plan. Prior to changes in regional planning and government funding regimes, the NDR was supported through the Regional Funding Allocation and achieved 'programme entry' status. It is a major scheme in the Local Transport Plan and is included in the Department for Transport's Development Pool
- junction improvements, including public transport priority, on the A47 Norwich Southern bypass, in particular at Longwater, Thickthorn and Postwick
- A140 Long Stratton Bypass will be funded mainly by housing and commercial development

5.48 Supported strategic improvements to aid delivery and economic success are:

- A11 dualling at Elveden, programmed for 2013
- A47 improvements to reduce the significant stretches that remain single carriageway
- improvement to rail services to London to reduce journey times and improve reliability
- further improvements to services on the Ely/Cambridge line
- the implementation of the East West rail link to provide enhance services to central, southern and western England
- further improvements to services on the Bittern and Wherry Lines including new stations at Rackheath and Broadland Business Park and the investigation of tram train services
- improvements to Norwich International Airport to expand business opportunities and provide for a wide range of international and domestic destinations

5.49 The levels of growth in the Joint Core Strategy will require that the consequent need to travel is managed. Travel planning and smarter choices initiatives will be promoted to ensure that all residents have good access to local jobs, services and facilities, preferably by either walking or cycling will reduce the need to travel and promote healthier lifestyles. For longer trips and in rural areas where there are fewer local services and employment opportunities, public transport will be promoted. To comply with sustainability objectives public transport will be prioritised, particularly in the urban areas. To meet the diversity of travel need, there have to be new and innovative ways of providing public transport including:

- high quality rapid bus services, in and around the city
- maximising the use of the local rail network to serve existing communities and locations for large-scale growth
- promotion and wider use of community transport schemes
- greater use of non-scheduled services such as flexi-bus and dial-a-ride services

5.50 In rural areas there will remain a reliance on the private car, but the impacts on the Norwich urban area can be minimised by promotion and improvement of the already extensive network of Park and Ride sites, which are an integral part of the NATS. Rural car dependency will be monitored and ameliorated by the development of appropriate transport and planning responses.

5.51 Fast broadband connections and telecommunications are an increasingly important requirement to serve all development. New development should contribute to the creation of a comprehensive and effective network in both urban and rural areas to promote economic competitiveness and to reduce the need to travel.

References:

05 Area-wide policies, Policy 6

- Planning Policy Guidance 13 (PPG13) Transport
- Norfolk's 2nd Local Transport Plan (2006-2011)
- Norwich Area Transportation Strategy
- East of England Regional Assembly: Regional Funding Allocation
- East of England Plan Policies T1-T15 and NR1
- JCS Transport Strategy Report (January 2010)
- Baseline Conditions Report – JCS Submission (January 2010)

Policy 7: Supporting communities

All development will be expected to maintain or enhance the quality of life and the well being of communities and will promote equality and diversity, and protect and strengthen community cohesion.

In order to deliver thriving communities, tackle social deprivation and meet diverse needs across the area, a multi-agency approach will be required to ensure that facilities and services are available as locally as possible, considering the potential for co-location, and are accessible on foot, by cycle and public transport.

Health

Appropriate and accessible health facilities and services will be provided across the area including through new or expanded primary health facilities serving the major growth locations. Health Impact Assessments will be required for large-scale housing proposals. Provision will be made for the expansion of the Norfolk and Norwich University Hospital to meet the needs of growing communities.

Healthier lifestyles will be promoted by maximising access by walking and cycling and providing opportunities for social interaction and greater access to green space and the countryside.

An expansion of care home provision specialising in dementia care will be required with particular needs in Norwich, the north and west of Broadland NPA, Wymondham, Long Stratton and Loddon and/or Poringland. Additional care homes with nursing provision are mostly required in Norwich or its immediate environs, with some provision needed in Acle, Wymondham/Long Stratton/Loddon.

Crime

New police facilities will be provided to serve areas of major growth and areas which are deficient. Development will be well designed, to include safe and accessible spaces where crime and fear of crime are minimised.

Education

Provision will be made for sufficient, appropriate and accessible education opportunities for both residents and non-residents, including:

- wider community use of schools, including through design
- new primary and new or expanded secondary schools to serve the major growth locations
- promoting the 'learning city' role of Norwich by facilitating the continuing enhancement of tertiary education facilities including the University of East Anglia, the Norwich University College of the Arts, City College and Easton College

Community infrastructure and cohesion

Provision will be made to ensure equitable access to new and improved community halls, including new provision on major developments. This will provide facilities for use by a wide range of groups, including faith communities. Expanded library provision will be made including through new or expanded facilities in major growth locations.

Integration and cohesion within and between new and existing communities will be promoted including through support for community development workers and the early engagement of existing communities in the design process.

Contributes to spatial planning objectives 1, 4, 5, 6, 7, 8 and 10

5.52 Growth will generate a range of service needs throughout the area, particularly concentrated within the major growth locations. Enhancing quality of life for existing and new communities requires a range of agencies to work together and with developers. Developers must demonstrate they are working within these expectations. Forward planning and joint working should facilitate early provision of infrastructure to support the needs of new and growing communities. The needs of faith groups will be considered in new development and use of shared buildings provided for the community will be without discrimination. Opportunities for people to meet formally and informally will also be an important part of positively promoting healthy and cohesive communities.

5.53 Evidence from consultation suggests that over 1,000 additional specialist dementia care homes and care homes with nursing places addressing various needs will be required by 2026. The largest need will be within Norwich.

References:

05 Area-wide policies, Policy 7

- Greater Norwich Infrastructure Needs and Funding Study (2009)
- Broadland Community Partnership Strategy and Action Plan
- A New Vision for Norwich: The Sustainable Community Strategy
- Your Sustainable Community Strategy for South Norfolk
- Norfolk Ambition – The Sustainable Community Strategy for Norfolk
- Broadland Culture and Leisure Strategy
- South Norfolk Leisure/Culture and Countryside Strategy

Policy 8: Culture, leisure and entertainment

The cultural offer is an important and valued part of the area. Existing cultural assets and leisure facilities will be maintained and enhanced. The development of new or improved facilities including those supporting the arts, street events, concerts and the creative industries sector will be promoted.

Cultural heritage will be enriched through use of innovative design and art in the public realm.

Development will be expected to provide for local cultural and leisure activities, including new or improved built facilities, provide for a range of activities including performance space, and/or access to green space, including formal recreation, country parks and the wider countryside.

Contributes to spatial planning objectives 3 and 8

5.54 Norwich and the surrounding area benefits from an abundance of cultural assets of national and international importance ranging across the arts, museums, festivals, architecture, landscape and heritage. While there is a particular concentration of such assets in the city centre they are also to be found throughout the rest of the area. The creative industries sector is a key component of the local economy with potential for growth. Cultural significance is not limited to the 'high brow' and the overall offer includes such assets as locally valued buildings, spaces and events, the Royal Norfolk Show, Norwich City Football Club and Norwich Market.

5.55 The cultural offer of the area, and its increasing diversity, fundamentally underpins local identity, economic success, creativity and the quality of life for residents and visitors.

St Georges Green, Norwich

References:

05 Area-wide policies, Policy 8

- Feasibility Study for a Conference Centre and Concert Hall for the Greater Norwich Area (2009)

Policies for places 06

Policies 9 to 19 apply to defined parts of the plan area

Introduction

6.1 Norwich is one of the largest and most important urban centres in the East of England with the potential to contribute significantly to the country's growth and economic development needs. A Norwich Policy Area is defined to provide a focus for planning and coordinating Norwich related growth. The Joint Core Strategy area is also characterised by its small towns and villages and this part of the strategy provides guidance to meet their development needs.

6.2 The policies of the Joint Core Strategy distribute growth according to the following settlement hierarchy:

1. Norwich urban area. The existing urban area includes the built-up parts of the urban fringe parishes of Colney, Costessey, Cringleford, Trowse, Thorpe St Andrew, Sprowston, Old Catton, Hellesdon, Drayton and Taverham
2. Main Towns
3. Key Service Centres
4. Service Villages
5. Other Villages

The policies refer to settlements which in some cases may extend into adjacent parishes.

6.3 The scale of development generally decreases at each level of this hierarchy. However, within the Norwich Policy Area well located and serviced settlements have, in some instances, been identified for a larger scale of growth than their rural counterparts. Large-scale mixed use developments in the Norwich Policy Area are provided in a major urban extension in the Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle, and at Cringleford, Easton/Costessey, Hethersett, Long Stratton and Wymondham.

Policy 9: Strategy for growth in the Norwich Policy Area

The Norwich Policy Area (NPA) is the focus for major growth and development.

Housing need will be addressed by the identification of new allocations to deliver a minimum of 21,000 dwellings distributed across the following locations:

- Norwich City Council area: 3,000 dwellings
- Old Catton, Sprowston, Rackheath and Thorpe St Andrew growth triangle: 7,000 dwellings by 2026 continuing to grow to around 10,000 dwellings eventually
- Easton/Costessey: 1,000 dwellings
- Cringleford: 1,200 dwellings
- Hethersett: 1,000 dwellings
- Long Stratton: 1,800 dwellings
- Wymondham: 2,200 dwellings
- Broadland smaller sites in the NPA: 2,000 dwellings
- South Norfolk smaller sites in the NPA and possible additions to named growth locations: 1,800 dwellings

Allocations to deliver the smaller sites in Broadland and South Norfolk will be made in accordance with the settlement hierarchy and local environmental and servicing considerations.

All the numbers above show the minimum number of dwellings to be delivered in each location.

Transport infrastructure required to implement NATS, deliver growth and support the local economy will include:

- construction of the NDR to provide strategic access, significantly improve quality of life and environmental conditions in the northern suburbs and nearby villages, and provide capacity for comprehensive improvements for buses, cycling and walking as well as facilitating economic development
- significant improvement to the bus, cycling and walking network, including Bus Rapid Transit on key routes in the Norwich area linking major growth locations, strategic employment areas and the city centre
- enhancing the Norwich Park & Ride system
- new rail halts at Broadland Business Park and Rackheath (innovative new services will be investigated on the Wymondham – Norwich – Wroxham axis)
- junction improvements on the A47 Norwich Southern Bypass
- a Long Stratton Bypass
- parking restraint in areas with good standards of public transport accessibility especially in and around the city centre

Opportunities will be sought to enhance green infrastructure throughout the area, with particular emphasis on priority areas.

Employment development at strategic locations will include:

- significant expansion of office, retail and leisure provision in the city centre. Land will be identified to deliver a net increase at least 100,000m^2 of new office floorspace
- significant expansion of health, higher education and, in particular, science park activity at the University of East Anglia/ Norwich Research Park. A first phase of around 55ha will provide for uses limited to those appropriate for a science park (principally use class B1(b)) with further phases dependent on the achievement of this vision. In view of the specific nature of the employment sought in this location, including the need to dovetail with the aims of significant and diverse existing institutions, detailed proposals will be developed through the preparation of development plan documents.

- a new business park of around 30ha associated with the Airport and focussed on uses benefiting from an airport location
- an extension to Broadland Business Park of around 25ha for general employment uses
- consolidation of activity at Longwater through intensification and completion of the existing allocation
- new general employment opportunities at Wymondham including a new allocation of around 15ha
- expansion of activity at Hethel including a technology park of around 20ha managed to focus on advanced engineering and the growth of technology capabilities
- new employment development to serve local needs of major growth locations including around 25ha of new employment land at Rackheath

Contributes to spatial planning objectives 1, 2, 4, 6 and 7

6.4 The Regional Economic Strategy identifies the Norwich area as one of seven engines of growth.

6.5 Development is focussed within the established urban area and in sustainable locations elsewhere in the Norwich Policy Area including major greenfield developments. Numerous brownfield sites have been developed in recent years and some further opportunities remain. In the short term, brownfield sites provide a significant proportion of land available for development, but this will decline as fewer become available and large greenfield allocations come on stream.

6.6 The smaller sites allowance is intended to provide a balance between site sizes and locations to encourage flexibility and the shorter term delivery of new housing. The locations of the smaller sites will be decided in accordance with the settlement hierarchy defined in paragraphs 6.2 and 6.3. The smaller sites will be less than the 1,000 dwellings or more identified at strategic growth locations, and will reflect the scales of development provided for at each level of the settlement hierarchy described in policies 12-16. The allocations will be dependent upon the availability and suitability of sites proposed through the Site Specific Policies and Allocations Development Plan Document production process, and will reflect the form, character and service capacities of each locality.

6.7 The Old Catton, Sprowston, Rackheath and Thorpe St Andrew growth triangle incorporates land at Rackheath promoted for an eco-community under the government's eco-towns programme and development of the rest of the area will be expected to reflect similar high standards.

6.8 The NDR is the fundamental part of NATS and this growth strategy. By removing traffic from the suburbs and surrounding villages it will improve quality of life and enable significant enhancement of public transport, cycling and walking. The NDR also improves strategic access for residents and businesses over a wide area and facilitates growth across a wide area.

6.9 Provision for growth is well located to enjoy sustainable access to jobs and services, to be served by existing infrastructure and to bring new infrastructure and services to the benefit of existing communities.

6.10 Evidence prior to the current recession suggested that the overall office floorspace requirement would be around 300,000m^2. This policy provides for a slightly reduced

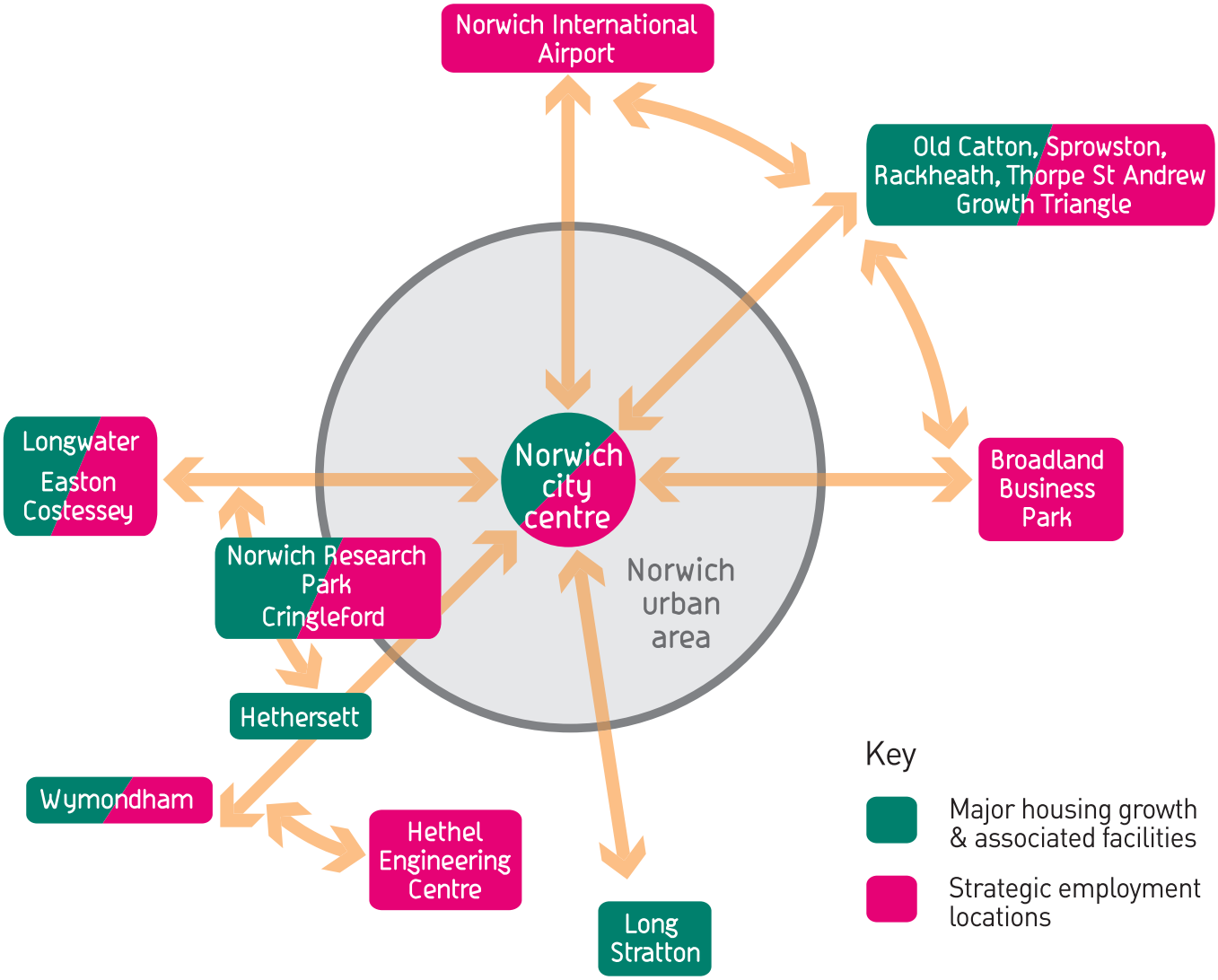
provision of 250,000m^2 in the city centre, Norwich Research Park and Broadland Business Park. If required, the remaining office floorspace will be provided through higher levels of development in the city centre, if this proves to be feasible, and small-scale developments associated with housing growth. The primary industrial sites (use class B2 and B8) will continue to be existing industrial estates based on the Norwich outer ring road, Longwater, the airport area and existing rural sites, including Hethel and Wymondham. A new employment area is proposed near Norwich International Airport and there will be expansion of employment at Rackheath. Local employment will be expanded in Long Stratton.

6.11 DPDs will ensure that new allocations for employment development on peripheral sites are controlled through appropriate restrictions on use and/or phasing to ensure that they do not undermine the continued use of existing employment sites within the Norwich urban area.

6.12 In the period to 2026 new employment allocations to deliver jobs growth and an expanded knowledge economy will be broadly:

- **City centre:** at least 100,000m^2 of offices to reinforce the key employment cluster in the area's most accessible location
- **Norwich Research Park (NRP):** an expansion of NRP is a fundamental part of the economic strategy for the area. NRP will be developed to provide a 'Next Generation' science park seeking to maximise the commercial potential of intellectual property emanating from the research and innovation taking place there, and through attracting inward investment. A first phase of around 55ha will provide around 100,000m^2 of B1(b) development plus ancillary uses such as restaurants, accommodation, medical, educational, leisure and conference facilities set within landscaped public spaces and recreational areas. Large-scale general employment development will detract from the unique offer and will not be appropriate. A second phase will be released if the initial development fulfils the vision for a science park
- **Airport area:** around 30ha of new business park focussed on a full range of employment uses benefiting from an airport location. DPDs will also ensure that sufficient land is available for aviation related uses
- **Rackheath:** around 25ha of new employment land for a range of employment uses to strengthen the employment role of this location and provide local opportunities for the new community in this area
- **Broadland Business Park:** expansion of around 25ha for a range of employment uses to include approximately 50,000m^2 of B1 uses
- **Wymondham:** a total of around 20ha of employment land for a range of employment uses including new allocations of around 15ha
- **Hethel:** a technology park, with improved accessibility particularly to Wymondham, to provide around 20ha of development focussed on high-tech engineering. Large-scale general employment development will detract from the unique offer and will not be appropriate
- **Longwater:** Longwater remains a strategic employment location but no significant expansion is envisaged
- **Small-scale employment** opportunities will also be promoted in accordance with the other policies of this strategy

Relationships between strategic growth locations within the Norwich Policy Area

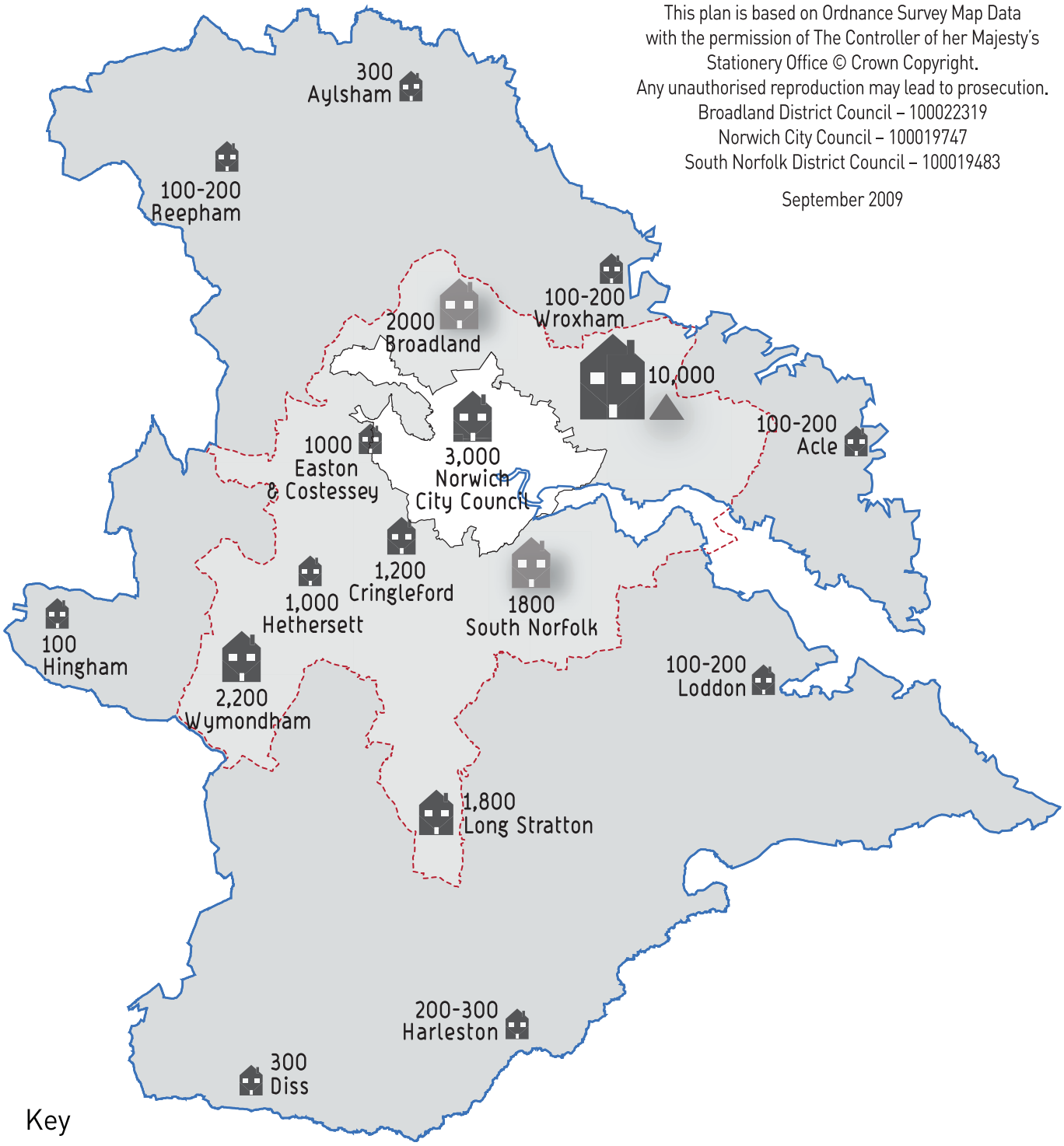


References:

06 Policies for places, Policy 9

- East of England Plan Policies SS3, SS4 and NR1
- Employment Growth and Sites and Premises Study (2008)
- Norwich Sub Region: Retail and Town Centres Study (2007)
- Norwich Area Transportation Strategy
- East of England Regional Economic Strategy
- Strategy to accommodate major housing growth in the Norwich Policy Area Topic Paper (2009)

Main Housing Allocations



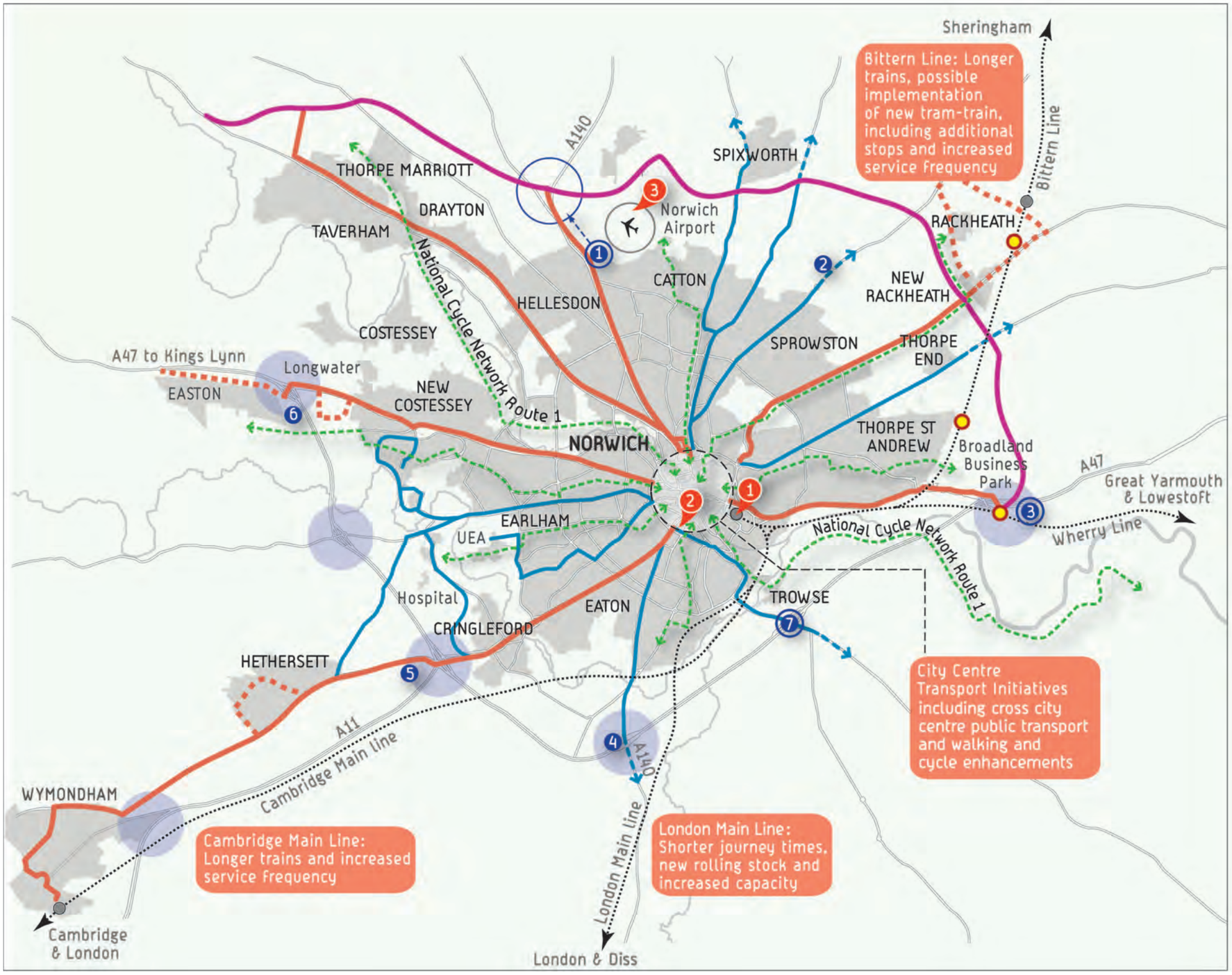
This plan is based on Ordnance Survey Map Data
with the permission of The Controller of her Majesty's
Stationery Office © Crown Copyright.
Any unauthorised reproduction may lead to prosecution.
Broadland District Council – 100022319
Norwich City Council – 100019747
South Norfolk District Council – 100019483

September 2009

Key

- Joint Core Strategy Area
- Norwich Policy Area
- Proposed New Housing
- Proposed Housing in unspecified locations in the Norwich Policy Area
- Norwich built-up area
- Old Catton, Sprowston, Rackheath, Thorpe St. Andrew Growth Triangle

Norwich Area Transportation Strategy – proposed implementation plan



Key
– enhancements related to the growth strategy

- Junction Capacity Improvements
- Existing Rail Station
- Possible Rail Station
- (1) Airport Park & Ride (Potential relocation and expansion)
- (2) Sprowston Park & Ride
- (3) Postwick Park & Ride (Expanded Facilities)
- (4) Harford Park & Ride
- (5) Thickthorn Park & Ride
- (6) Costessey Park & Ride
- (7) Possible Trowse Park & Ride
- (1) Rail Station public transport interchange
- (2) Bus Station public transport interchange
- (3) Airport public transport interchange with improved public transport access
- Northern Distributor Road
- Bus Rapid Transit Corridors with Bus Priority Measures
- Core Bus Routes
- Indicative Key Cycle Corridors (exact routes to be defined)
- Railways

This plan is based on Ordnance Survey Map Data with the permission of The Controller of her Majesty's Stationery Office © Crown Copyright.
Any unauthorised reproduction may lead to prosecution.
Broadland District Council – 100022319
Norwich City Council – 100019747
South Norfolk District Council – 100019483

September 2009

Norwich Area Transportation Strategy – proposed implementation plan

Policy 10: Locations for major new or expanded communities in the Norwich Policy Area

Major growth in the Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle, and at Cringleford, Easton/Costessey, Hethersett, Long Stratton and Wymondham will be masterplanned as attractive, well serviced, integrated, mixed use development using a recognised design process giving local people an opportunity to shape development. Development will achieve the highest possible standards of design and aim to address current service and infrastructure deficiencies to benefit existing communities. In addition each major development location will:

- deliver healthy, sustainable communities with locally distinctive design and high quality green infrastructure within the development and contributing to the surrounding network
- provide for a wide range of housing need including giving serious consideration to the provision of sites for Gypsies and Travellers
- seek to achieve a high level of self containment through the provision of services to support the new development while integrating well with neighbouring communities
- achieve a major shift away from car dependency and be designed around walking and cycling for local journeys and public transport for longer journeys
- include Sustainable Drainage Systems (SuDS), on site or nearby renewable energy generation, for example large-scale wind turbines/farms and biomass fuelled Combined Heat Power and Cooling (CHPC), and water saving technologies
- include new or expanded education provision addressing the needs of the 0-19 age range, local retail and other services, community, police and recreational facilities, small-scale employment opportunities and primary healthcare facilities
- ensure high quality telecommunications and adequate energy supply and sewerage infrastructure

The developers of major Strategic Growth Locations will be required to ensure there is an ongoing commitment to support community development throughout the period until the development is completed.

Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle

This location will deliver an urban extension extending on both sides of the Northern Distributor Road. Complete delivery of the extension is dependent on implementation of the Northern Distributor Road. However, there is scope for partial delivery, the precise extent of which will be assessed through the Area Action Plan. The structure of the local geography suggests that this new community will take the form of a series of inter-related new villages or quarters and will include:

- at least 7,000 dwellings (rising to a total of at least 10,000 dwellings after 2026)
- a district centre based around an accessible 'high street' and including a new library, education and health facilities. This may be provided by building on the proposed centre at Blue Boar Lane or by the creation of a second district centre elsewhere in the Growth Triangle. The development will also require new local centres
- new pre-school provision and up to six new primary schools plus a new secondary school with an initial phase to open as

early as possible. To facilitate early provision the early phases of development will concentrate on family housing

- new employment allocations for local needs including expansion of the Rackheath employment area
- retention of existing important green spaces and significant levels of heathland re-creation to provide stepping stones to link Mousehold Heath to the surrounding countryside. Building design including, for example, appropriate use of 'green roofs' will help provide linkage between green spaces
- restoring and conserving historic parkland and important woodland. A significant area north of Rackheath will be provided as green space to act as an ecological buffer zone and ensure no significant adverse impacts on the Broads SAC, Broadland SPA and Broadland Ramsar site
- Bus Rapid Transit to the city centre, possibly via Salhouse Road and Gurney Road, and a choice of safe and direct cycle routes to the centre
- safe and direct cycle and pedestrian routes, and orbital bus services, to Broadland Business Park, Rackheath employment area, airport employment areas and to the surrounding countryside
- new rail halts at Rackheath and Broadland Business Park
- permeability and community integration across the Northern Distributor Road and with existing communities. This will be crucial for the successful development of the area
- a new household waste recycling centre

A single coordinated approach will be required across the whole area. This will be provided through the preparation of an Area Action Plan (or any future equivalent process). More detailed masterplanning will be required for each quarter.

Wymondham

This location is dependent on expanded capacity of the A11/A47 Thickthorn junction and will deliver expansion of the town to include:

- at least 2,200 dwellings located in a number of sites providing easy access to local jobs, services and facilities and the town centre, whilst maintaining the strategic gap to the north and north-east and the historic setting of the town and abbey
- expansion of the town centre of a quality that will retain and enhance the distinctive character of the existing historic centre
- extensive levels of green infrastructure to create a 'Ketts Country' pastoral landscape of grass, wood, hedgerow and wetland habitat. This will also strengthen the importance and role of the Tiffey valley,

the landscape setting of the town and strategic gaps, particularly towards Hethersett

- enhanced bus services to the city centre with potential for Bus Rapid Transit also serving Hethersett and/or Cringleford, and improvements to maximise the use of rail connections
- safe and direct cycle and pedestrian routes linking key locations in and around Wymondham including new residential developments, the town centre, the railway station and Gateway 11 business park, and enhanced longer distance cycle access to Hethersett and Norwich Research Park
- enhanced public transport and cycle links to employment expansion at Hethel
- new pre-school provision and a new primary school. Secondary education provision remains to be resolved but may require the relocation of the existing high school to a new site
- expanded household waste recycling facility

Detailed proposals will be developed through the preparation of an Area Action Plan.

Hethersett

This location is dependent on expanded capacity of the A11/A47 Thickthorn junction and will deliver modest growth to the existing village to include:

Wymondham

- at least 1,000 dwellings located to maintain the strategic gap to the north and south-west
- expansion of the existing village services
- education provision remains to be resolved but may require the relocation of the existing junior school and/or high school to new sites plus additional pre-school and primary provision
- enhanced bus services to the city centre with potential for Bus Rapid Transit also serving Wymondham and/or Cringleford
- safe and direct cycle and pedestrian routes around Hethersett and enhanced longer distance cycle access to the city centre, Hethel, Wymondham, Norwich Research Park and the hospital
- Green infrastructure to provide enhanced public access to the countryside

Detailed proposals will be developed through the preparation of the South Norfolk Site Specific Policies Development Plan Document.

Cringleford

This location is dependent on expanded capacity of the A11/A47 Thickthorn junction and will deliver modest growth to the existing village to include:

- at least 1,200 dwellings
- expansion of the existing services nearby
- new pre-school provision and a primary school within the new development. Secondary education is reliant on the emerging solution at Hethersett
- enhanced bus services to the city centre with potential for bus rapid transit also serving Wymondham, Hethersett and Norwich Research Park
- safe and direct cycle routes to the city centre, Hethel, Norwich Research Park and the hospital

- Green infrastructure to provide enhanced public access to the countryside and the Yare valley

Detailed proposals will be developed through the preparation of the South Norfolk Site Specific Policies Development Plan Document.

Long Stratton

It is intended to ensure the delivery of a Long Stratton bypass, and will include:

- at least 1,800 dwellings, the full level and phasing of growth at this location is dependent on overcoming sewerage constraints
- improvements to the town centre including traffic management, environmental enhancement and expanded facilities
- secondary school provision will be provided in, or by the expansion of, the existing school
- investment in strategic green infrastructure corridor reflecting and conserving the ancient landscape to the east of the village

Yare Valley Walk

- transport improvements including bus priority at the A140/A47 junction and an enhanced route to the city centre
- safe and direct cycle and pedestrian access to the town centre and employment locations
- additional local employment opportunities

Detailed proposals will be developed through the preparation of an Area Action Plan.

Easton/Costessey

This location is dependent on capacity expansion of the A47 Longwater junction and will provide:

- at least 1,000 dwellings
- enhanced local services. Significant growth at Easton will need to provide an enhanced village centre
- enhanced public access to the Yare valley including creation of a country park at Bawburgh lakes
- Bus Rapid Transit to the city centre via Dereham Road
- enhanced bus and cycle links to city centre, Easton College, Norwich Research Park and to secondary schools
- safe and direct cycle and pedestrian access to Longwater employment and retail area and the Bowthorpe employment area
- secondary education provision remains to be resolved, this may include the relocation or expansion of the existing high school

Detailed proposals will be developed through the preparation of the South Norfolk Site Specific Policies Development Plan Document.

Contributes to spatial planning objectives 1-12

6.13 Most of the growth within the plan will be located in the Norwich Policy Area (NPA), where it can be best served by greatly enhanced public transport, walking and cycling. It will not be possible, however, to accommodate all of the Norwich Policy Area growth within the urban area and therefore other locations in the NPA are identified for major mixed use growth. These will be developed in a way that delivers sustainable new communities.

6.14 Growth locations have been selected because they provide the opportunity for easy access to strategic employment opportunities and high quality public transport routes, do not compromise high quality habitats or mineral resources and are not at significant risk of fluvial flooding. A range of locations are proposed to provide a reasonable level of choice for people and the development industry. While Long Stratton is not as well related to employment or high quality public transport, this is outweighed by the availability of a good range of local jobs, services and other community facilities and the significant local benefits of a development led bypass. To ameliorate the impact of more limited opportunities for non car trips to strategic employment locations and other facilities in Norwich, it will be particularly important to take a 'whole settlement' approach to the development of Long Stratton to maximise the number of local trips on foot or by cycle.

6.15 The major urban extension in the Old Catton, Sprowston, Rackheath, and Thorpe St Andrew growth triangle will provide a concentration of growth which can support local services, facilities, and infrastructure including secondary education, high quality public transport links and significant green infrastructure. An Area Action Plan and a sustainable development code are being developed. The growth triangle is proposed to accommodate 10,000 dwellings after 2026. A large part of the development at Rackheath was promoted as an eco-community under the previous Government's eco-towns programme. The Rackheath low-carbon development remains part of this strategy.

6.16 In South Norfolk the urban edge is partly defined by the Yare valley, and the A47 provides an additional barrier. This makes a similar large-scale urban extension inappropriate. The strategy recognises this as well as the presence of the large free-standing market town of Wymondham and allocates moderate growth at a cluster of separate locations. This offers a reasonable degree of locational choice for new development in locations with access to public transport routes which currently perform well, or which are prioritised for improvement, and to a range of strategic employment locations.

6.17 The Joint Core Strategy also promotes development at Long Stratton to achieve local benefits, and improve the link between two regional centres of Norwich and Ipswich, through the provision of a bypass. In 2009 a County Council promoted bypass had the benefit of planning permission.

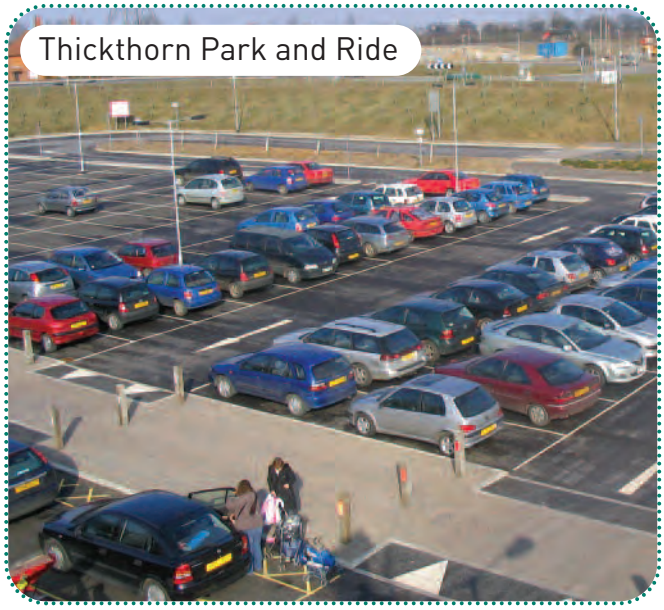
Key dependencies

6.18 There must be a clear commitment to fund and implement key infrastructure as identified in the policy before land is released for major growth.

6.19 To implement the JCS significant highway improvements are required at the Longwater (A1074), Thickthorn (A11) and Harford (A140) junctions on the A47 Norwich Southern Bypass. Completion of the Northern Distributor Road is fundamental to the full implementation of this Joint Core Strategy. In particular it is necessary to allow significant development in the growth triangle and

the full implementation of the remainder of the Norwich Area Transportation Strategy. The completion of appropriate improvements at Postwick junction would allow for some development in the Old Catton, Sprowston, Thorpe St Andrew growth triangle in advance of the NDR (see supporting text for Policy 20). Completion of a bypass is a pre-requisite for the scale of growth identified in Long Stratton.

6.20 Capacity improvements to the A11/A47 Thickthorn junction are likely to require expansion of the existing Park and Ride site with improved access from the A11 northbound. Growth at Wymondham, Hethersett and Cringleford is dependent on significant enhancement to public transport infrastructure which will include Bus Rapid Transit if a viable route can be implemented. Growth at Easton/Costessey is dependent on implementing Bus Rapid Transit on the Dereham Road. The growth in the Old Catton, Sprowston, Rackheath, Thorpe St Andrew area will require the implementation of bus priority routes into the city centre including a Bus Rapid Transit route which may be via Gurney Road/Salhouse Road. Growth at Long Stratton requires improvements to public transport including bus priority improvements on the approach to the A140/A47 Harford junction with further bus priority on the A140 corridor to the city centre.


Thickthorn Park and Ride

6.21 There will need to be area wide improvements to the walking and cycling networks and more localised road and bus priority improvements, but these will depend on the form of development in the growth areas and the continued work on the Norwich Area Transportation Strategy.

6.22 A new secondary school is needed to serve the new community in the north-east. The form and location of secondary provision for growth in the west and south-west is more complex and yet to be determined. Secondary schools at Costessey, Hethersett and Wymondham are all on constrained sites and on-site expansion is difficult. Solutions will need to ensure that children have the opportunity to attend school local to where they live. The preferred approach may require the relocation of all three schools to facilitate expansion. New primary schools and pre-school provision will be required for all the growth locations.

6.23 Utilities such as water and electricity are critical and development cannot take place without them. Key requirements include environmental improvements at Whitlingham and other sewage treatment works. There are different delivery mechanisms for these and the Joint Core Strategy will influence the utility providers' strategies and investment plans. A wide range of services and infrastructure is needed to create a balanced community. These are not all listed above. Timing for delivery will be a matter for the masterplanning process and ongoing management by the GNDP.

6.24 Provision of significant levels of local green infrastructure is essential to ensure the long-term sustainability

of the proposed development areas. It must also be sufficient in scale and type to ensure that there are no potential impacts on nearby sites of international biodiversity importance.

6.25 The policy provides for new communities and a wide range of development. Consequently the provision of new services and infrastructure will also have wider benefits for existing communities. The policy aims in this respect do not require developers to directly fund existing deficiencies.

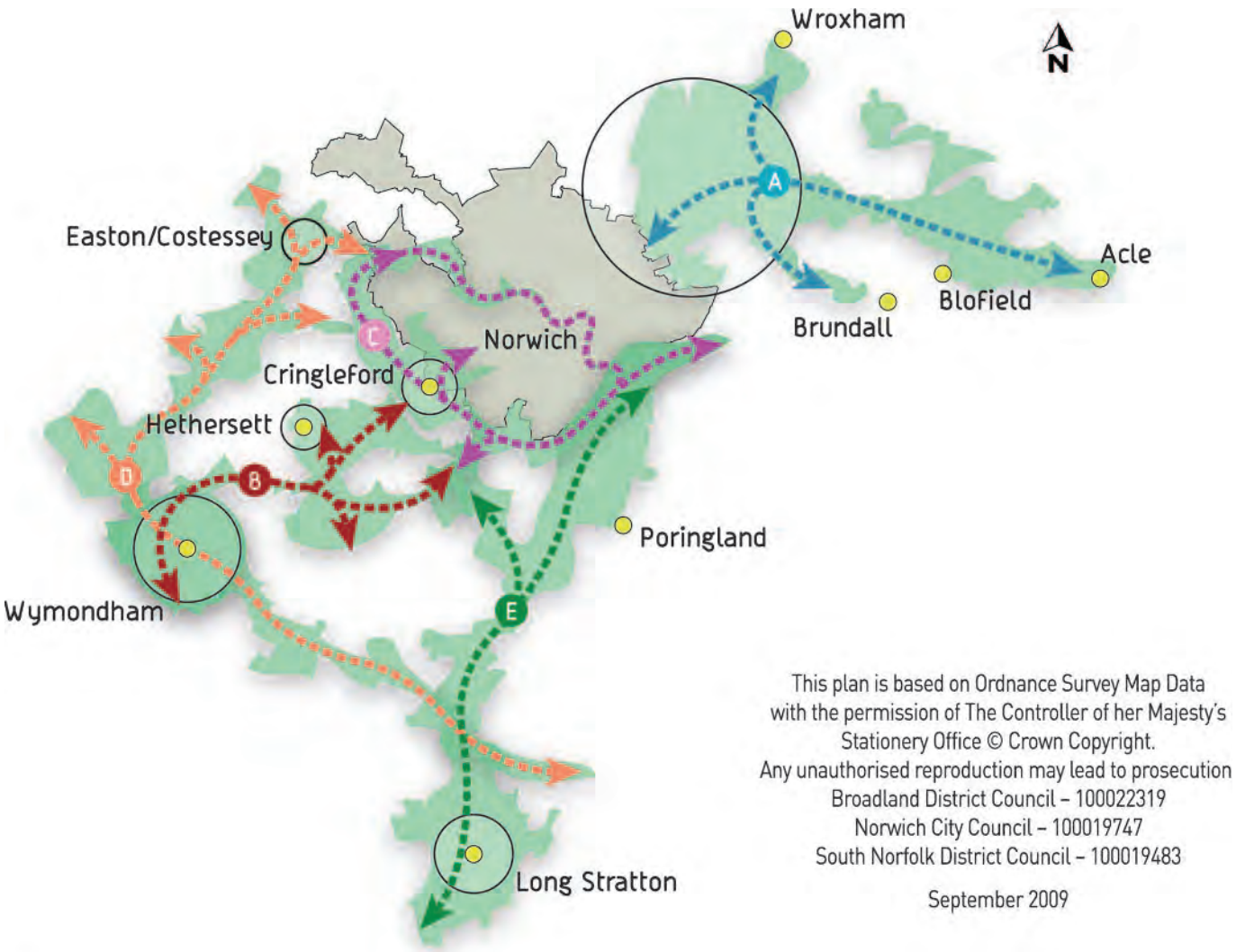
The path to Salhouse Broad

References:

06 Policies for places, Policy 10

- Planning Policy Statement 1 (PPS1) Delivering Sustainable Development
- Planning Policy Statement: Eco-towns – A supplement to Planning Policy Statement 1
- Planning Policy Statement 3 (PPS3) Housing
- Planning Policy Statement 5 (PPS5) Planning for the Historic Environment
- East of England Plan Policy SS1, SS5, SS8 and NR1
- Norwich Area Transportation Strategy
- Greater Norwich Development Partnership Green Infrastructure Study (2007)
- Appropriate Assessment of the Joint Core Strategy for Broadland, Norwich and South Norfolk
- Greater Norwich Integrated Water Cycle Study Stage 2b (2009)
- Historic Characterisation and Sensitivity Assessment (2009)
- Broadland and South Norfolk Landscape Character Assessments
- Greater Norwich Infrastructure Needs and Funding Study (2009)

Green infrastructure priority areas supporting key growth locations



This plan is based on Ordnance Survey Map Data with the permission of The Controller of her Majesty's Stationery Office © Crown Copyright.
Any unauthorised reproduction may lead to prosecution
Broadland District Council – 100022319
Norwich City Council – 100019747
South Norfolk District Council – 100019483

September 2009

Key

- Priority areas for Green Infrastructure
  - A Norwich to The Broads
  - B Wymondham to Norwich
  - C Water City
  - D Five Rivers
  - E Long Stratton to Norwich
- Norwich urban area – additional opportunities for smaller scale Green Infrastructure throughout
- Growth locations
- Main towns and key service centres

Note: Other Green Infrastructure opportunities promoted throughout the Joint Core Strategy area.

Policy 11: Norwich City Centre

The regional centre role will be enhanced through an integrated approach to economic, social, physical and cultural regeneration to enable greater use of the city centre, including redevelopment of brownfield sites. It will be the main focus in the subregion for retail, leisure and office development. Housing and educational development will also reinforce the vibrancy of the city centre. Its role will be promoted by:

- enhancing the historic city, including its built, archaeological and environmental assets and its distinctive character as identified in Conservation Area appraisals, through innovative, sustainable design
- strengthening the city's role as a cultural centre and visitor destination of international importance, with additional tourist facilities, including promotion of conference and concert facilities
- expanding the use of the city centre to all, in particular the early evening economy and extending leisure and hospitality uses across the city centre, with late night activities focussed in identified areas
- enhancing its retail function, providing for a substantial expansion of comparison retail floorspace of varied types and size of unit to provide a range of premises. This will be achieved through intensification of uses in the primary retail area and if necessary through its expansion; other shopping areas within the centre will be strengthened to provide for retail diversity, with a particular focus on enhancing the character of specialist retailing areas and markets
- expanding its function as an employment centre, including provision of high quality office premises and a diversity of uses across the area, including media, creative, financial, business and professional services and information communication industries

Housing development densities will generally be high, but family housing will also be provided to achieve a social mix. Housing will be provided as part of mixed use developments wherever possible.

To support these roles, improvements will be made to:

- the public realm
- open spaces, green linkages and connections between open spaces, linking to the river corridor and the open countryside
- walking and cycling provision
- sustainable transport access to and within the city centre in accordance with the Norwich Area Transportation Strategy, in particular to strengthen its role as a gateway and hub of an enhanced public transport system

Areas of the city centre will be comprehensively regenerated:

- the Northern City Centre will be developed in accordance with its Area Action Plan to achieve physical and social regeneration, facilitate public transport corridor enhancements, and utilise significant redevelopment opportunities
- the St Stephens area will be developed for mixed uses in accordance with its masterplan, to promote retailing, offices and housing and to create an improved pedestrian environment
- the Rose Lane area will be a major focus for commercial development

Contributes to spatial planning objectives 1, 2, 3, 4, 5, 6, 8 and 9

6.26 Norwich is a regional centre and Regional Transport Node. The city centre is the most sustainable location for major retail, leisure, office, culture and tourism related development in line with regional policy. Concentration of such development will boost agglomeration benefits. Evidence shows that the city centre will need to accommodate at least 100,000m^2 of new offices up to 2026. Retail need is difficult to predict over long periods, but research in 2007 indicated capacity for very significant growth in comparison goods floorspace, with more modest need for convenience goods. The latter will principally be delivered through a major new food store at Anglia Square. Given the uncertainties around long term forecasting and the unpredictable impact of the 2009 recession a relatively cautious approach will be taken to comparison goods floorspace growth. Consequently, opportunities will be sought for around 20,000m^2 net of comparison goods floorspace to 2016. Retail need will be subject to regular monitoring and refreshed analysis to ascertain whether further new floorspace is required for the later JCS period. Brazengate and Riverside shopping areas, formerly designated as part of the Primary Retail Area, are redesignated under this strategy. Both areas are "other shopping areas" on the city centre key diagram. Brazengate, an edge of centre retail area in the south of the city centre serving the convenience goods needs of southern Norwich, is defined as a secondary part of the city centre. Riverside, part of an out-of-centre mixed use leisure, housing and retail area with both convenience and large scale comparison good outlets, is defined in Policy 19 as a large district centre. These designations are reflected by changes to the Norwich City Proposals Map. Both areas remain high in the retail hierarchy, and some further retail development may be appropriate. The purpose of these redesignations is to ensure that the majority of future comparison goods retailing development need is met within or on the edge of the Primary Retail Area. This will ensure that the sustainably accessible core retail area of the city centre remains a vital and vibrant area, a key element of the local economy and one of the top ten retail centres in the country. The St Stephens masterplan will identify the appropriate scale of retail development for the area, through intensification or expansion of the primary retail area, mainly for comparison goods retailing.

6.27 Research has also identified that a substantial amount of space is required for other service related uses, such as leisure and tourism. The Retail and Town Centres Study suggests that new cafe, restaurant and bar development should be at least 15% over and above comparison goods floorspace. Consequently at least 3,000m^2 should be provided by 2016.

Norwich Lanes

Norwich Market

6.28 Ideopolis evidence demonstrates that investment in cultural assets benefits residents, workers and visitors adding to quality of life, and acts as a key factor in attracting and retaining highly skilled workers. The Conference Centre Feasibility Study (2009) concluded that there is not a market for major new conference and concert facilities in the subregion. However, it identified that there is the potential to provide a new medium-scale conference and concert facility, either by conversion or new build in the city centre.

6.29 Housing growth is required to meet need and to further promote a vital and vibrant city centre community. Taking account of committed development and new allocations, a minimum of 2,750 dwellings will be provided in the city centre between 2008 and 2026.

6.30 An Area Action Plan for the Northern City Centre has been adopted. A masterplan is under development for the St Stephens area. It will inform the site allocation plan for Norwich and will be adopted as a Supplementary Planning Document. Redevelopment of the Rose Lane area will also be guided by a Supplementary Planning Document.

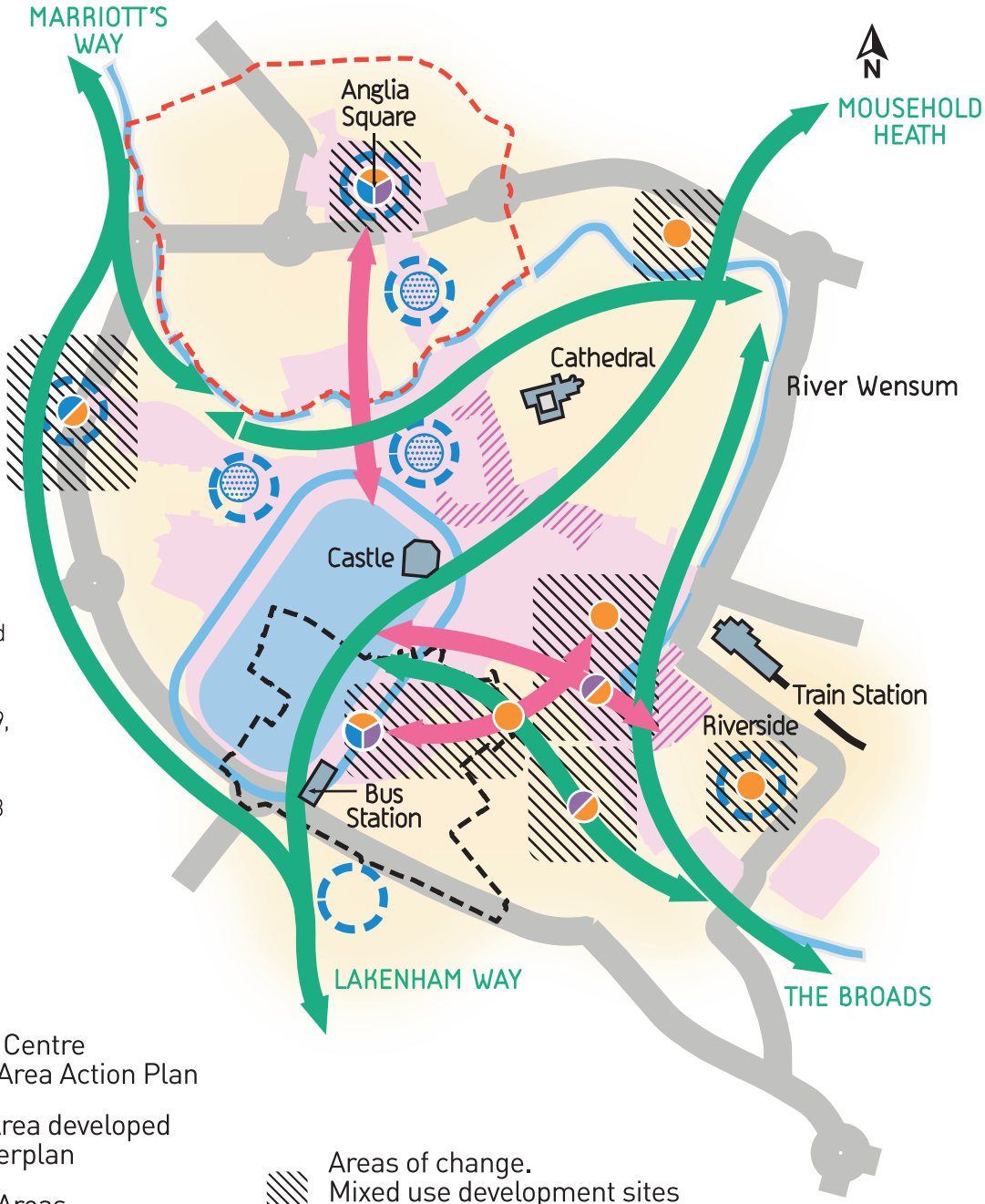
6.31 Parts of the city centre are within zone 2 flood risk areas and more detailed studies will be undertaken to support site specific DPDs.

References:

06 Policies for places, Policy 11

- East of England Plan Policy NR1
- Planning Policy Statement 5 (PPS5) Planning for the Historic Environment
- Planning Policy Statement 4 (PPS4) Planning for Sustainable Economic Growth
- Feasibility Study for a Conference Centre and Concert Hall for the Greater Norwich Area (2009)
- Norwich Sub Region: Retail and Town Centres Study (2007)
- Employment Growth and Sites and Premises Study (2008)
- Strategic Flood Risk Assessment
- Ideopolis: Knowledge City Regions (2006)
- Norwich City Council Annual Monitoring Reports
- Strategic Housing Land Availability Assessment
- Northern City Centre Area Action Plan
- St Stephens Area Masterplan
- Norwich Area Transportation Strategy

Norwich City Centre key diagram



This plan is based on Ordnance Survey Map Data with the permission of The Controller of her Majesty's Stationery Office © Crown Copyright. Any unauthorised reproduction may lead to prosecution. Broadland District Council – 100022319, Norwich City Council – 100019747, South Norfolk District Council – 100019483

September 2009

Key

- City Centre
- Northern City Centre developed as Area Action Plan
- St Stephens Area developed through masterplan
- Main Leisure Areas
- Late Night Leisure Area
- Enhanced retail function. Expansion of Primary Retail Area
- Specialist shopping areas
- Other shopping areas
- Enhanced principal Green Links
- Improved Public Realm
- Areas of change. Mixed use development sites with improved public realm.
- Main focus of change – residential
- Main focus of change – commercial
- Split focus of change
- Main focus of change – retail

NB. Range of transport initiatives promoted in the City Centre

Policy 12: The remainder of the Norwich urban area, including the fringe parishes

The existing Norwich urban area includes the built-up parts of the urban fringe parishes of Colney, Costessey, Cringleford, Trowse, Thorpe St Andrew, Sprowston, Old Catton, Hellesdon, Drayton and Taverham. It will be expanded through significant growth in the Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle, and smaller urban extensions at Cringleford, and Easton/Costessey (Policy 10).

Throughout the suburban area and fringe parishes opportunities will be sought:

- to identify land to contribute towards the smaller sites allowance set out in Policy 9
- to identify and regenerate tired suburbs and promote neighbourhood based renewal
- to improve townscape and retain the best of local character
- to improve the gateways to Norwich by seeking coordinated environmental and townscape improvements on all major routes from the urban edge to the city centre
- for small-scale and medium-scale developments to increase densities, where a design and access statement demonstrates that an improvement to townscape will result, and particularly around district centres and on public transport routes
- to retain and improve local jobs, including through the retention of existing employment allocations and identified sites and by ensuring that small-scale opportunities are genuinely available to all levels of the market
- to retain and improve local services, and protect and enhance local and district centres

Green infrastructure and links between currently fragmented habitats and to the rural fringe will be protected, maintained and enhanced. This will include:

- the protection of the landscape setting of the urban area
- the re-establishment of heathland habitats in the north and north east to link through to Mousehold
- the completion of riverside and river valley walks extending out into the surrounding countryside
- a new water-based country park at Bawburgh/Colney and improved links from the city centre and areas north of the River Yare to the existing country park at Whitlingham
- the establishment of a comprehensive cycle and walking network
- tree planting to enhance amenity and habitat, and to ameliorate the impact of the 'urban heat island' effect

Construction of the Northern Distributor Road (NDR) will reduce the impact of traffic on residential areas and allow significant enhancement of public transport, cycling and walking through:

- adoption of a hierarchy of routes as set out in Norwich Area Transportation Strategy
- establishment of homezones where appropriate
- area wide traffic restraint, including restrictions on through traffic and reduced speeds
- development of comprehensive walking and cycling links

- implementation of a Bus Rapid Transit network on selected routes linking the city centre and railway station to the strategic employment and growth locations
- improvements to infrastructure on other key routes of the public transport network

Norwich will be promoted as a 'learning city' and the expansion of existing further and higher education opportunities will be encouraged.

The following areas are identified as priorities for regeneration requiring area-wide co-ordination and community based approaches that will be taken forward through local development documents:

- Northern wedge (North city centre to Mile Cross and New Catton) – physical and social regeneration
- Western Norwich – emphasis on social regeneration
- East Norwich (city centre to Deal Ground/ Utilities) – major physical regeneration opportunities for mixed use development and enhanced green linkages from the city centre to the Broads

Contributes to spatial planning objectives 1, 2, 3, 4, 5, 6, 7, 8 and 9

6.32 The existing suburbs and immediate urban/ rural fringe are key to the successful development of the area. They are home to a significant number of people, businesses and environmental assets, and provide the links between the city centre and the surrounding area. There are a range of opportunities for redevelopment, regeneration and enhancement. The range of issues warrants a comprehensive and dedicated approach in this strategy. The area contains a considerable and diverse employment base including a number of employment locations of particular importance for industrial uses (B2 and B8). This role will be maintained.

Roundhouse Park

References:

06 Policies for places, Policy 12

- East of England Plan Policy SS1, SS5, SS8 and NR1
- Norwich Area Transportation Strategy
- Greater Norwich Development Partnership Green Infrastructure Study (2007)
- The English Indices of Deprivation 2007
- Achieving a Suburban Renaissance: TCPA (2007)
- Appropriate Assessment of the Joint Core Strategy for Broadland, Norwich and South Norfolk

Policy 13: Main Towns

Subject to resolution of servicing constraints, these towns will accommodate additional housing (numbers indicate a minimum number of dwellings), town centre uses, employment and services:

	Housing Allocations	Town centre uses	Employment
Aylsham	300 dwellings (subject to overcoming existing sewage disposal constraints)	Limited expansion in or adjacent to the town centre	Expansion based on existing employment areas
Diss	300 dwellings	Significant expansion in or adjacent to the town centre	Employment growth to meet the needs of town and large rural catchment
Harleston	200-300 dwellings	Limited expansion in or adjacent to the town centre	Expansion based on existing employment areas
Wymondham	See Policy 10		

Contributes to spatial planning objectives 1, 2, 3, 6, 7, 8 and 9

6.33 The four Main Towns in the area are Aylsham, Diss, Harleston and Wymondham.

6.34 Aylsham, Diss and Harleston are located on rivers that flow directly into the Broads and development must ensure that there is no significant detrimental effect on the Broadland SPA, Broadland Ramsar and Broads SAC.

6.35 Aylsham has the fourth highest level of shops and services outside Norwich, available employment land and spare capacity at all of its schools. As a Main Town it would be expected to accommodate new housing. However, environmental constraints concerning sewage disposal need to be overcome. The allocation for additional housing is dependent on resolution of this constraint, although small-scale infill development within the existing town will still be acceptable.

6.36 Jobs growth will be encouraged in line with the needs of the town and its catchment and will include allocations to ensure the availability of around 5 hectares of employment land. The town

also has the potential for limited new shopping floor space up to 2016, which will require the suitable expansion of the town centre. The recent supermarket on Norwich Road can accommodate forecast need for convenience shopping. Quality of life will be enhanced by community measures to further the town's 'Cittaslow' status.

6.37 Bus services on the Cromer/Sheringham to Norwich route are relatively frequent. Journey times and reliability will benefit from proposed enhanced infrastructure on the A140 corridor from Norwich International Airport to the city centre.

6.38 Diss is an attractive market town with the largest number of shops and services outside Norwich. It serves a large rural catchment covering parts of South Norfolk and northern Suffolk and has the development potential for significant new shopping floor space which will be accommodated on the existing retail allocation adjacent to the town centre. Smaller scale opportunities will be sought to strengthen the town centre's non food and leisure offer.

6.39 With an attractive historical town centre that includes parkland and a notable lake, plus sizeable employment areas well located next to the railway station and good bus and rail links to Norwich, London and surrounding towns, Diss could sustain further development of about 300 dwellings up to 2026. The town centre will be enhanced by the implementation of an Area Action Plan to encourage the mixed use redevelopment of brownfield land along Park Road, while the town's general quality of life will be enhanced by the encouragement of community measures to further its 'Cittaslow' status. Job growth will be encouraged to serve the needs of this growth and the town's catchment. Employment allocations will be made to provide a total of around 15ha of available land.

6.40 New school places and a new water supply will need to be provided for this level of housing growth.

6.41 Harleston has a good range of speciality shops and services serving a relatively local catchment. The moderate potential for new shopping floor space by 2016 might be accommodated through modernisation and extension of existing premises but small allocations will also be considered. The town's shops and expanding industrial estate provide for a range of job opportunities which will be encouraged to develop to support new housing. Harleston has spare capacity in local schools. Local leisure facilities will require improvement. New allocations will be made to accommodate about 200-300 dwellings up to 2026.

6.42 A new water supply will be needed to provide for this level of housing growth.

6.43 Wymondham is located on the strategically important A11 corridor, is close to Norwich and has good bus and rail links. It is the largest market town in the area with an attractive historic centre enhanced by the abbey. It loses retail trade to Norwich due to its relatively close proximity. The town centre will be enhanced by moderate expansion of shopping floor space for both convenience and comparison shopping. The town has local job opportunities on several large employment areas, is reasonably well located in relation to the strategically important employment site at Hethel and has a good provision of accessible shops and services. Employment opportunities will be expanded and links to Hethel enhanced. Allocations will be made in the town to ensure the availability of around 20ha of employment land.

6.44 Public transport will benefit from significantly enhanced bus services to Norwich.

Aylsham market place

References:

06 Policies for places, Policy 13

- Planning Policy Statement 3 (PPS3) Housing
- Planning Policy Statement 4 (PPS4) Planning for Sustainable Economic Growth
- Planning Policy Statement 7 (PPS7) Sustainable development in rural areas
- East of England Plan Policies SS4
- Norwich Sub-region Retail and Town Centres Study (2007)
- Employment Growth and Sites and Premises Study (2008)
- Norfolk County Council: Employment Land Monitor (and historic take up rates)
- Greater Norwich Integrated Water Cycle Study Stage 2b (2009)
- Greater Norwich Development Partnership Green Infrastructure Study (2007)

Settlement hierarchy

Key

- Joint Core Strategy Area
- Norwich Policy Area
- Broads Authority Area
- A Roads
- B Roads
- Railways

Settlement hierarchy

- Norwich Urban Area including urban fringe parishes
- Main Towns
- Key Service Centres
- Service Villages
- Linked Service Village

Note: Settlements categorised as 'other villages', which do not have specific allocations for growth are not shown.

The following centres include parts of adjacent parishes as shown in brackets:

Poringland (Framlingham Earl, Caistor St Edmund, Stoke Holy Cross)
Hales (Heckingham)
Kirby Cane (Ellingham)
Thurton (Ashby St Mary)
Woodton (Bedingham)
Yelverton (Alpington)

This plan is based on Ordnance Survey Map Data with the permission of The Controller of her Majesty's Stationery Office © Crown Copyright.
Any unauthorised reproduction may lead to prosecution.
Broadland District Council – 100022319
Norwich City Council – 100019747
South Norfolk District Council – 100019483

September 2009

Settlement hierarchy

Policy 14: Key Service Centres

Land will be allocated for residential development of the scale indicated below (and subject to detailed assessment including impact on form and character and the resolution of any specific servicing constraints). Established retail and service areas will be protected and enhanced where appropriate, and local employment opportunities will be promoted. Future development plan documents will consider the adequacy of employment land provision.

Acle: 100 to 200 dwellings
Blofield*: approximately 50 dwellings
Brundall*: approximately 50 dwellings
Hethersett*: at least 1,000 dwellings
Hingham: approximately 100 dwellings
Loddon/Chedgrave: 100 to 200 dwellings
Long Stratton*: at least 1,800 dwellings
Poringland/Framingham Earl*: 100 to 200 dwellings
Reepham: 100 to 200 dwellings
Wroxham: 100 to 200 dwellings

Settlements identified in this policy that are also within the Norwich Policy Area (marked *) may be considered for additional development, if necessary, to help deliver the 'smaller sites in the NPA' allowance (see Policy 9).

Contributes to spatial planning objectives 1, 2, 3, 6, 7, 8 and 9

6.45 Ten settlements, defined as Key Service Centres (KSCs), have a range of facilities enabling them to meet local needs as well as the needs of residents of surrounding areas. Typically these are a primary school, a secondary school either within the settlement or easily accessible by public transport, a range of shops and services (including convenience shopping, but more limited in scope than those in the Main Towns), a village hall, primary health care, and a library. They also have public transport services for non journey to work and leisure purposes. The KSCs with more limited services and lacking a secondary school have the lowest housing allocations, i.e. Blofield, Brundall and Hingham.

6.46 Where a range is specified, the scale of new development is expected to be within the range. In exceptional circumstances, a range would be exceeded where it can clearly be demonstrated that the resulting development would respect the form and character of the settlement and bring sustainability benefits for the existing population as well as providing for new residents.

This might, for example, be through improved local facilities, or connections to them, or through meeting other defined local needs.

6.47 Acle, Blofield, Brundall, Loddon/Chedgrave and Wroxham are close to the Broads and development must ensure there is no detrimental impact, including no significant detrimental effect on the Broadland SPA, Broadland Ramsar and Broads SAC.

6.48 Key Service Centres in the NPA may also be considered for additional allocations if it should prove necessary to meet the total housing provision target, having regard to sites which can be made available in higher order settlements as set out in the settlement hierarchy.

6.49 Acle has a secondary school and a small range of shops and services serving everyday needs. It has good bus and rail links, is an access point to the Broads and can provide for limited job growth. Infrastructure and environmental constraints, including high quality agricultural land, flood risk, impact on the Broads and sewage disposal, limit

limit its potential to accommodate new housing development. Improvements to sewage treatment works may require phasing. An allocation of between 100-200 dwellings is proposed.

6.50 Blofield is a large village with a reasonable range of facilities, but limited shopping and employment. It is surrounded by high quality agricultural land. Secondary education is provided at Thorpe St Andrew. There are more sustainable options for accommodating new housing developments in the Norwich Policy Area; consequently only modest housing allocation of approximately 50 dwellings is proposed. Blofield Heath is a separate Service Village to the north with its own limited range of facilities.

6.51 Brundall has a limited range of dispersed shops and services and is a major centre for boatyards. It has grown as a consequence of its proximity to Norwich, but has a limited provision of recreational facilities that needs to be rectified. Brundall is surrounded by high quality agricultural land. Secondary education is provided at Thorpe St Andrew. It is important to prevent coalescence with the neighbouring large village of Blofield. Although Brundall has two railway stations and relatively frequent bus services to Norwich, there are more sustainable options for accommodating new housing developments in the Norwich Policy Area; consequently modest housing allocation of about 50 dwellings is proposed.

Hingham

6.52 Hethersett has a secondary school and a good range of services serving everyday needs, although shopping is limited. It has good bus links to Norwich and Wymondham, is well located for Norwich Research Park but has limited local employment provision. A strategic level of housing growth of 1,000 dwellings is proposed. While an expansion of local services will be encouraged, it is expected that Hethersett will continue to function as a Key Service Centre. Bus services will be significantly improved.

6.53 Hingham is one of the smaller rural centres with a range of basic shops and services serving everyday needs in an attractive and historic centre located around a large green. There is a local employment area, although this is now fully committed. In view of Hingham's small size, relatively limited range of local shops and services, limited bus services and the need to overcome high school capacity constraints (at Attleborough), a growth of approximately 100 dwellings is proposed. This will be supported by the encouragement of additional local jobs including consideration of the need to extend the industrial estate.

6.54 Loddon has an attractive historic centre providing a range of shops and services with bus links to Norwich and nearby towns. The adjoining village of Chedgrave shares those shops and services in addition to having its own. A range of local job opportunities will be encouraged in line with the needs of housing growth. New development of 100-200 dwellings is proposed to 2026, which may require the small scale expansion of all local schools. Environmental constraints and

areas at risk of flood will be significant factors at the site specific stage.

6.55 Long Stratton has by far the best range of local shops, services and employment opportunities of the area's Key Service Centres. It also benefits from reasonable bus links to Norwich. Significant development is proposed (including a bypass to deliver local environmental improvements by removing through traffic), of at least 1,800 new homes plus supporting community and commercial development, expanded employment opportunities and enhanced public transport. Growth will fund the bypass. Stimulated by growth, commercial development may be sufficiently strong to begin to move the village towards Main Town status. The precise scale of commercial development, in particular for retailing, will be determined through site specific DPDs.

6.56 Journey times and reliability of bus services will be improved through infrastructure investment from the approach to the Norwich Southern Bypass to the city centre.

6.57 Poringland has a secondary school (in the settlement although located in the adjoining parish of Framingham Earl) and a dispersed provision of local shops and services. As of 2008, it has significant housing commitments not built, therefore an allocation of only 100 to 200 is proposed in this Joint Core Strategy. It also has limited local job opportunities, so a new local employment area is proposed. New development will have to take particular account of surface water flood issues.

Wroxham Bridge

6.58 Reepham has a secondary school, a range of shops and services, local job opportunities and available employment land. However, its schools are both virtually at capacity, bus services are limited and the sewage treatment works also restricts development potential and may require phasing. 100-200 new homes are proposed to 2026, with the encouragement of appropriate local job growth. This will require measures to improve local school capacities.

6.59 Wroxham forms a gateway to the Broads and is adjacent to the larger service centre of Hoveton, across the River Bure in North Norfolk District. Together Wroxham and Hoveton have significant local employment and services including a secondary school. They have rail access and form a major centre for Broads tourism. The bridge over the Bure is a significant constraint to internal circulation between Wroxham and Hoveton and there is some flood risk in the central area. There is also concern about air quality issues in the centre of Hoveton. Wroxham could support the development of some 100 to 200 dwellings by 2026. This is within utilities capacity limitations taking into account the proposed new housing allocations for some 150 dwellings in North Norfolk District Council's Local Development Framework. Investment may be needed to improve effluent quality, and development must provide improved community facilities.

Reepham Market Place

References:

06 Policies for places, Policy 14

- Planning Policy Statement 3 (PPS3) Housing
- Planning Policy Statement 7 (PPS7) Sustainable Development in rural areas
- East of England Plan Policies SS4
- Greater Norwich Integrated Water Cycle Study Stage 2b (2009)
- Strategic Flood Risk Assessment
- Appropriate Assessment of the Joint Core Strategy for Broadland, Norwich and South Norfolk

Policy 15: Service Villages

In each Service Village land will be allocated for small-scale housing development subject to form and character considerations. Small-scale employment or service development appropriate to the scale and needs of the village and its immediate surroundings will be encouraged. Existing local shops and services will be protected.

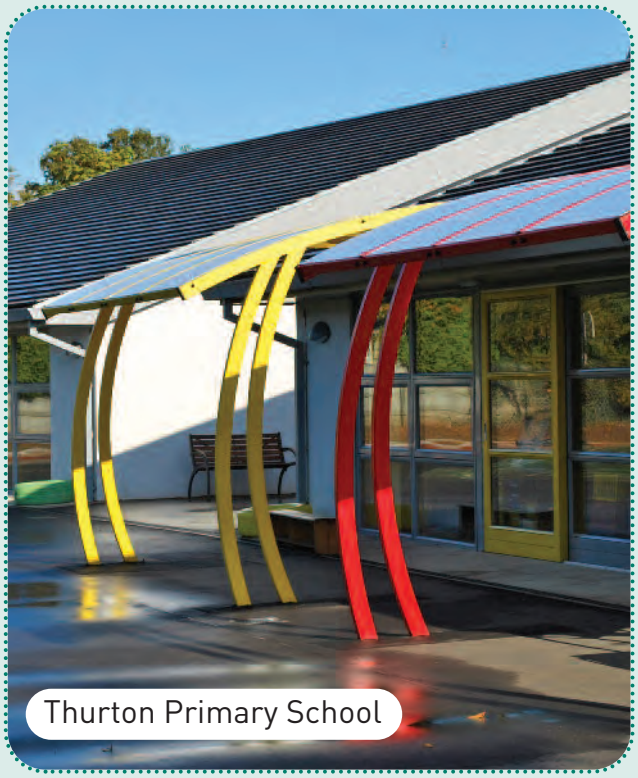
The Service Villages are: Alburgh, Ashwellthorpe, Aslacton and Great Moulton, Barford, Barnham Broom, Bergh Apton, Blofield Heath*, Bramerton*, Brooke, Broome, Bunwell, Buxton, Cawston, Carleton Rode, Coltishall and Horstead, Dickleburgh, Ditchingham, Earsham, Foulsham, Freethorpe, Geldeston, Gillingham, Great Plumstead and Little Plumstead*, Hales (including part in Heckingham parish), Hempnall, Horsford*, Horsham St Faith and Newton St Faith*, Kirby Cane (including part in Ellingham parish), Lenwade, Lingwood, Little Melton*, Mulbarton and Bracon Ash*, Newton Flotman*, Norton Subcourse, Pulham Market, Pulham St Mary, Reedham, Rockland St Mary, Roydon, Salhouse*, Saxlingham Nethergate, Scole, Seething, South Walsham, Spixworth*, Spooner Row*, Stoke Holy Cross*, Surlingham*, Swardeston*, Tacolneston and Forncett End, Tasburgh*, Thurlton, Thurton (including part in Ashby St Mary parish), Wicklewood, Woodton (including part in Bedingham parish), Wortwell, Wreningham, Yelverton (including part in Alpington parish).

In addition to the settlements above, Easton and Rackheath have equivalent status to a Service Village while providing a location for significant housing growth.

Settlements identified in this policy that are also within the Norwich Policy Area (marked *) may be considered for additional development, if necessary, to help deliver the 'smaller sites in the NPA' allowance (see Policy 9).

N.B This policy will necessitate a number of changes to the adopted proposals maps for South Norfolk. New settlement limits will be needed for Alburgh, Bergh Apton, Bramerton and Carleton Rode. These will be defined through the preparation of the South Norfolk Site Specific Proposals Development Plan Document.

Contributes to spatial planning objectives 2, 3, 6, 7, 8 and 9



Thurton Primary School

6.60 Service Villages are defined based on having a good level of services/facilities. The services considered to be the most important, but in no particular order, are:

- primary school
- food shop
- journey to work public transport service (to Norwich, a Main Town, a Key Service Centre, or a comparable centre outside the plan area)
- village hall

Most of the Service Villages have three or all four of these available within the identified settlement along with a range of other services. In some cases key services exist in other nearby settlements to which there is good potential access particularly by foot, cycle or public transport. The service role will be improved by encouraging local employment, services and facilities development.

6.61 Allocations in the Service Villages will provide small-scale housing growth to meet a range of local needs including affordable housing. It is envisaged that allocations will be within the range of 10-20 dwellings in each Service Village. Detailed analysis of form, character and servicing constraints may result in smaller allocations in some villages. Alternatively 20 dwellings may be exceeded where a specific site is identified which can clearly be demonstrated to improve local service provision (or help maintain services under threat) and sustainability, and where it is compatible with the overall strategy. Additional development may also take place on suitable exception, infill and windfall sites. Further allocations may be considered in Service Villages in the NPA if it should prove necessary to meet the total housing provision target, having regard to sites which can be made available in higher order settlements as set out in the settlement hierarchy.

6.62 At 10-20 dwellings per village, total allocations in Service Villages outside the NPA could provide for 430 to 860 dwellings.

Mulbarton

References:

06 Policies for places, Policy 15

- Planning Policy Statement 7 (PPS7) Sustainable Development in rural areas

Policy 16: Other Villages

The Other Villages identified below will have defined development boundaries to accommodate infill or small groups of dwellings and small-scale business or services, subject to form and character considerations.

Aldeby, Bawburgh*, Bressingham, Brockdish, Burgh St Peter (including part within Wheatacre parish and the adjacent developed area in Aldeby parish), Burston, Caistor St Edmund*, Cantley, Claxton, Colton*, Denton, Flordon*, Forncett St Peter, Forncett St Mary, Frettenham, Great Melton*, Haddiscoe, Hainford, Hardwick, Hedenham, Hevingham, Keswick*, Ketteringham*, Langley Street, Marlingford*, Marsham, Morley, Needham, Shelfanger, Shotesham, Starston, Strumpshaw, Swainsthorpe*, Tibenham, Tivetshall St Margaret, Tivetshall St Mary, Toft Monks, Topcroft Street, Winfarthing.

Settlements identified in this policy that are also within the Norwich Policy Area (marked *) may be considered for additional development, if necessary, to help deliver the 'smaller sites in the NPA' allowance (see Policy 9).

N.B this policy will necessitate a number of changes to the adopted proposals maps for Broadland and South Norfolk. New settlement limits will be needed for Aldeby, Burgh St Peter, Caistor St Edmund, Claxton, Colton, Denton, Flordon, Forncett St Mary, Great Melton, Hardwick, Hedenham, Keswick, Ketteringham, Langley Street, Marlingford, Shotesham, Starston, Swainsthorpe, Tibenham, Tivetshall St Margaret, Tivetshall St Mary, Toft Monks, and Topcroft Street.

These will be defined through the preparation of the South Norfolk Site Specific Proposals Development Plan Document.

A limited number of existing settlement limits shown on the adopted proposals maps for Broadland and South Norfolk will be deleted. This applies to Felthorpe, Honingham, Upton, Ranworth, Wacton, Weston Longville and Woodbastwick. The policy change making this necessary will take effect on adoption of the Joint Core Strategy.

Contributes to spatial planning objectives 2, 3, 6, 7, 8, and 9

6.63 The area contains a large number of villages that have few or no local services, and would not provide a sustainable location for significant new development. Such places are very reliant on the services of larger centres for their everyday needs, and new development would not necessarily help to retain or attract services due to the ever increasing population thresholds required to support them. While significant expansion would be unsustainable, and no allocations are proposed, some of those places with basic essential services would be capable of accommodating very limited windfall infill development without affecting the form and character of the villages. Housing to provide for local needs may also be suitable.

6.64 The Other Villages have been defined based on having a basic level of services/facilities. This is generally a primary school and village hall, though regard will be had to the presence of a range of other services. These will normally be available within the identified settlement, though regard will also be had to their availability in other nearby settlements where there is good access, particularly by foot or cycle.

6.65 In exceptional circumstances, a larger scale of development may be permitted where it would bring local facilities up to the level of those in a Service Village, and is acceptable having regard to other policies in this Joint Core Strategy, or a relevant subordinate Development Plan Document.

References:

06 Policies for places, Policy 16

- Planning Policy Statement 7 (PPS7) Sustainable Development in rural areas

Policy 17: Smaller rural communities and the countryside

In the countryside (including villages not identified in one of the above categories), affordable housing for which a specific local need can be shown will be permitted in locations adjacent to villages as an exception to general policy. Farm diversification, home working, small-scale and medium-scale commercial enterprises where a rural location can be justified, including limited leisure and tourism facilities to maintain and enhance the rural economy, will also be acceptable. Other development, including the appropriate replacement of existing buildings, will be permitted in the countryside where it can clearly be demonstrated to further the objectives of this Joint Core Strategy.

Contributes to spatial planning objectives 2, 3, 6, 7, 8 and 9

6.66 Much of the area is agricultural land forming an attractive backdrop to the existing settlements and the Broads. This area contains many attractive built and natural features including areas of notable landscape character, geological and biodiversity interest. These need to be protected and enhanced, while providing for the rural economy and accessibility to services to be maintained and enhanced.

6.67 The policy sets out the types of uses that may be acceptable in the countryside.

In the case of more significant proposals, these will be considered in the light of their contribution to meeting the overall objectives of the JCS.

References:

06 Policies for places, Policy 17

- Planning Policy Statement 7 (PPS7) Sustainable Development in rural areas

Policy 18: The Broads

In areas in close proximity to the Broads Authority area particular regard will be applied to maintaining and enhancing the economy, environment, tranquility, 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.

Contributes to spatial planning objectives 1, 8 and 9

6.68 The Broads is an area of acknowledged national importance for landscape, biodiversity and recreational and navigational value. It is a major contributor to the economy and quality of life of the Joint Core Strategy area and wider region. The Broads Authority area is outside the area of the JCS but has tight boundaries. Towns, villages, businesses and countryside associated with the Broads are often wholly or partly within the JCS area. The Broads also extends into the Norwich urban area. Development within the Joint Core Strategy area has the potential to strengthen, complement and link with Broads assets, but also risks harming or undervaluing them if the interrelationship of the two areas is not properly recognised. Consequently, appropriate opportunities will be taken to improve linkages, such as through green infrastructure networks and access for local communities. Harmful impacts will be avoided, for example through the provision of informal open space and attractions that complement the attractions of the Broads area and prevent excess visitor pressure.

References:

06 Policies for places, Policy 18

- Broads Authority Local Development Framework

Policy 19: The hierarchy of centres

The development of new retailing, services, offices and other town centre uses as defined by government guidance will be encouraged at a scale appropriate to the form and functions of the following hierarchy of defined centres:

1. Norwich city centre
2. The town and large district centres of: Aylsham, Diss, Harleston and Wymondham, and within the Norwich urban area, at Anglia Square/Magdalen Street and Riverside

3. The large village and district centres of: Acle, Coltishall, Hethersett, Hingham, Loddon, Long Stratton, Poringland and Reepham, and within the Norwich urban area at Aylsham Road, Drayton Road, Bowthorpe, Dereham Road, Eaton centre, Earlham House, Larkman centre, Plumstead Road, Old Catton and Dussindale (Thorpe St Andrew). New district centres/high streets to be established within the Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle, at Blue Boar Lane, Sprowston and Hall Road, Norwich. The Old Catton, Sprowston, Rackheath, Thorpe St Andrew Growth Triangle will be served by a district centre. This may be provided by building on the proposed district centre at Blue Boar Lane or the creation of a second district centre elsewhere in the Triangle as determined through the Area Action Plan for the Growth Triangle
4. Local centres, including new and enhanced local centres serving major growth locations in the Norwich Policy Area

Policies will be introduced in DPDs for all categories of centre as well as more dispersed services in villages to enhance the environment and economy of the centre or village and to protect its function by controlling proposals which would result in the loss of commercial premises or local services.

Contributes to spatial planning objectives 1, 2, 4, 6 and 7

6.69 Government policy promotes vital and viable town centres to provide a range of easily accessible shops and services in an attractive and safe environment. A positive approach to the development of centres will promote local economic growth, investment in regeneration, social inclusion and widen consumer choice. These centres will be accessible by a range of forms of transport.

6.70 The hierarchy of centres reflects the functions of and catchments served by each centre, the availability of offices, leisure, shops and services and their potential to accommodate growth as assessed by background evidence studies. Categories 1 and 2 respectively group the largest centres of Norwich and the Main Towns (plus large district centres) which serve notable urban and rural catchments and have potential for additional employment, leisure and shopping uses.

6.71 Category 3 shows the smaller district centres within Norwich and the smaller towns and large villages with centres serving more localised catchments and which have a greater emphasis on providing for everyday needs (this category also includes the largest proposed new district centres). Local smaller scale provisions to serve the remaining proposed new housing growth areas are shown in Category 4. Other local shops and services will also be provided for where local needs arise.

6.72 Overall the development of potential town centre uses will be provided for on a scale appropriate to the form and functions of, and the potentials for, development identified by background evidence studies. Coordinated development management policies for the three districts will include consideration of a lower threshold for impact assessments than the national threshold set out in Planning Policy Statement 4.

6.73 The area is dominated by Norwich city centre, which is a strong office, retail and leisure destination and the highest ranked retail centre in the region. There are approximately 1,100 shops covering 229,000m^2 of floorspace in the city centre (of which most are retail comparison goods) while the area also provides for most of the JCS area's commercial and leisure provision.

6.74 In terms of the retail hierarchy, Norwich city centre contains a number of retail areas as illustrated on the Norwich city centre key diagram on page 73. The primary retail area is at the highest level in the retail hierarchy, and the large district centres of Anglia Square/Magdalen Street and Riverside are at the second level.

Policies towards other and specialist shopping areas, a number of which supplement and support the primary retail area, will be set out in other Development Plan Documents. The large district centres, plus eleven other district centres within the Norwich urban area, meet the daily needs of their local resident populations. The district centres will be considered for additional improvements as shopping destinations. However no potential has been identified for additional out-of-centre retailing. There are also several free-standing large food stores situated around the Norwich fringe and retail warehouse parks at Costessey, Blackberry Court (Sweet Briar Road), and Salhouse Road, Sprowston.

6.75 The surrounding area is served by a network of vibrant market towns. The largest centres are Aylsham, Diss, Harleston and Wymondham. These are traditional market towns which each contain some 100-140 shops and services. They provide for a wide range of food and non food shopping requirements, plus cultural and tourism facilities, and serve significant rural catchments. They are broadly comparable in size and function with the large district centre of Anglia Square/Magdalen Street in Norwich. The market and other Main Towns will need to maintain their roles and diversify their shops and services. Recent major food store developments have taken up any potential for convenience goods stores in the town centres of Aylsham and Diss, which both have potential for further comparison goods floorspace. The town centres of Harleston and Wymondham have been identified as having potential for additional convenience and comparison goods. These towns will also act as focal points for leisure development such as cafes, bars, restaurants and other food and drink establishments, to enhance the vitality and viability of the centres. The rural area is also served by centres outside the JCS area including the immediately adjacent settlements of Beccles, Bungay and Hoveton.

6.76 A further range of smaller town, village and urban district centres provide for a more limited choice of goods and services with broadly 15-60 premises. These places serve relatively local catchments, and some contain fewer shops and services than might be expected, due to their proximity to Norwich or other large centres just outside the greater Norwich area. No specific retail floorspace potentials have been identified for this range of smaller centres.

6.77 The proposed large-scale housing areas will provide for shops and services to meet local needs where they are not able to benefit from existing centres. The Old Catton, Rackheath, Sprowston and Thorpe St Andrew growth triangle in particular will be sufficiently large to require a district centre. Preferably this will include a food store as an anchor and sufficient leisure and ancillary activities to provide for the attraction of a range of trips. This may be through building on the proposed centre at Blue Boar Lane or the creation of a second district centre elsewhere in the Growth Triangle. This will be determined through the Area Action Plan for the area.

6.78 Smaller local centres provide a valuable service. In some villages limited, but vital, services are not concentrated in recognised centres but still warrant support and protection.

References:

06 Policies for places, Policy 19

- Planning Policy Statement 6 (PPS 6) Town Centres

07 Implementation and monitoring

Roundwell Medical Centre

Policy 20 applies to the whole strategy area

Policy 20: Implementation

A coordinated approach will be taken to the timely provision and ongoing maintenance of infrastructure, services and facilities to support development.

Provision will be achieved through:

- contributions towards strategic infrastructure from all residential and commercial development, made through the introduction of an areawide Community Infrastructure Levy (CIL) plus appropriate Section 106 contributions for site specific needs. Until such time as a local CIL is introduced all contributions will be made through Section 106 in line with current legislation and national policy, including the pooling of contributions
- maximising mainstream government funding sources including the Homes and Communities Agency, Local Transport Plan, Growth Point Funding, Regional Funding Allocation and Community Infrastructure Funding and other new funding streams, including European funding sources
- coordination with the investment programmes of other public bodies e.g. National Health Service
- capital investment by utilities companies through their asset management plans to their regulator which identify the capital investment required
- innovative approaches to capital investment based on forecast future revenue
- consideration of other potential funding mechanisms

Local Planning Authorities and the County Council will make use, where necessary, of their legal powers to bring about strategically significant development, including compulsory purchase.

Future maintenance of the infrastructure provided will be achieved either through adoption by a public body with maintenance payments, where appropriate, or other secure arrangements such as the establishment of a local infrastructure management body.

Implementation of this Joint Core Strategy will depend on the coordinated activities of a number of agencies. It is essential that necessary infrastructure is provided in a timely manner related to the needs of new development. The precise timing and phasing of infrastructure will be managed through reviews of the delivery programme, but the underlying principles will be to provide attractive, sustainable communities, to avoid placing an undue strain on existing services and to ensure that residents of new developments do not form patterns of behaviour which ultimately threaten the viability of new services.

Infrastructure that is essential to secure sustainable development will include:

- appropriate transport infrastructure including the implementation of NATS and the construction of the NDR and improved public transport
- affordable or supported housing
- social infrastructure, including education, healthcare, police and emergency services and community facilities
- local and renewable energy generation

- water conservation measures
- sustainable drainage systems (SuDS)
- strategic sewers
- open space and green infrastructure, including habitat creation, pedestrian and cycle links, allotments, recreation facilities, parks, trees, hedgerows, woodland and landscaping
- utilities, including waste management/ recycling/composting facilities
- street furniture
- public art

The developers of strategic growth areas will be required to enter into an ongoing commitment to support community development to bring about a genuinely sustainable community including fostering the growth of community and voluntary organisations.

Contributes to spatial planning objectives 2-12

7.1 This Joint Core Strategy has been formulated on the basis of implementing the major growth in housing and employment so that they are coordinated with relevant infrastructure, services and facilities. It is not the intention of this JCS to permit housing growth to outstrip and be developed in advance of supporting employment and a full range of hard and soft infrastructure.

7.2 The delivery vehicle for coordination, prioritisation and management, including contributions and funds, is the Greater Norwich Development Partnership (GNDP). The GNDP will develop and manage a delivery programme supporting the implementation of this Joint Core Strategy in partnership with stakeholders. The programme will be implemented through the Local Investment Plan and Programme (LIPP), or any successor delivery plan, and will be regularly updated. The key elements of the programme are set out in the draft Implementation framework in Appendix 7.

7.3 Significant and timely investment will be required to implement the JCS. Developer contributions will be sought through a combination of a Community Infrastructure Levy (CIL) and planning obligations. The CIL will apply to both residential and commercial development. Until a locally derived CIL has been implemented local authorities in the greater Norwich area will continue to use planning obligations through S106, including pooling when appropriate and in accordance with current practice and legislation.

7.4 The CIL will be set at a level that does not undermine the viability of development. Studies identify that the cost of required infrastructure is likely to exceed expected income from all sources. The GNDP will address the implications of any funding gap for the infrastructure delivery programme, including prioritisation and seeking additional funding from government. It will seek to maximise investment from mainstream public sector funding and explore innovative ways to fund infrastructure investment. Other funding streams might include:

- The New Homes Bonus
- Tax Increment Financing (TIF)
- Regional Growth Fund

7.5 It is the GNDP's intention to submit a charging schedule in accordance with the regulations. The GNDP will regularly review the infrastructure needs of this Joint Core Strategy and development values, updating the charging schedule as necessary. Between these reviews, the CIL will be index-linked as set out in the Regulations.

7.6 The GNDP will expect utility providers to ensure that their asset management plans take full account of the infrastructure needed to accommodate the development proposed in this JCS.

Monitor and manage

7.7 The monitoring framework in Appendix 8 includes performance indicators and targets to assess how the Joint Core Strategy's objectives are being met. Some of these indicators are core output indicators, which the Government require us to collect. The other local indicators have been developed to address matters relevant to this area. Many of the indicators derive from the Sustainability Appraisal.

7.8 Contextual indicators are also used. These illustrate wider objectives such as for health and education. A Local Area Agreement has been established in Norfolk and a set of 35 indicators prioritised reflecting the key local concerns relating to the area's well being. These indicators are published separately.

7.9 The Greater Norwich Development Partnership will publish an Annual Monitoring Report (AMR). The AMR is a check on the performance of the Joint Core Strategy and gives the opportunity to adjust policies and review objectives and to revise the Local Development Scheme. The outcomes will inform the need for reviews of the LIPP, this JCS and other Local Development Documents.

Review

7.10 The Joint Core Strategy is dependent on significant investment in supporting infrastructure. New development will contribute to this. However, the provision of infrastructure beyond that normally provided as part of the development will need the active cooperation of and investment by other agencies. These include utility companies, health care providers, central and local government, the Highways Agency and rail providers. Every effort will be made to ensure appropriate and timely supporting infrastructure is delivered. In the event of a critical shortfall, the Joint Core Strategy will be reviewed.

Contingency

7.11 The GNDP will be working to bring forward all growth proposals and associated infrastructure as early as possible to maximise delivery and flexibility. This will be facilitated by engagement with developers to understand opportunities, overcome constraints and maximise development potential without compromising quality.

7.12 There is no phasing of growth in the JCS beyond that imposed by the provision of infrastructure and, at the time of adoption, there are not expected to be significant constraints to the provision of most critical elements. However, there remains some uncertainty around the delivery of the Northern Distributor Road (NDR).

7.13 Notwithstanding this, there is a significant housing commitment across the JCS area that is unaffected by infrastructure constraints. Delay to, or non delivery of, the NDR would not prevent the JCS provision of housing and employment development within the Norwich City and South Norfolk areas or the existing housing commitment in Broadland. Market pressures are likely to bring forward development in these locations. The existing commitment and the range and scale of growth proposals across the JCS area provide significant flexibility to bring forward growth in those locations unaffected by infrastructure constraints.

7.14 Without the NDR the housing and employment growth in the Broadland part of the NPA cannot all be delivered, and neither can significant parts of NATS including high-quality public transport in the northern part of the urban area.

7.15 In February 2011 the NDR/Postwick Hub scheme was one of a 'Development Pool' of 45 national schemes which are to be scrutinised by the Department for Transport in terms of their business case, value for money and other criteria. A final decision on funding is to be made by the Secretary of State by the end of 2011.

7.16 Pending clarity on Postwick Hub's and the NDR's delivery, the table below summarises the current understanding of development potential offered by the strategic locations in the Broadland NPA as at 2013. The delivery of the smaller sites allowance in the Broadland NPA will be dealt with on a site by site basis as the dependence on Postwick junction and the NDR will vary with location.

7.17 Broadland District Council is committed to preparing an Area Action Plan (AAP) for the growth triangle. As part of the preparation of this AAP there will be an investigation of any potential that may exist for further growth to take place (in addition to that shown in the table below) without confirmation of the delivery of the NDR. This will include testing whether interim schemes and/or alternatives to the NDR could help to facilitate growth without compromising the spatial vision and objectives of the JCS. Therefore, the analysis would need to cover capacity of all infrastructure,

Location	Level of growth supported by current evidence
Development that can come forward in advance of improvements to Postwick Junction:	
Growth Triangle	1440 committed dwellings in the Sprowston Fringe
Rackheath	200 dwellings on the proposed exemplar development at Rackheath (in addition to 94 existing consented dwellings)
Further development that can come forward following improvements to Postwick Junction and in advance of confirmation of delivery of the NDR:	
Growth Triangle	At least 1600 dwellings
Broadland Business Park	Development of existing allocation and new allocation (approx. 18ha including c50,000m2 B1)
Development that cannot come forward until confirmation of delivery of the NDR:	
Growth Triangle	All remaining housing in the Growth Triangle and new employment allocation at Rackheath
Airport Area	New employment allocation

not just road capacity, the implications of particular sites, and the nature of the proposed development. It will be essential that the growth is delivered in accordance with the overall strategy, taking account of its wider impact across the Norwich area, including a full range of infrastructure provision, services and high-quality public transport and walking/cycling provision.

7.18 Development beyond the pre-NDR threshold established through the AAP process will not be possible without a commitment to the NDR. If it becomes clear that there is no possibility of the timely construction of the NDR, a review of the JCS proposals for the growth triangle and the implications for the strategy as a whole would be triggered.

References:

07 Implementation and monitoring, Policy 20

- Norfolk Action; Norfolk Local Area Agreement (2008)
- Planning Policy Statement 12 (PPS12) Local Spatial Planning
- Greater Norwich Infrastructure Needs and Funding Study (2009)

Implementation and delivery within the Broadland part of the Norwich Policy Area

7.19 Following the adoption of the Joint Core Strategy in March 2011 a court judgment remitted parts of the previously adopted plan for further consideration. This judgment remitted specific elements of the proposals within the Broadland part of the Norwich Policy Area and in particular: a) the Old Catton, Sprowston, Rackheath, Thorpe St Andrew Growth Triangle (including employment growth at Rackheath but excluding employment land at Broadland Business Park and the airport); and b) 2000 homes proposed on smaller sites throughout the Broadland part of the Norwich Policy Area. These proposals were resubmitted for further examination, and policies 21 and 22 were necessary in order to ensure the soundness of this part of the JCS. For the avoidance of doubt, policies 21 and 22 below apply only to the proposals previously remitted by the Court order.

7.20 Between the original adoption of the JCS and consideration of the remitted proposals, key infrastructure items serving the Broadland part of the NPA were not progressed at the rate envisaged in the original JCS. Because of this, and the further scrutiny of the remitted elements of the plan in the light of updated government guidance about the housing land supply and deliverability of the plan proposals, it was considered necessary to strengthen policy with regard to a positive approach to sustainable development, monitoring and housing land supply. Progress regarding delivery of housing land will be rigorously monitored against targets. If monitoring reveals that the Broadland part of the NPA will significantly under deliver in terms of a 5-year housing land supply (plus the "additional buffer" required in national policy), then action will be taken to address this as set out in policy 22.

Policy 21: Implementation of proposals in the Broadland part of the Norwich Policy Area

When considering development proposals in their part of the Norwich Policy Area Broadland District Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

Policy 22: Action to ensure the delivery of housing land in the Broadland part of the Norwich Policy Area

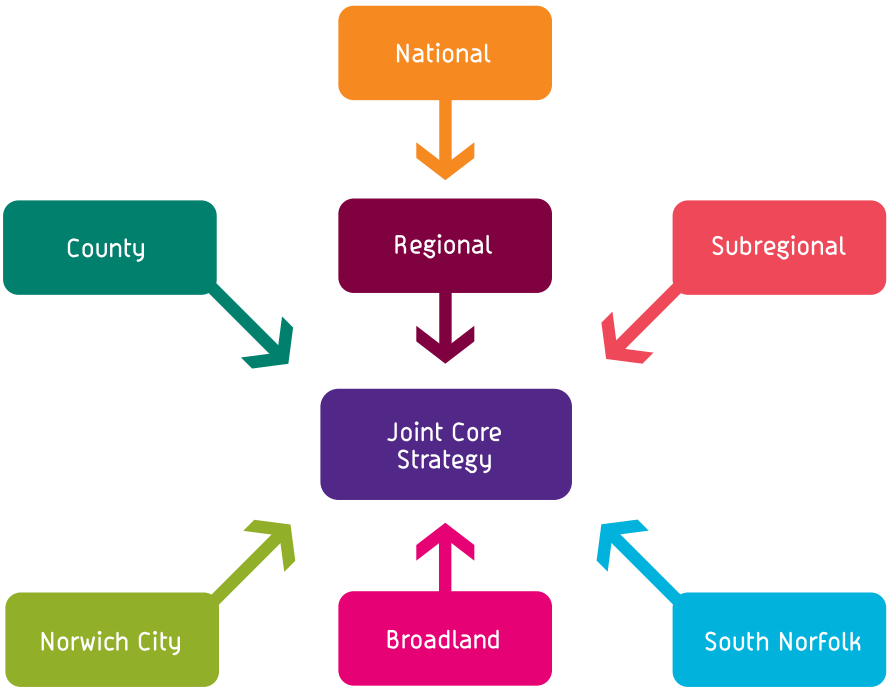
In addition to the JCS review "trigger" set out in paragraph 7.18, if any Monitoring Report (MR) produced after two full years from the adoption of this part-JCS Local Plan demonstrates that there is a significant shortfall (as defined below) in the 5-year supply of housing land (plus the "additional buffer" required in current national policy) affecting the Broadland part of the Norwich Policy Area (NPA), then the Councils will take the course of action specified below to address the identified shortfall.

The Councils will consider that a significant shortfall has arisen if the MR (produced annually) shows there to be less than 90% of the required deliverable housing land (as defined in current national policy).

In the event of an identified shortfall, the Councils will produce a short, focussed Local Plan which will have the objective of identifying and allocating additional locations within the whole NPA area for immediately deliverable housing land to remedy that shortfall, in accordance with the settlement hierarchy set out in paragraph 6.2 of the JCS. The Local Plan will cover such a time period as may reasonably be considered necessary for the delivery delay or shortfall (however caused) to be resolved.

08 Appendices

Appendix 1: Relationship to other strategies



National

- Planning Policy Statements, Circulars & Guidance
- White Papers e.g. Health, Rural Affairs Transport and Energy
- Strategy for Sustainable Farming and Food (DEFRA, 2002)
- Transport Ten Year Plan (DoT, 2000)
- The Air Quality Strategy for England, Scotland, Wales and Northern Ireland: Addendum (DEFRA, 2003)
- UK Waste Strategy (DEFRA, 2000)
- Working with the Grain of Nature: A Biodiversity Strategy for England (DEFRA, 2002)
- Delivering a sustainable transport strategy (DfT 2008)

Regional

- Regional Spatial Strategy: The East of England Plan (2008)
- The Regional Economic Strategy for the East of England (2004)
- Regional Housing Strategy 2005-2010
- Regional Social Strategy (2003)
- Sustainable Communities in the East of England (2003)
- Sustainable Tourism Strategy for the East of England – Draft (2003)

County

- Norfolk's 2nd Local Transport Plan (2006-2011)
- Norfolk Ambition – The sustainable community strategy for Norfolk, 2003-2023 (March 2008)
- Norfolk Action – Norfolk's Local Area Agreement (July 2008)
- Tomorrow's Norfolk, Today's Challenge – A Climate Change Strategy for Norfolk (September 2008)
- Biodiversity Supplementary Planning Guidance for Norfolk (2004)
- Norfolk Biodiversity Action Plan 2004
- Norwich Area Transportation Strategy (2004)
- Norfolk Minerals and Waste LDF
- Norfolk Cultural Strategy (2002)
- Joint Municipal Waste Strategy for Norfolk (2006-2020)
- Learning Disability Employment Plan for Norfolk (2006)
- Norfolk Gypsy and Traveller Strategy
- Major scheme business case: Northern Distributor Route
- Shaping Norfolk's Future Economic Strategy (2006-2012)

Subregional

- The Broads Plan 2004
- The Broads Core Strategy (2007)
- Greater Norwich Economic Strategy (2009-2014)
- Greater Norwich Housing Strategy (2008-2011)
- Greater Norwich Housing Market Assessment (2006)
- Sports Partnership Around Norwich (SPAN) Action Plan

South Norfolk

- South Norfolk Tourism Strategy (2004)
- South Norfolk Corporate Equality Strategy (2009-2012)
- South Norfolk Crime Reduction Partnership, Community Safety Partnership Plan (2008-2011)
- South Norfolk Alliance: Your Sustainable Community Strategy (2008-2018)
- Towards Stronger Communities: South Norfolk's Strategy for Community Cohesion (2006)
- South Norfolk Cycling Strategy (2005)
- South Norfolk Corporate Environment Strategy (2008-2012)
- South Norfolk Leisure/Culture & Countryside Strategy (2006-2016)
- South Norfolk Council's Strategy for Health and Well-Being (2006-2016)

Broadland

- Air Quality Management
- Anti Social Behaviour Strategy
- Broadland Community Safety Plan
- Broadland Community Strategy
- Broadland Local Plan Replacement (2006)
- Broadland Community Partnership Strategy and Action Plan
- Contaminated Land Strategy
- Climate Change Action Plan
- Corporate Equality and Diversity Action Plan
- Broadland Culture and Leisure Strategy
- Design Guide
- Broadland Economic Development and Tourism Strategy (2004)
- Broadland Youth Engagement Strategy
- Broadland Parking Standards Supplementary Planning Document (SPD) (2007)
- Broadland Recreational Open Space SPD (2007)
- Broadland Landscape Character Assessment SPD
- Broadland Affordable Housing SPD (2008)
- Broadland Rivers Catchment Flood Management Plan (Draft – June 2006)
- Broadland Rivers Catchment Abstraction Management Strategy
- Broadland Crime and Disorder and Drugs Misuse Strategy (2005)
- Historic Buildings Grant Policy (2006)

Norwich City

- Norwich: City Destination Strategy (2004)
- Norwich's Environment Strategy 2003-2008
- Norwich City Council Economic Strategy 2003-2008
- Norwich Community Safety Strategy and Audit Report 2005-2008
- Norwich Homelessness Strategy
- A vision for Norwich: The Sustainable Community Strategy 2008-2020
- Norwich River Valleys Strategy

Appendix 2: Supporting documents

Research and studies:

Housing

- **Greater Norwich Housing Market Assessment Update – November 2009**
  (Greater Norwich Housing Partnership, completed January 2010)
- **Norwich City Council Affordable Housing Viability Testing**
  (Norwich City Council, June 2009)
- **Strategic Housing Land Availability Assessment**
  (Nathaniel Lichfield & Partners, 2009)
- **Greater Norwich Housing Market Assessment**
  (Greater Norwich Housing Partnership, 2007)
- **Greater Norwich Sub-Region Evidence Base for a Housing Market Assessment: A Study of Housing Need and Stock Condition**
  (Greater Norwich Housing Partnership, 2006)

Jobs and the economy

- **An Economic Assessment of Greater Norwich: A companion document to the Greater Norwich Economic Strategy 2009-2014**
  (GNDP, 2009)
- **Feasibility Study for a Conference Centre and Concert Hall for the Greater Norwich Area**
  (Tourism UK, 2008)
- **Greater Norwich Employment Growth and Employment Sites and Premises Study**
  (ARUP, 2008)
- **Norwich Sub-Region Retail and Town Centres Study**
  (GVA Grimley, 2007)
- **Ideopolis: Knowledge City Regions**
  (The Work Foundation, 2006)
- **Ideopolis: Knowledge City Regions: Enabling Norwich in the Knowledge Economy**
  (The Work Foundation, 2006)

Transport

- **JCS Transport Strategy Report**
  (Mott Macdonald, January 2010)
- **Baseline Conditions Report – JCS Submission**
  (Mott Macdonald, January 2010)
- **Norwich Northern Distributor Road Major Schemes Business Case: Sensitivity Tests for DfT – Core Scenario**
  (Norfolk County Council, December 2009)

- **Norwich Area Transportation Strategy Implementation Plan: Strategic Modelling of Joint Core Strategy**
  (Mott Macdonald, 2009)
- **Postwick Community Infrastructure Fund: Full Business Case**
  (Norfolk County Council, October 2008)
- **Major Scheme Business Case: Norwich Northern Distributor Road**
  (Norfolk County Council, July 2008)
- **A47 Southern Bypass Junctions Capacity Assessment Report**
  (Mott Macdonald, 2008)
- **Greater Norwich Joint Core Strategy Public Transport Requirements of Growth and technical note – appraisal of the emerging option (2008)**
  (Mott Macdonald, 2008)
- **NNDR Report to Cabinet – Appendix 3: Statement on Justification of Need**
  (Norfolk County Council, September 2005)
- **Norwich Northern Distributor Road Traffic and Economic Assessment Report**
  (Mott Macdonald, February 2005)
- **Norwich Area Transportation Strategy: Options Assessment Report**
  (Mott Macdonald, October 2004)
- **Norwich Area Transportation Strategy: Public Consultation Analysis Supplement**
  (Mott Macdonald, June 2004)
- **Norwich Area Transportation Strategy: Public Consultation Analysis**
  (Mott Macdonald, May 2004)
- **Norwich Area Transportation Strategy (NATS) review Transport Related Problems and Issues**
  (Norfolk County Council, April 2003)

Environment

- **Habitats Regulation Assessment (Appropriate Assessment) of the Joint Core Strategy for Broadland, Norwich and South Norfolk:**
  Task 1 (Mott Macdonald, 2008)
  Task 2 (Mott Macdonald, 2009)
  Task 2 (Mott Macdonald, update February 2010)
- **Greater Norwich Development Partnership Green Infrastructure Delivery Plan**
  (GNDP, 2009)
- **Historic Characterisation and Sensitivity Assessment**
  (Norfolk County Council, 2009)
- **Greater Norwich Integrated Water Cycle Study – Stages 1 (2007), Stage 2a (2008) and Stage 2b (2009)**
  Stage 1 (Scott Wilson, 2007)
  Stage 2a (Scott Wilson, 2008)
  Stage 2b (Scott Wilson, 2009)
  Stage 2b Final (Scott Wilson, 2010) with Natural England response and Stakeholder Position Statements

- **Sustainable Energy Study for the Joint Core Strategy for Broadland, Norwich and South Norfolk** (ESD, 2009)
- **Greater Norwich Development Partnership Green Infrastructure Study** (Chris Blandford Associates, 2008)
- **Strategic Flood Risk Assessment** (Millard Consulting, 2007)
- **Sustainability Appraisal Scoping Report** (Scott Wilson, 2007)
- **Pre-submission JCS Sustainability Appraisal Report** (Scott Wilson, 2009)

Infrastructure

- **Greater Norwich Infrastructure Needs and Funding Study** (EDAW/AECOM, 2009)
- **Norwich Growth Area Infrastructure Needs and Funding Study** (EDAW, 2007)

Stages in JCS development

- Issues and Options informal discussion workshops (June – July 2007)
- Issues and Options consultation (December 2007 – February 2008)
- Issues and Options: Report of consultation (July 2008)
- Technical Regulation 25 consultation (August – September 2008)
- Technical Regulation 25: Report of consultation (December 2008)
- Public Regulation 25 consultation (March – June 2009)
- Regulation 30 statements

Topic Papers

- City Centre
- Employment and Town Centre Uses
- Environment
- Homes and Housing
- Implementation and Governance
- Infrastructure
- Settlement Hierarchy
- Strategy to Accommodate Major Housing Growth in the Norwich Policy Area
- Transport

Background documents commissioned by local authorities informing the Joint Core Strategy

Broadland

- Annual Monitoring Report 2007-2008
- Broadland District Landscape Character Assessment (2008)
- Broadland District Council: PPG17 Open Spaces Indoor Sports And Community Recreation Assessment (2007

- Local Development Scheme (2007)
- Broadland PPG 17 open-spaces, indoor sports and community recreation assessment (2007)
- Various conservation area appraisals
- Blue Boar Lane Development Brief (2006)
- Broadland District Landscape Assessment and Review of Areas of Important Landscape Quality (1999)

Norwich

- Delivering for Norwich, Corporate Plan 2008-2010
- Northern City Centre Area Action Plan (Adopted Spring 2010)
- Northern City Centre Area Action Plan, Addendum to submission document (July 2009)
- Northern City Centre Area Action Plan (Submission Report December 2008)
- Norwich Local Development Framework Annual Monitoring Report 2007-2008
- Norwich City Centre Conservation Area Appraisal:

1. City Centre
2. Eaton
3. Mile Cross
4. Old Lakenham
5. St Matthews
6. Thorpe Hamlet
7. Thorpe Ridge
8. Trowse Millgate

- Norwich Needs: Research for the Local Area Agreement. Phase 1: Deprivation in Norwich
- Norwich Open Space Needs Assessment. Leisure & the Environment
- Norwich Open Space Needs Assessment. Area Profiles
- Norwich Strategic Sites Study (2005)

South Norfolk

- South Norfolk Wind Turbine Sensitivity Study (2008)
- Annual Monitoring Report 2007-2008
- Local Development Scheme 2007
- NRP Development Framework. Supplementary Planning Document
- Final Report Agreed by Gypsy and Traveller Working Group
- Gypsy and Traveller Accommodation Needs Survey: South Norfolk Findings (2006)
- South Norfolk Landscape Character Assessment:
  - Volume 1 – Landscape Types of South Norfolk (2001)
  - Volume 2 – Landscape Character Areas of the Norwich Policy Area (2001)
  - Volume 3 – Landscape Character Areas of the Rural Policy Area (2008)
- South Norfolk PPG17 Open Spaces, Indoor Sports and Community Recreation Assessment (2007)
- South Norfolk Conservation Area Appraisals
- South Norfolk Retail Study (2004)

Appendix 3: Superseded policies and changes to local plan proposals maps

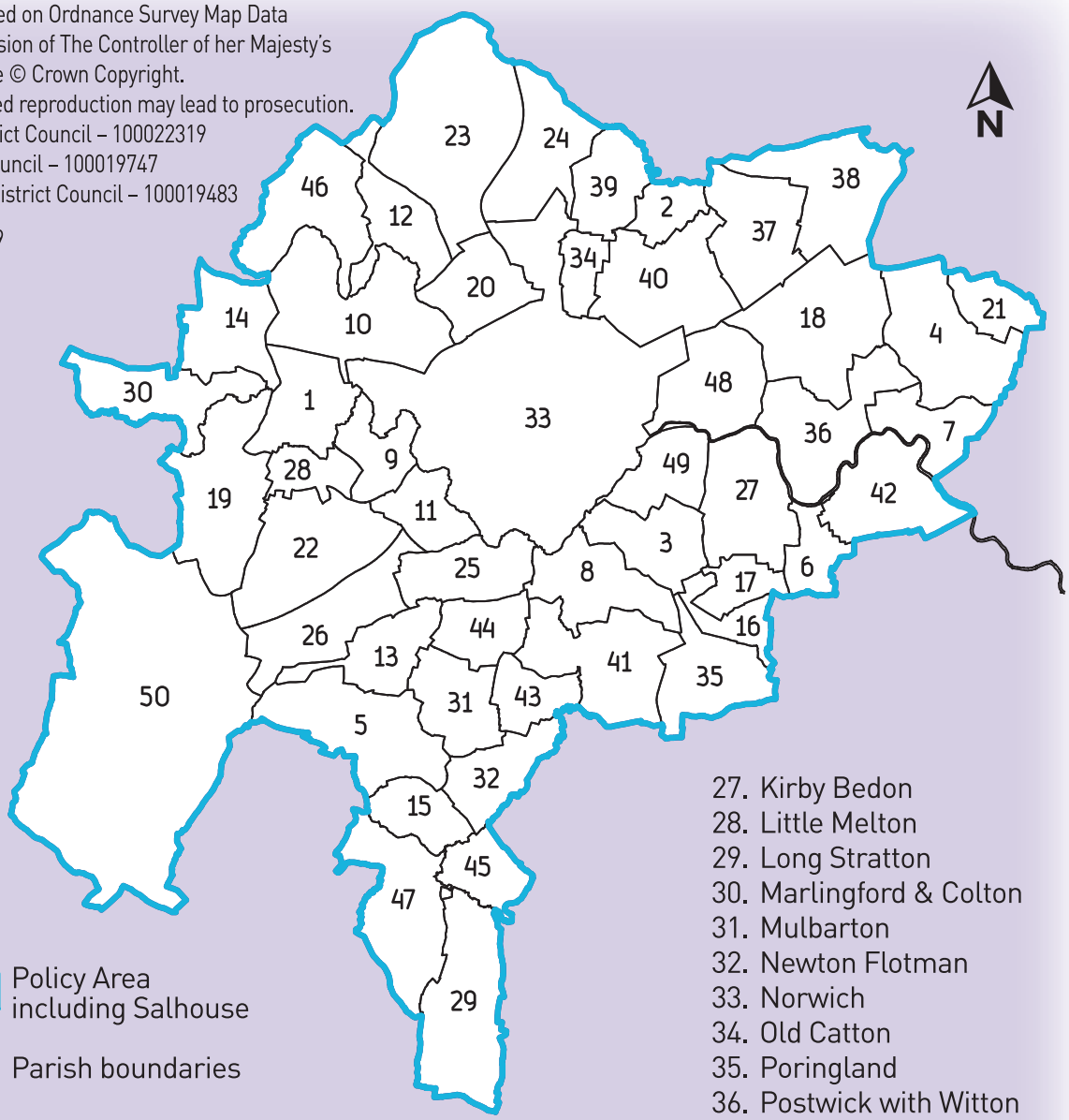
Broadland District Local Plan (Replacement) 2006	City of Norwich Replacement Local Plan 2004	Saved South Norfolk Local Plan Policies
• GS6 Development beyond the plan period – strategic reserve • ENV1 Protection and enhancement of environmental assets • ENV 24 Development affecting the Broads Area • HOU2 Strategic Sites • HOU3 Major housing development phasing • HOU4 Affordable housing within larger developments • HOU 10 Variety of dwelling types, and housing to meet defined needs • EMP 10 Tourist facilities • TRA 17 Landscaping of new or improved highways • CS2 Sustainable drainage systems • CS9 Flood risk issues in all development proposals	• HBE19 Design for safety and security • EP12 Development in other areas at risk of flooding • HOU1 Housing needs and monitoring • HOU4 Affordable Housing • HOU7 Phasing of housing development	• SP1 Sustainable development • SP2 High standard of design • SP3 Location of growth • SP4 Impact on infrastructure • SP5 Housing land supply • SP6 Main objectives for employment • SP7 Main objective for shopping • SP8 Main objective for tourism • SP9 Main objective for recreation and leisure • SP10 Main objective for transport and movement • ENV1 Protection of landscape • ENV4 Broads Area • ENV7 Strategy for the distribution of development • ENV16 Local nature reserves • IMP1 Design • IMP7 Provision of Infrastructure • IMP26 Percentage for art • HOU1 Housing land requirement • HOU12 Affordable Housing • HOU13 Local needs housing • UTL8 Contributions to schools • UTL10 Contributions to recreation and community facilities • TRA4 Provision for public transport

Revisions to the Proposals Maps have been made accordingly and are available to view at **www.gndp.org.uk**

Appendix 4: Definition of the Norwich Policy Area

This plan is based on Ordnance Survey Map Data
with the permission of The Controller of her Majesty's
Stationery Office © Crown Copyright.
Any unauthorised reproduction may lead to prosecution.
Broadland District Council – 100022319
Norwich City Council – 100019747
South Norfolk District Council – 100019483

September 2009



Key

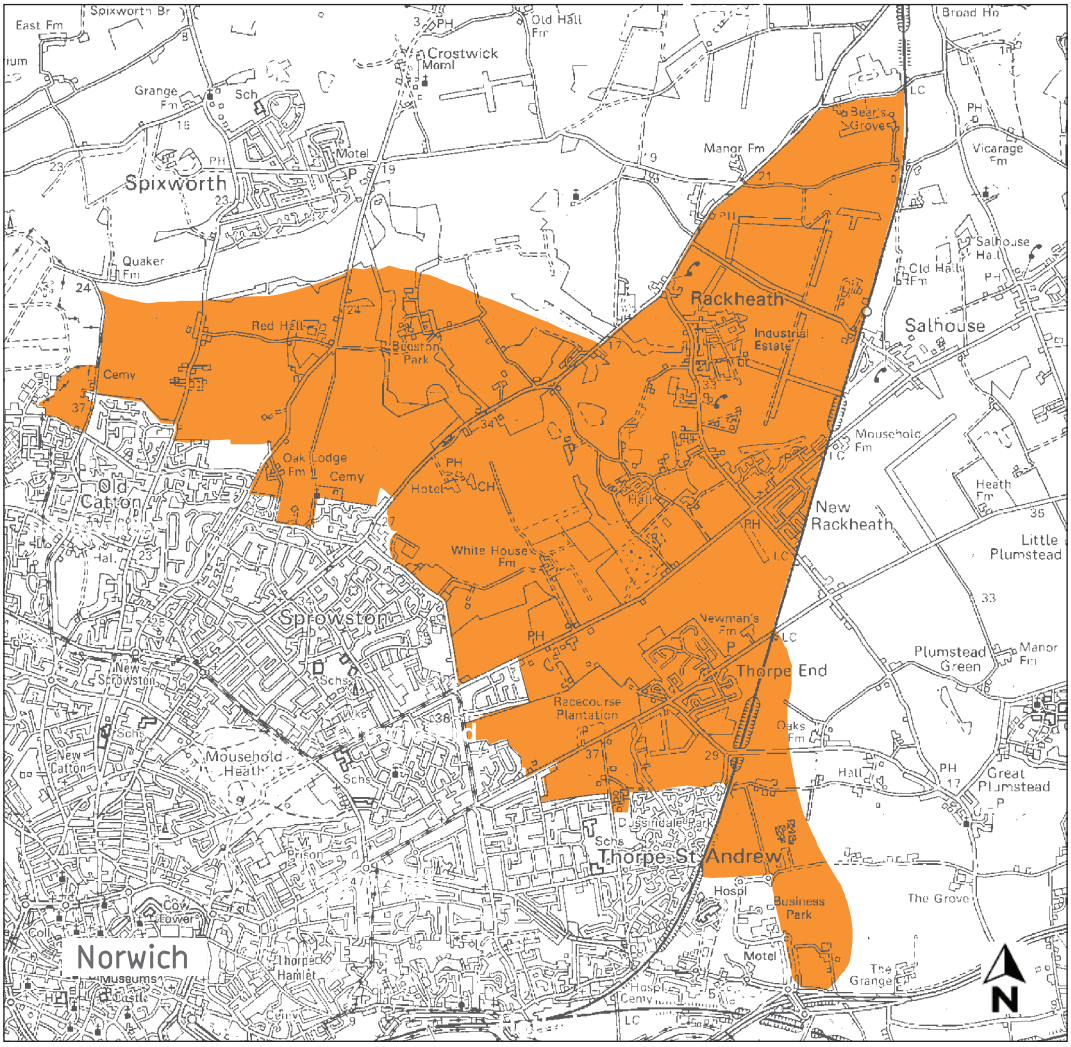
Policy Area including Salhouse

Parish boundaries

1. Bawburgh
2. Beeston St. Andrew
3. Bixley
4. Blofield
5. Bracon Ash
6. Bramerton
7. Brundall
8. Caistor St Edmund
9. Colney
10. Costessey
11. Cringleford
12. Drayton
13. East Carleton
14. Easton
15. Flordon
16. Framingham Earl
17. Framingham Pigot
18. Great & Little Plumstead
19. Great Melton
20. Hellesden
21. Hemblington
22. Hethersett
23. Horsford
24. Horsham St. Faith & Newton St. Faith
25. Keswick
26. Ketteringham
27. Kirby Bedon
28. Little Melton
29. Long Stratton
30. Marlingford & Colton
31. Mulbarton
32. Newton Flotman
33. Norwich
34. Old Catton
35. Poringland
36. Postwick with Witton
37. Rackheath
38. Salhouse
39. Spixworth
40. Sprowston
41. Stoke Holy Cross
42. Surlingham
43. Swainsthorpe
44. Swardeston
45. Tasburgh
46. Taverham
47. Tharston and Hapton
48. Thorpe St. Andrew
49. Trowse with Newton
50. Wymondham

Appendix 5

Old Catton, Sprowston, Rackheath, Thorpe St Andrew Growth Triangle

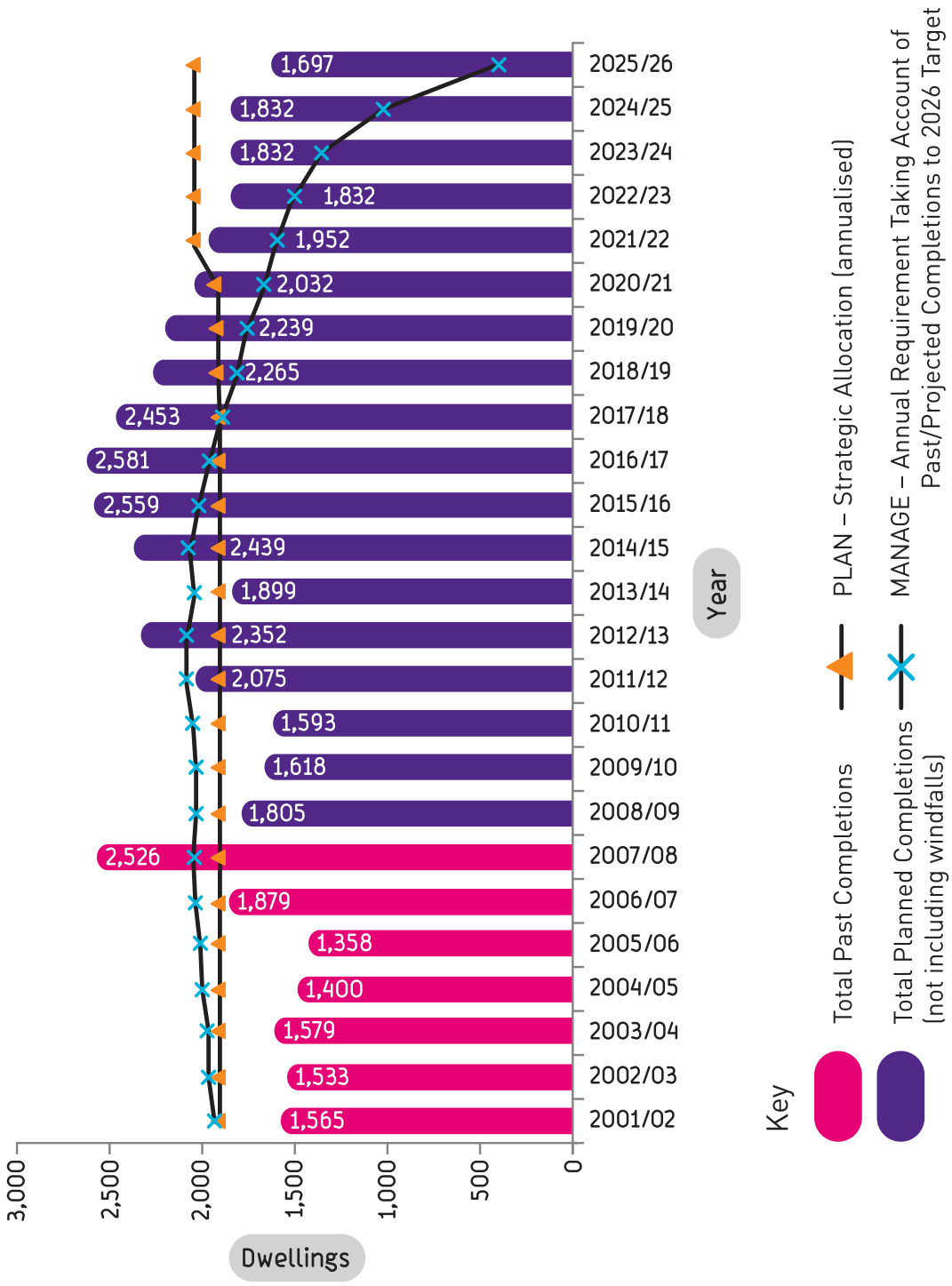


This plan is based on Ordnance Survey Map Data
with the permission of The Controller of her Majesty's
Stationery Office © Crown Copyright.
Any unauthorised reproduction may lead to prosecution.
Broadland District Council – 100022319
Norwich City Council – 100019747
South Norfolk District Council – 100019483

September 2009

Appendix 6: Housing trajectory

GNDP housing trajectory – plan and manage 2001-2026



This appendix illustrates the trajectory as anticipated in 2010 and historic information back to the base date of the now revoked East of England Plan. Not only is this page of the appendix out of date but it also includes assumptions about delivery from elements of the plan that were remitted by court order. It is reproduced here solely for historical information. For updated information on housing trajectories please see the Annual Monitoring Report. For a housing trajectory in the Broadland part of the NPA see Appendix 6a and the published Annual Monitoring Report.

Annual delivery rates and requirement

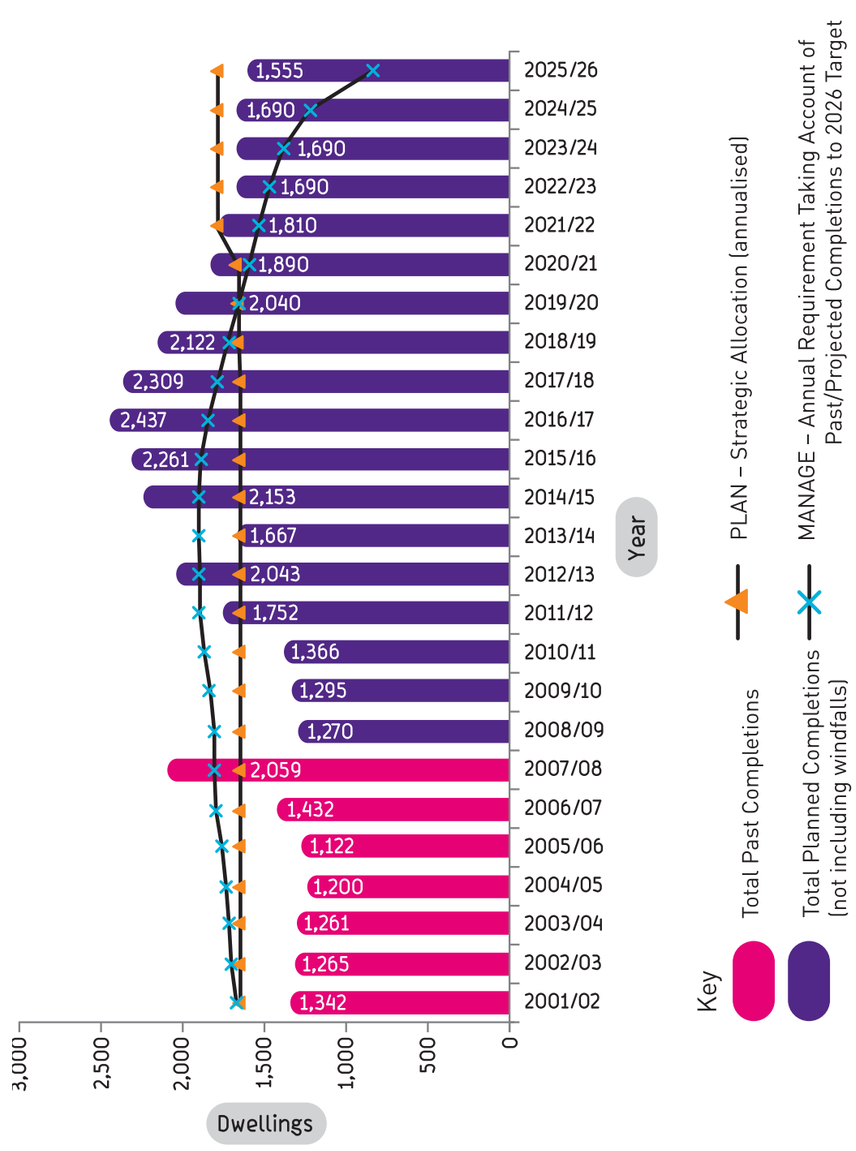
	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	Total
Past Completions	1,565	1,533	1,579	1,400	1,358	1,879	2,526																			**11,840**
Commitments								1,805	1,618	1,593	1,895	2,122	1,669	1,084	974	652	449	172	57							**14,090**
Minimum new allocations to be made in identified growth locations											180	230	230	1,355	1,585	1,929	2,004	2,093	2,182	2,032	1,952	1,832	1,832	1,832	1,697	**22,965**
Windfall Assumptions													375	375	375	375	375	375	375	375	375	375	375	375	375	**4,875**
Total Past Completions	1,565	1,533	1,579	1,400	1,358	1,879	2,526																			
Total Projected Completions (not including windfalls)								1,805	1,618	1,593	2,075	2,352	1,899	2,439	2,559	2,581	2,453	2,265	2,239	2,032	1,952	1,832	1,832	1,832	1,697	
Cumulative Completions	1,565	3,098	4,677	6,077	7,435	9,314	11,840	13,645	15,263	16,856	18,931	21,283	23,182	25,621	28,180	30,761	33,214	35,479	37,718	39,750	41,702	43,534	45,366	47,198	48,895	
PLAN – Strategic Allocation (annualised)	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	2,000	2,000	2,000	2,000	2,000	
Cumulative Allocation	1,875	3,750	5,625	7,500	9,375	11,250	13,125	15,000	16,875	18,750	20,625	22,500	24,375	26,250	28,125	30,000	31,875	33,750	35,625	37,500	39,500	41,500	43,500	45,500	47,500	
MONITOR – No dwellings above or below cumulative allocation	-310	-652	-948	-1,423	-1,940	-1,936	-1,285	-1,355	-1,612	-1,894	-1,694	-1,217	-1,193	-629	55 761	1,339	1,729	2,093	2,250	2,202	2,034	1,866	1,698	1,395		
MANAGE – annual requirement taking account of past-projected completions 01-26	1,900	1,914	1,931	1,947	1,973	2,003	2,010	1,981	1,991	2,015	2,043	2,041	2,017	2,027	1,989	1,932	1,860	1,786	1,717	1,630	1,550	1,450	1,322	1,067	302	

Notes: Past Completions and Commitments are based on the most up to date assessments of land supply, not AMRs. Windfall rate is included for illustrative purposes and is NOT included in Total Projected Completions.

This appendix illustrates the trajectory as anticipated in 2010 and historic information back to the base date of the now revoked East of England Plan. Not only is this page of the appendix out of date but it also includes assumptions about delivery from elements of the plan that were remitted by court order. It is reproduced here solely for historical information. For updated information on housing trajectories please see the Annual Monitoring Report. For a housing trajectory in the Broadland part of the NPA see Appendix 6a and the published Annual Monitoring Report.

Annual delivery rates and requirement

Norwich Policy Area housing trajectory – plan and manage 2001-2026



This appendix illustrates the trajectory as anticipated in 2010 and historic information back to the base date of the now revoked East of England Plan. Not only is this page of the appendix out of date but it also includes assumptions about delivery from elements of the plan that were remitted by court order. It is reproduced here solely for historical information. For updated information on housing trajectories please see the Annual Monitoring Report. For a housing trajectory in the Broadland part of the NPA see Appendix 6a and the published Annual Monitoring Report.

Annual delivery rates and requirement

	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	Total
Past Completions	1,342	1,265	1,261	1,200	1,122	1,432	2,059																			9,681
Commitments								1,270	1,295	1,366	1,572	1,813	1,437	943	821	652	449	172								11,790
Minimum new allocations to be made in identified growth locations											180	230	230	1,210	1,440	1,785	1,860	1,950	2,040	1,890	1,810	1,690	1,690	1,690	1,555	21,250
Windfall Assumptions													237	237	237	237	237	237	237	237	237	237	237	237	237	3,081
Total Past Completions	1,342	1,265	1,261	1,200	1,122	1,432	2,059																			
Total Projected Completions (not including windfalls)								1,270	1,295	1,366	1,752	2,043	1,667	2,153	2,261	2,437	2,309	2,122	2,040	1,890	1,810	1,690	1,690	1,690	1,555	
Cumulative Completions	1,342	2,607	3,868	5,068	6,190	7,622	9,681	10,951	12,246	13,612	15,364	17,407	19,074	21,227	23,488	25,925	28,234	30,356	32,396	34,286	36,096	37,786	39,476	41,166	42,721	
PLAN – Strategic Allocation (annualised)	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,800	1,800	1,800	1,800	1,800	
Cumulative Allocation	1,650	3,300	4,950	6,600	8,250	9,900	11,550	13,200	14,850	16,500	18,150	19,800	21,450	23,100	24,750	26,400	28,050	29,700	31,350	33,000	34,800	36,600	38,400	40,200	42,000	
MONITOR – No dwellings above or below cumulative allocation	-308	-693	-1,082	-1,532	-2,060	-2,278	-1,869	-2,249	-2,604	-2,888	-2,786	-2,393	-2,376	-1,873	-1,262	-475	184	656	1,046	1,286	1,296	1,186	1,076	966	721	
MANAGE – annual requirement taking account of past projected completions 01-26	1,680	1,694	1,713	1,733	1,759	1,791	1,809	1,796	1,826	1,860	1,893	1,903	1,892	1,911	1,888	1,851	1,786	1,721	1,663	1,601	1,543	1,476	1,405	1,262	834	

Notes: Past Completions and Commitments are based on the most up to date assessments of land supply, not AMRs. Windfall rate is included for illustrative purposes and is NOT included in Total Projected Completions.

This appendix illustrates the trajectory as anticipated in 2010 and historic information back to the base date of the now revoked East of England Plan. Not only is this page of the appendix out of date but it also includes assumptions about delivery from elements of the plan that were remitted by court order. It is reproduced here solely for historical information. For updated information on housing trajectories please see the Annual Monitoring Report. For a housing trajectory in the Broadland part of the NPA see Appendix 6a and the published Annual Monitoring Report.

Annual delivery rates and requirement

Growth locations (excluding the Broadland part of the Norwich Policy Area)

This table illustrates the trajectory as anticipated in 2010 for the Plan excluding figures for the Broadland part of the Norwich Policy Area. It is now out of date. For updated information on housing trajectories please see the Annual Monitoring Report. For a housing trajectory in the Broadland part of the NPA see Appendix 6a and the Annual Monitoring Report.

District	Total Number of Units per Year																				Total Units	Average annual build rate
	2006/ 07	2007/ 08	2008/ 09	2009/ 10	2010/ 11	2011/ 12	2012/ 13	2013/ 14	2014/ 15	2015/ 16	2016/ 17	2017/ 18	2018/ 19	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26		
Broadland (outside NPA)	0	0	0	0	0	0	0	0	55	55	54	54	54	54	54	54	54	54	54	54	650	54
Additional sites around rural Broadland									55	55	54	54	54	54	54	54	54	54	54	54	650	54
Norwich	0	0	0	0	0	0	0	0	250	250	250	250	250	250	250	250	250	250	250	250	3,000	176
Norwich (3,000)									250	250	250	250	250	250	250	250	250	250	250	250	3,000	250
South Norfolk	0	0	0	0	0	0	0	0	525	655	875	950	1,039	1,128	978	898	778	778	778	683	10,065	592
Wymondham (2,200)									185	185	185	185	185	185	185	185	185	185	185	165	2,200	183
Long Stratton (1,800)												50	140	230	230	230	230	230	230	230	1,800	200
Hethersett (1,000)									50	90	175	175	175	175	100	60					1,000	125
Cringleford (1,200)										50	100	125	125	125	125	125	125	125	125	50	1,200	109
Easton/ Costessey (1,000)									50	90	175	175	175	175	100	60					1,000	125
Additional smaller sites around South Norfolk NPA (1,800)									150	150	150	150	150	150	150	150	150	150	150	150	1,800	150
Additional sites around Rural South Norfolk									84	84	84	84	83	83	83	83	83	83	83	83	1,000	83
Additional urban capacity in rural South Norfolk									6	6	6	6	6	5	5	5	5	5	5	5	65	5
TOTAL	0	0	0	0	0	0	0	0	830	960	1,179	1,254	1,343	1,432	1,282	1,202	1,082	1,082	1,082	987	13,715	

Growth locations (excluding the Broadland part of the Norwich Policy Area)

Appendix 6a

Growth Locations in the Broadland part of the Norwich Policy Area

District	Total Number of Units per Year												Total Units	Average annual build rate
	2014/ 15	2015/ 16	2016/ 17	2017/ 18	2018/ 19	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26		
Rackheath	77	77	70	185	230	230	230	230	230	230	230	230	2249	**187**
Remainder of Old Catton, Sprowston, Rackheath, Thorpe St Andrew Growth Triangle (inside NDR)	20	163	234	373	435	440	515	590	530	530	530	497	4857	**405**
Additional small sites around Broadland NPA	98	148	161	266	328	300	225	150	150	150	25	0	2001	**167**
TOTAL	195	388	465	824	993	970	970	970	910	910	785	727	9107	**759**

This trajectory illustrates the delivery of homes as anticipated at July 2013. It should not be summed with the figures produced in Appendix 6. For up to date information please see the latest Annual Monitoring Report.

Appendix 6a

Growth Locations in the Broadland part of the Norwich Policy Area

Appendix 7: Implementation framework and Critical Path outside of the Broadland part of the NPA

The framework lists infrastructure required to facilitate development promoted in this JCS. It is early work and is not intended to be an exhaustive or precise list of the entire infrastructure that will be needed by 2026. Additional infrastructure will be needed beyond this date. This table was correct at late 2010 and relates only to infrastructure that is not required to deliver any aspect of the plan that was previously remitted. Updated information on the schemes listed is contained within the published LIPP available on the GNDP website. Updated information on infrastructure schemes needed in part to support some element of the previously remitted growth proposals in the Broadland part of the NPA is available in Appendix 7a.

The GNDP will manage a delivery programme supporting the implementation of this Joint Core Strategy. The programme will be developed through the Local Investment Plan and Programme (LIPP). As decisions are made locally and nationally on prioritisation and funding of infrastructure, the content, phasing and priorities of this list will be amended accordingly. This will happen via the LIPP process which will be subject to regular review.

The definition of the three levels of priority is derived from the Greater Norwich Infrastructure Needs and Funding Study (INF 1; in particular see Page 194) but expands the study's definition to explicitly recognise the differential impact on the overall strategy. Consequently, the categories are:

Priority 1 – Infrastructure is fundamental to the strategy or must happen to enable physical growth. It includes key elements of transport, water and electricity infrastructure and green infrastructure requirements from the Habitats Regulation Assessment. Failure to deliver infrastructure that is fundamental to the strategy would have such an impact that it would require the strategy to be reviewed. This particularly applies to the NDR and the associated package of public transport enhancement. The sustainable transport requirements of the strategy and much of the development to the north of the built up area is dependent on these key elements of NATS.

Priority 2 – Infrastructure is essential to significant elements of the strategy and required if growth is to be achieved in a timely and sustainable manner. Failure to address these infrastructure requirements is likely to result in the refusal of planning permission for individual growth proposals, particularly in the medium-term as pressures build and any existing capacity is used up.

Priority 3 – Infrastructure is required to deliver the overall vision for sustainable growth but is unlikely to prevent development in the short to medium-term. The overall quality of life in the area is likely to be poorer without this infrastructure. Failure to address these infrastructure requirements is likely to result in the refusal of planning permission for individual growth proposal.

The Infrastructure Framework tables show infrastructure requirements to support growth across the JCS period.

Infrastructure Framework: Priority 1 projects 2008-2016

The base date for the Strategy is 2008. This table includes projects from 2008-2011 (the adoption of the Strategy) and 2011-2016 (the first 5 years of delivery post adoption).

Waste water

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
SP3	Whitlingham Upgrade (Option 1)	Norwich Policy Area	Anglian Water	42.9	Developer /AW provision	2016	Water Cycle Study Stage 2b
SP4	Whitlingham Upgrade (Option 2)	Norwich	Anglian Water	5.0	Developer /AW provision	2016	Water Cycle Study Stage 2b
SP5	Wymondham Upgrade (Option 2)	Wymondham	Anglian Water	13.8	Developer /AW provision	2016	Water Cycle Study Stage 2b

Potable water

Water supply is adequate for growth in the short-term. Supply will require enhancement in the longer term, Anglian Water are committed to finding a solution by 2012. Solutions will be funded through the AMP process and developer contributions.

Green infrastructure

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
GI15	Enhance public access to Yare Valley and Bawburgh Lakes	Overall scale of growth	Local Authorities /Developer	tba	Local Authority/ Developer contributions	2016	Green Infrast-ructure Delivery Plan

Electricity

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
U1	New primary substation on existing site (Hurricane Way)	Expansion of the employment area – airport business park	EDF energy	5.5	70% AMP 30% Developer contributions	2016	Infrast-ructure Needs and Funding Study 2009

Transportation

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
T4 & T17	Thickthorn junction improvement including bus priority and park and ride improvements	Wymondham, Hethersett and Cringleford Growth Locations	Norfolk County Council/ Highways Agency	30.0	Developer contributions	2016 (scheme expected to be phased)	NATS
T5	Longwater junction improvements	West Growth Location	Norfolk County Council/ Highways Agency	30.0	Norfolk County Council DfT Growth Point Developer contributions	2016	NATS
T6	Norwich Research Park transport infrastructure – Phase 1	Norwich Research Park	Norfolk County Council/ Highways Agency	5.0	Growth Point Developer contributions	2016	NATS
T7	Grapes Hill bus improvements	Overall Growth	Norfolk County Council	0.18	Growth Point /EEDA	Delivered	NATS
T7	Bus improvements Newmarket Road	Wymondham, Hethersett and Cringleford Norwich Area Transportation Strategy including delivery of BRT	Norfolk County Council	0.4	Growth Point	Delivered	NATS

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
T7	City centre bus improvements – Phase 1	Overall Growth	Norfolk County Council/ Norwich City Council	1.0	Norfolk County Council DfT Growth Point Developer contributions	2016	NATS
T8	Bus Rapid Transit via Fakenham Road – A1067 – Phase 1	Broadland Fringe Growth (subject to location of growth)	Norfolk County Council/ Norwich City Council	2.5	Norfolk County Council DfT Growth Point Developer contributions	2016	NATS
T9	Bus Rapid Transit via Dereham Road – Phase 1	West Growth Location	Norfolk County Council/ Norwich City Council	1.25	Growth Point	2010-2011	NATS
T10	Bus Rapid Transit via Yarmouth Road – Phase 1	Broadland Business Park Expansion	Norfolk County Council/ Norwich City Council	2.5	Norfolk County Council DfT Growth Point Developer contributions	2016	NATS
T13	Bus priority route via Hethersett Lane/Hospital/ Norwich Research Park /University of East Anglia/ City centre	Wymondham, Hethersett and Cringleford Growth Location & NRP	Norfolk County Council/ Norwich City Council	2.7	Norfolk County Council DfT Growth Point Developer contributions	2016	NATS

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
T14	Bus priority route via B1172 – Phase 1	Wymondham, Hethersett Growth Location	Norfolk County Council/ Norwich City Council	1.7	Norfolk County Council DfT Growth Point Developer contributions	2016	NATS
T16	Bus priority – approach to Harford Junction	Long Stratton Growth Location	Norfolk County Council/ Highways Agency	2.0	Norfolk County Council DfT Growth Point Developer contributions	2016	NATS
T18	Pedestrian/ Cycle links to Longwater	West Growth Locations	Norfolk County Council	1.5	Norfolk County Council DfT Growth Point Developer contributions	2016	NATS
N/A	Lady Julian Bridge	NATS City centre	Norwich City Council	2.58	Growth Point S106 EEDA	Delivered	NATS
N/A	Barrack Street ring-road improvement works	Overall Growth	Norfolk County Council/ Norwich City Council	1.3	Growth Point	Delivered	NATS
N/A	St Augustine's Gyratory	Norwich Area Transportation Strategy including delivery of BRT City centre bus enhancements	Norfolk County Council/ Norwich City Council	3.49	Growth point 2.42 LTP 1.04 S106 0.03	2010	NATS
	Totals			**155.30**			

Infrastructure Framework: Priority 1 projects 2016-2021

The base date for the Strategy is 2008. This table includes projects from 2008-2011 (the adoption of the Strategy) and 2011-2016 (the first 5 years of delivery post adoption).

Waste water

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
SP2	Sewerage upgrade – solutions subject to ongoing discussions with Anglian Water	Hethersett, Cringleford, Easton/ Costessey	Developer	TBA	Developer/ AW provision	2021	Water Cycle Study Stage 2b
SP7	Whitlingham Upgrade (Option 1)	Norwich Policy Area	Anglian Water	14.4	Developer/ AW provision	2021	Water Cycle Study Stage 2b
SP8	Whitlingham Upgrade (Option 2)	Norwich	Anglian Water	0.8	Developer/ AW provision	2021	Water Cycle Study Stage 2b
SP9	Wymondham upgrade (Option 2)	West growth locations	Anglian Water	22.4	Developer/ AW provision	2021	Water Cycle Study Stage 2b

Potable water

Water supply is adequate for growth in the short-term. Supply will require enhancement in the longer term. Anglian Water are committed to finding a solution by 2012. Solutions will be funded through the AMP process and developer contributions.

Green infrastructure

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities. All potable water improvements are delivered through the AMP process and are not included in this table.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
GI15	Enhance public access to Yare Valley and Bawburgh Lakes	Overall scale of growth in particular Wymondham, Hethersett and Cringleford Growth Locations	Local Authorities /Developers	tba	Local Authorities /Developer contribution	2021	Green Infrast-ructure Delivery Plan

Transportation

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities. All potable water improvements are delivered through the AMP process and are not included in this table.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
T3	Long Stratton bypass A140 including improvement at Hempnall crossroads	Long Stratton Growth Locations	Developer /Norfolk County Council	20.0	Developer contributions	2021	Deve-loper
T6	Norwich Research Park transport infrastructure – Phase 2	Norwich Research Park	Norfolk County Council/ Highways Agency	8.0	Growth Point Developer contributions	2021	NATS
T7	Bus priority – approach to Harford Junction	Overall Growth	Norfolk County Council	2.0	Developer contributions	2021	NATS
T7	City centre bus improvements – Phase 1	Overall Growth	Norfolk County Council/ Norwich City Council	2.6	Growth Point LTP Developer contributions	2021	NATS
T7	City centre bus improvements – Phase 2	Overall Growth	Norfolk County Council/ Norwich City Council	6.0	Growth Point LTP Developer contributions	2021	NATS

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
T8	Bus Rapid Transit via Fakenham Road – A1067 – Phase 2	Broadland Fringe Growth	Norfolk County Council/ Norwich City Council	5.0	Norfolk County Council DfT Growth Point Developer contributions	2021	NATS
T9	Bus improvements Dereham Road – Phase 2	West Growth Locations	Norfolk County Council/ Norwich City Council	2.6	Growth Point Developer contributions	2021	NATS
T10	Bus Rapid Transit via Yarmouth Road – Phase 2	Broadland Business Park Expansion	Norfolk County Council/ Norwich City Council	5.0	Norfolk County Council DfT Growth Point Developer contributions	2021	NATS
	Totals			**88.80**			

Infrastructure Framework: Priority 1 projects 2021-2026

The base date for the Strategy is 2008. This table includes projects from 2008-2011 (the adoption of the Strategy) and 2011-2016 (the first 5 years of delivery post adoption).

Waste water

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
SP2	Sewerage up-grade – solutions subject to ongoing discussions with Anglian Water	Hethersett, Cringleford, Easton/ Costessey	Developer	tba	Developer/ AW provision	2026	Water Cycle Study Stage 2b
SP10	Whitlingham Upgrade (Option 1)	Norwich Policy Area	Anglian Water	4.3	Developer/ AW provision	2026	Water Cycle Study Stage 2b
SP11	Whitlingham Upgrade (Option 2)	Norwich	Anglian Water	0.4	Developer/ AW provision	2026	Water Cycle Study Stage 2b
SP12	Wymondham upgrade (Option 2)	West growth locations	Anglian Water	0.5	Developer/ AW provision	2026	Water Cycle Study Stage 2b
SP13	Sewerage up-grade – solutions subject to ongoing discussions with Anglian Water	Long Stratton	Anglian Water	tba	Developer/ AW provision	2026	Water Cycle Study Stage 2b

Potable water

Water supply is adequate for growth in the short-term. Supply will require enhancement in the longer term. Anglian Water are committed to finding a solution by 2012. Solutions will be funded through the AMP process and developer contributions.

Electricity

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
U5	Replacement of transformers and switchgear in existing site (Hapton)	Long Stratton	EDF energy	2.53	83% AMP 17% Developer contributions	2026	Infrast-ructure Needs and Funding Study 2009
U6	Replacement of transformers and switchgear in existing site (Wymondham)	SW Growth location	EDF energy	2.53	67% AMP 33% Developer contributions	2026	Infrast-ructure Needs and Funding Study 2009

Transportation

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
T7	City centre bus improvements Phase 3	Overall Growth	Norfolk County Council/ Norwich City Council	6.0	Norfolk County Council DfT Growth Point Developer contributions	2021-2026	NATS
T8	Bus Rapid Transit via Fakenham Road – A1067 – Phase 3	Broadland Fringe Growth	Norfolk County Council/ Norwich City Council	2.5	Norfolk County Council DfT Growth Point Developer contributions	2021-2026	NATS
T9	Bus improvements Dereham Road – Phase 3	West Growth Location	Norfolk County Council/ Norwich City Council	2.6	Growth Point LTP Developer contributions	2021-2026	NATS
T10	Bus Rapid Transit via Yarmouth Road – Phase 3	Broadland Business Park Expansion	Norfolk County Council/ Norwich City Council	2.5	Norfolk County Council DfT Growth Point Developer contributions	2021-2026	NATS
	Totals			**23.86**			

Infrastructure Framework: Priority 2 projects 2008-2016

Education

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
ED3	60 place pre-school	Norwich City	Norfolk County Council	0.54	Developers	2011	Infrastructure Needs and Funding Study
ED4	60 place pre-school	Norwich City	Norfolk County Council	0.54	Developers	2016	Infrastructure Needs and Funding Study

Healthcare

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. The Health Authority will take a flexible approach to the provision of hospital beds. Locations will be determined by the Health Authority at a later date. It is presumed funding will come through the AMP.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
HC1	GPs Surgery (3 GPs)	Norwich City	Health Authority	1.03	Health Authority/ Developer contribution	2011	Infrastructure Needs and Funding Study

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
HC2	Dentists surgery (4 Dentists)	Norwich City	Health Authority	1.25	Health Authority/ Developer contribution	2016	Infrast-ructure Needs and Funding Study
HC6	Expansion of existing facilities (2 GPs and 2 Dentists)	Broadland Elsewhere	Health Authority	0.9	Health Authority/ Developer contribution	2016	Infrast-ructure Needs and Funding Study
HC12	Expansion of existing facilities (7 GPs and 7 Dentists)	South Norfolk Elsewhere	Health Authority	3.5	Health Authority/ Developer contribution	2016	Infrast-ructure Needs and Funding Study
HC13	Hospital bed requirements	Overall scale of growth	Health Authority	10.0	Health Authority/ Developer contribution	2016	Infrast-ructure Needs and Funding Study

Green infrastructure

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. Green infrastructure projects are being assessed following completion of the Green Infrastructure Delivery Plan. Open space will be planned in relation to each growth location and planned in line with development.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
N/A	Wensum River Parkway	Overall scale of growth	HEART/ Norwich City Council	0.07	Growth Point	Delivered	Green Infrast-ructure Steering Group
N/A	Catton Park visitor centre and park improvements	Overall scale of growth	Catton Park Trust/ Norfolk County Council	0.37	Growth Point	Delivered	Green Infrast-ructure Steering Group
N/A	Whitlingham Country Park Access Improvements	Overall scale of growth	Norfolk County Council	0.12	Growth Point	Delivered	Green Infrast-ructure Steering Group
N/A	Wooded ridge	Overall scale of growth	Norwich City Council	0.04	Growth Point	Delivered	Green Infrast-ructure Steering Group
GI 1-14	Green infrastructure projects and open space	Overall scale of growth	Various	tba	Local Authorities Developers contributions Other funding sources to be identified	2016	Green Infrast-ructure Steering Group
	Totals			**18.36**			

Infrastructure Framework: Priority 2 projects 2016-2021

Education

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
ED5	2FE primary with integrated 60 place nursery	Norwich City	Norfolk County Council	5.14	Developer contribution	2021	Infrast-ructure and Funding Study
ED5	2FE primary with integrated 60 place nursery	Norwich City	Norfolk County Council	5.14	Developer contribution	2021	Infrast-ructure and Funding Study
ED7	30 place pre-school	Wymondham	Norfolk County Council	0.285	Developer contribution	2021	Infrast-ructure and Funding Study
ED7	2FE primary with integrated 60 place nursery	Wymondham	Norfolk County Council	5.14	Developer contribution	2021	Infrast-ructure and Funding Study
ED7	60 place pre-school	Hethersett	Norfolk County Council	0.54	Developer contribution	2021	Infrast-ructure and Funding Study

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
ED7	60 place pre-school	Easton	Norfolk County Council	0.54	Developer contribution	2021	Infrastructure and Funding Study
ED10	Expanded secondary school provision	Wymondham, Hethersett, Cringleford, Costessey/ Easton	Norfolk County Council	10.0	Developer contribution	2021	Infrastructure and Funding Study and ongoing assessment of options

Healthcare

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. The Health Authority will take a flexible approach to the provision of hospital beds. Locations will be determined by the Health Authority at a later date. It is presumed funding will come through the AMP.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
HC3	Expansion of existing facilities (6 GPs and 5 Dentists)	Norwich City	Health Authority	4.5	Health Authority/ Developer contribution	2021	Infrastructure and Funding Study
HC7	Expansion of existing facilities (3 GPs and 2 Dentists)	Wymondham	Health Authority	1.8	Health Authority/ Developer contribution	2021	Infrastructure and Funding Study

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
HC9	Expansion of existing facilities (1 GP and 1 Dentists)	Hethersett	Health Authority	0.55	Health Authority/ Developer contribution	2021	Infrast-ructure Needs and Funding Study
HC11	Expansion of existing facilities (1 GP and 1 Dentist)	Easton/ Costessey	Health Authority	0.55	Health Authority/ Developer contribution	2021	Infrast-ructure Needs and Funding Study
HC13	Hospital bed requirements	Overall scale of growth	Health Authority	6.0	Health Authority/ Developer contribution	2021	Infrast-ructure Needs and Funding Study

Green infrastructure

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. Green infrastructure projects are being assessed following completion of the Green Infrastructure Delivery Plan. Open space will be planned in relation to each growth location and planned in line with development.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
GI 1-14	Green infrastructure projects and open space	Overall scale of growth	Various	tba	Local Authorities Developer contributions Other funding sources to be identified	2021	Green Infrast-ructure Steering Group
	Totals			**40.19**			

Infrastructure Framework: Priority 2 projects 2021-2026

Education

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
ED6	60 place pre-school co-located with 600m^2 combined community centre and library	Norwich City	Norfolk County Council	0.54	Developer contribution	2026	Infrastructure Needs and Funding Study
ED8	60 place pre-school	Wymondham	Norfolk County Council	0.54	Developer contribution	2026	Infrastructure Needs and Funding Study
ED8	2FE place primary	Cringleford	Norfolk County Council	2.3	Developer contribution	2026	Infrastructure Needs and Funding Study
ED8	1FE place primary	Hethersett	Norfolk County Council	2.3	Developer contribution	2026	Infrastructure Needs and Funding Study

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
ED8	60 place pre-school	Long Stratton	Norfolk County Council	0.54	Developer contribution	2026	Infrastructure Needs and Funding Study
ED8	2FE primary with integrated 60 place pre-school co-located with combined community centre and library	Long Stratton	Norfolk County Council	5.14	Developer contribution	2026	Infrastructure Needs and Funding Study
ED8	60 place pre-school	Cringleford	Norfolk County Council	0.54	Developer contribution	2026	Infrastructure Needs and Funding Study
ED8	1FE primary	Easton	Norfolk County Council	2.5	Developer contribution	2026	Infrastructure Needs and Funding Study
ED10	Expanded secondary school provision	Wymondham, Hethersett, Cringleford, Costessey/ Easton, Long Stratton, rest of South Norfolk NPA	Norfolk County Council	10.0	Developer contribution	2026	Infrastructure and Funding Study and ongoing assessment of options

Healthcare

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. The Health Authority will take a flexible approach to the provision of hospital beds. Locations will be determined by the Health Authority at a later date. It is presumed funding will come through the AMP.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
HC8	Combined surgery (2 GPs and 2 Dentists)	Long Stratton	Health Authority	1.5	Health Authority/ Developer contribution	2026	Infrastructure Needs and Funding Study
HC10	Expansion of existing facilities (1 GP and 1 Dentists)	Cringleford	Health Authority	0.55	Health Authority/ Developer contribution	2021-2026	Infrastructure Needs and Funding Study
HC12	Expansion of existing facilities (1 GP)	South Norfolk Elsewhere	Health Authority	0.6	Health Authority/ Developer contribution	2026	Infrastructure Needs and Funding Study
HC13	Hospital bed requirements	Overall scale of growth	Health Authority	12.0	Health Authority/ Developer contribution	2026	Infrastructure Needs and Funding Study

Green infrastructure

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. Green infrastructure projects are being assessed following completion of the Green Infrastructure Delivery Plan. Open space will be planned in relation to each growth location and planned in line with development.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
GI 1-14	Green infrastructure projects and open space	Overall scale of growth	Various	tba	Local Authorities Developer contributions Other funding sources to be identified	2026	Green Infrast-ructure Steering Group
	Totals			**39.05**			

Infrastructure Framework: Priority 3 projects 2008-2016

Community facilities

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
CF2	Community facilities	Norwich	Norwich City Council	1.0	Private companies Developers Local Authorities	2011-2016	Infrastructure Needs and Funding Study
CF3-5	Community facilities	South Norfolk	South Norfolk Council	4.0	Private companies Developers Local Authorities	2011-2016	Infrastructure Needs and Funding Study
	Totals			**5.0**			

Infrastructure Framework: Priority 3 projects 2016-2021

Community facilities

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
CF2	Community facilities	Norwich	Norwich City Council	3.05	Private companies Developers Local Authorities	2016-2021	Infrastructure Needs and Funding Study
CF3-5	Community facilities	South Norfolk	South Norfolk Council	3.1	Private companies Developers Local Authorities	2016-2021	Infrastructure Needs and Funding Study

Community services

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
CI12	Fire Service	Overall scale of growth	Norfolk County Council	tba	Norfolk County Council/ Developer contribution	2016-2021	Infrast-ructure Needs and Funding Study
CI13	Ambulance Service	Overall scale of growth	Norfolk Ambulance Service	tba	Norfolk Ambulance Service/ Developer contribution	2016-2021	Infrast-ructure Needs and Funding Study
CI 1-11	Police Safer Neighbourhood teams – Broadland (18 officers) Norwich (22 officers) South Norfolk (32 officers)	Overall scale of growth	Norfolk Consta-bulary	5.25	Norfolk Consta-bulary/ Developer contribution	2016-2021	Infrast ructure Needs and Funding Study
	Totals			**11.40**			

Infrastructure Framework: Priority 3 projects 2021-2026

Community facilities

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
CF2	Community facilities	Norwich	Norwich City Council	3.05	Private companies Developers Local Authorities	2021-2026	Infrast-ructure Needs and Funding Study
CF3-5	Community facilities	South Norfolk	South Norfolk Council	3.1	Private companies Developers Local Authorities	2021-2026	Infrast-ructure Needs and Funding Study

Community services

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
CI12	Fire Service	Overall scale of growth	Norfolk County Council	tba	Norfolk County Council/ Developer contribution	2021-2026	Infrastructure Needs and Funding Study
CI13	Ambulance Service	Overall scale of growth	Norfolk Ambulance Service	tba	Norfolk Ambulance Service/ Developer contribution	2021-2026	Infrastructure Needs and Funding Study
CI 1-11	Police Safer Neighbourhood teams – Broadland (18 officers) Norwich (44 officers) South Norfolk (64 officers)	Overall scale of growth	Norfolk Constabulary	5.25	Norfolk Constabulary/ Developer contribution	2021-2026	Infrastructure Needs and Funding Study
	Totals			**11.4**			

Appendix 7a: Implementation Framework and Critical Path inside the Broadland part of the Norwich Policy Area

The framework lists infrastructure required to facilitate development promoted in this JCS. It is early work and is not intended to be an exhaustive or precise list of the entire infrastructure that will be needed by 2026. Additional infrastructure will be needed beyond this date, including in the growth triangle where at least 3,000 dwellings are proposed after 2026. This table was correct at June 2013 and relates only to infrastructure that is required to deliver any aspect of the plan that was previously remitted. Updated information on the schemes listed is contained within the published LIPP available on the GNDP website.

The GNDP will manage a delivery programme supporting the implementation of this Joint Core Strategy. The programme will be developed through the Local Investment Plan and Programme (LIPP). As decisions are made locally and nationally on prioritisation and funding ofinfrastructure, the content, phasing and priorities of this list will be amended accordingly. This will happen via the LIPP process which will be subject to regular review.

The definition of the three levels of priority is derived from the Greater Norwich Infrastructure Needs and Funding Study (INF 1; in particular see Page 194) but expands the Study's definition to explicitly recognise the differential impact on the overall strategy. Consequently, the categories are:

Priority 1 – Infrastructure is fundamental to the strategy or must happen to enable physical growth. It includes key elements of transport, water and electricity infrastructure and green infrastructure requirements from the Habitats Regulation Assessment. Failure to deliver infrastructure that is fundamental to the strategy would have such an impact that it would require the strategy to be reviewed. This particularly applies to the NDR and the associated package of public transport enhancement. The sustainable transport requirements of the strategy and much of the development to the north of the built up area is dependent on these key elements of NATS.

Priority 2 – Infrastructure s essential to significant elements of the strategy and required if growth is to be achieved in a timely and sustainable manner. Failure to address these infrastructure requirements is likely to result in the refusal of planning permission for individual growth proposals, particularly in the medium term as pressures build and any existing capacity is used up.

Priority 3 – Infrastructure is required to deliver the overall vision for sustainable growth but is unlikely to prevent development in the short to medium term. The overall quality of life in the area is likely to be poorer without this infrastructure. Failure to address these infrastructure requirements is likely to result in the refusal of planning permission for individual growth proposals.

The Infrastructure Framework table shows infrastructure requirements to support growth across the JCS period.

Infrastructure Framework: Priority 1 projects 2008-2016

The base date for the Strategy is 2008. This table includes projects expected to be delivered from the base date up to 2016 (the first 5 years of delivery post adoption of the non-remitted parts of the JCS)

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities

Waste water

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
SP1	Sewerage upgrade – Anglian Water propose a north east trunk sewer to manage growth in the north east as a result of the detailed study 'Water Cycle Study 2B'	Overall scale of growth in particular: Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	AW/ Developer	61.6 (across whole period)	AW provision/ Developer	in phases up to 2026	Water Cycle Study Stage 2B

Green Infrastructure

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
GI16	Retention and recreation of Mousehold Heath and link to the surrounding countryside	Overall scale of growth in particular: Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Local Authorities/ Developer	0.033	Local Authority/ CIL/ On-site design	2016	Green Infrastructure Delivery Plan
GI17	Broads Buffer Zone	Overall scale of growth in particular: Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Local Authorities/ Developer	0.21	Local Authority/ CIL/ Developer land contributions	2016	Green Infrastructure Delivery Plan

Transport

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
T1	Norwich Northern Distributor Road	Overall scale of growth in particular: • Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle • Broadland: Smaller sites in the NPA (2000 dwellings) depending on site specifics • Norwich Area Transpor-tation Strategy including delivery of BRT • Airport employment allocation	Norfolk County Council	107 (spend up to 2016)	DFT £67.5m /CIL /Norfolk County Council	2016 (continues to 2021)	NATS

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
T2a	Postwick Junction improvements	Overall scale of growth in particular: • Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle •Norwich Area Trans-portation Strategy including delivery of NDR and expanded Postwick Park and Ride • Broadland Business Park and expansion	Norfolk County Council	21.0	DfT funding /Norfolk County Council	2016	NATS

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
T11	Bus Rapid Transit via Salhouse Road and Gurney Road	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Norfolk County Council/ Norwich City Council	1.8	Rackheath PoD (Broadland District Council)/ Norfolk County Council/ DfT/CIL	2016	NATS
T15	Completion of local develop-ment Link Road	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Developer Lead	2.5	Developer contributions	2016	NATS

Infrastructure Framework: Priority 1 projects 2016 -2021

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities

Waste water

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
SP1	Sewerage upgrade – north east trunk sewer	Overall scale of growth in particular: Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	AW/ Developer	See 2008-16 period	AW provision/ Developer	in phases up to 2026	Water Cycle Study Stage 2: B

Utilities

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
U2	New primary substation on new site (Norwich Airport north)	• Airport employment allocation • Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	UK Power Networks	6.3	UKPN	2021	Infrast-ructure Needs and Funding Study 2009
U3	New grid sub-station on existing sites (Norwich East)	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	UK Power Networks	17	100% AMP funded	2021	Infrastruc-ture Needs and Funding Study 2009

Green Infrastructure

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
GI 16	Retention and re-creation of Mousehold Heath to the surrounding countryside	Overall scale of growth in particular Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Local Authorities/ Developers	0.033	Local Authority/ CIL/ On-site design	2021	Green Infrast-ructure Delivery Plan
GI 17	Broads Buffer Zone	Overall scale of growth in particular Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Local Authorities/ Developers	0.21	Local Authority/CIL /Developer land contributions	2021	Green Infrast-ructure Delivery Plan

Transport

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
T1	Norwich Northern Distributor Road	Overall scale of growth in particular: • Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle •Broadland: Smaller sites in the NPA (2000 dwellings) depending on site specifics • Norwich Area Trans-portation Strategy including delivery of BRT • Airport employment allocation	Norfolk County Council	13 (spend after 2016)	Norfolk County Council	2016 to 2021	NATS

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
T2b	Postwick Park and Ride	Overall scale of growth in particular: • Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Norfolk County Council	6	Remaining Growth Point funding / CIL	2021 (earliest possible delivery 2015)	NATS
T11	Bus improvements via Salhouse Road and Gurney Road	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Norfolk County Council/ Norwich City Council	2.6	Rackheath PoD / Norfolk County Council / CIL	2021	NATS
T12	Bus Rapid Transit via Norwich airport A140 to City centre	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Norfolk County Council/ Norwich City Council	2.5	Norfolk County Council/ DfT /CIL	2021	NATS
T15	Completion of local Development Link Road	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Developer Lead	2.5	Developer contributions	2021	NATS

Infrastructure Framework: Priority 1 projects 2021 -2026

The base date for the Strategy is 2008. This table includes projects expected to be delivered from the base date up to 2016 (the first 5 years of delivery post adoption of the non-remitted parts of the JCS)

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Waste water

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
SP1	Sewerage upgrade - north east trunk sewer	Overall scale of growth in particular: Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	AW/ Developer	See 2008-16 period	AW provision/ Developer	in phases up to 2026	Water Cycle Study Stage 2 B

Electricity

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
U4	New primary substation on new site (Sprowston / Rackheath)	Old Catton, Sprowston, Rackheath, and Thorpe St Andrews growth triangle	UK Power Networks	4.3	UKPN / CIL	2026	Infrastructure Needs and Funding Study 2009

Green Infrastructure

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
GI 16	Retention and re-creation of Mousehold Heath to the surrounding countryside	Overall scale of growth in particular Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Local Authorities/ Developers	0.033	Local Authority/ CIL/ On-site design	2021	Green Infrast-ructure Delivery Plan
GI 17	Broads Buffer Zone	Overall scale of growth in particular Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Local Authorities/ Developers	0.21	Local Authority/ CIL /Developer land contribu-tions	2021	Green Infrast-ructure Delivery Plan

Transportation

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
T11	Bus improvements via Salhouse Road and Gurney Road	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Norfolk County Council/ Norwich City Council	0.6	Rackheath PoD / Norfolk County Council/ DfT /CIL	2026	NATS
T12	Bus Rapid Transit via Norwich airport A140 to City centre	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Norfolk County Council/ Norwich City Council	7.5	Norfolk County Council/ DfT /CIL	2026	NATS
	Totals			**256.9**			

Infrastructure Framework: Priority 2 projects 2008-2016

NOTE: All schools in the period 2008-16 are expected to be covered by S106 or are covered by Children's Services funding.

Infrastructure Framework: Priority 2 projects 2016-2021

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The three categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure The Health Authority will take a flexible approach to the provision of hospital beds. Locations will be determined by the Health Authority at a later date. It is presumed funding will come through the AMP.

Education

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
ED1	60 place pre-school	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	0.54	Childrens Services/ CIL	2021	Infrast-ructure Needs and Funding Study 2009
ED1	60 place pre-school (co-location with community space)	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	0.54	Childrens Services/ CIL	2021	Infrast-ructure Needs and Funding Study 2009
ED1	2FE primary with integrated 60 place nursery	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	5.14	Childrens Services/ CIL	2021	Infrast-ructure Needs and Funding Study 2009

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
ED1	2FE primary with integrated 60 place nursery	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	5.14	Childrens Services/ CIL	2021	Infrast-ructure Needs and Funding Study 2009
ED9	1400 secondary school with 280 sixth form places co-located with 4 x indoor sports courts Phase 1	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	13	Childrens Services/ CIL	2021	Infrast-ructure Needs and Funding Study 2009

Healthcare

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
HC4	Primary Care Centre (5 GPs and 4 Dentists)	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Health Authority	3.35	Health Authority	2021	Infrast-ructure Needs and Funding Study 2009

Infrastructure Framework: Priority 2 projects 2021-2026

Education

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
ED2	60 place pre-school	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	0.54	Childrens Services/ CIL	2026	Infrast-ructure Needs and Funding Study 2009
ED2	2FE primary with integrated 60 place nursery	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	5.14	Childrens Services/ CIL	2026	Infrast-ructure Needs and Funding Study 2009
ED2	2FE primary with integrated 60 place nursery	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	5.14	Childrens Services/ CIL	2026	Infrast-ructure Needs and Funding Study 2009

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
ED9	1400 secondary school with 280 sixth form places co-located with 4 x indoor sports courts phase 2	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	13	Childrens Services/ CIL	2026	Infrast-ructure Needs and Funding Study 2009

Healthcare

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
HC5	Primary Care Centre (5 GPs and 4 Dentists)	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Health Authority	3.35	Health Authority	2026	Infrast-ructure Needs and Funding Study 2009

Infrastructure Framework: Priority 3 projects

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Community facilities: 2013-2016

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
CF1	Community facilities 300 sq metres community space	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Broadland District Council	0.54	Private companies /Developers / Local Authorities / CIL	2016	Infrast-ructure Needs and Funding Study 2009

Community facilities: 2016-2021

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
CF1	Community facilities 600 sq metres community space	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Broadland District Council	1.44	Private companies /Developers / Local Authorities / CIL	2021	Infrast-ructure Needs and Funding Study 2009

Community facilities: 2021-2026

Ref	Scheme	Required for growth in:	Promoter/ delivery body	Total cost £m	Funding sources	Estimated delivery dates by	Source
CF1	Community facilities 300sq metres of community space plus 4 indoor sports courts	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Broadland District Council	2.54	Private companies /Developers / Local Authorities / CIL	2026	Infrast-ructure Needs and Funding Study 2009

Appendix 8: Monitoring Framework

Spatial planning objective 1:	To minimise the contributors to climate change and address its impact
Policy:	1, 3, 5, 6, 7, 9, 10, 11, 12, 13, 14, 18 and 19

Indicator (& type)	Main Agencies	Targets	Source
Total CO^2 emissions per capita (LAA indicator NI 186, SA Indicator ENV6 & local indicator 4.1)	Householders, business and transport	LAA target for GNDP area	DEFRA
Renewable energy capacity installed by type (CLG Core Output Indicator E3)	LA Environmental Services	Year on year percentage increase	LPA AMRs
Decentralised and renewable or low-carbon energy sources installed in developments (Local)	LA Environmental Services	Year on year percentage increase	LPA AMRs
Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality (CLG Core Output Indicator E1)	Environment Agency/LPAs	Zero	LPA AMRs
All new housing schemes to reach Code for Sustainable Homes level 4 for water on adoption and housing schemes of a minimum of 500 dwellings to reach level 6 for water by 2015	Developers/ LPAs	All new housing schemes to reach Code for Sustainable Homes level 4 for water on adoption and housing schemes of a minimum of 500 dwellings to reach level 6 for water by 2015	LPAs/ Building Control
Percentage of household waste that is re-used, recycled and composted (indicator NI 192 & SA Indicator ENV9)	LAs	Year on year increase in total	LAs information published by DEFRA

Spatial planning objective 2:	To allocate enough land for housing, and affordable housing, in the most sustainable settlements
Policy:	4, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19 and 20

Indicator (& type)	Main Agencies	Targets	Source
Housing supply (CLG Core Output indicators H.2 a-d)	LPAs & Developers	Meet or exceed annual trajectory requirements	LPAs
Affordable housing completions (CLG Core Output Indicator H5)	LPAs, Housing Authorities, RSLs, Developers & Homes and Communities Agency	33% of all developments on new allocations, or above qualifying threshold where permission is first granted after adoption of this strategy	LPAs
House completions by bedroom number, based on the proportions set out in the most recent Sub-regional Housing Market Assessment	LPAs, Housing Authorities, RSLs & Developers	Figures within 10% tolerance of the Housing Market Assessment requirements	LPAs
Housing to meet the needs of older people, defined as a key group in the Housing Market Assessment. Assessed by satisfaction of people over 65 with both home and neighbourhood (indicator NI 138)	Local Authorities, RSLs, private developers	Increasing satisfaction recorded at successive biennial surveys	Audit Commission
Provision of Gypsy and Traveller pitches to meet the RSS review requirements	LPAs, RSLs	58 pitches between 2006-2011 and future provision equivalent to a 3% annual growth by 2021	LPAs
NI 175 Access to services and facilities by public transport, walking and cycling similar to LTP1 indicator	Norfolk County Council	Increase at each survey	Norfolk County Council
New residential developments of 10 or more units achieving silver standard against Building for Life criteria	LPAs, Developers, CABE	100%	LPAs

Spatial planning objective 3:	To promote economic growth and diversity and provide a wide range of jobs
Policy:	5, 6, 8, 10, 11, 12, 13, 14, 15, 16, 17 and 20

Indicator (& type)	Main Agencies	Targets	Source
Amount of land developed for employment by type (CLG Core Output Indicator BD1)	LPAs, Developers	118ha B1 & 111ha B2/B8 2007 to 2026 (split into five year tranches)	LPAs
Annual count of jobs by ABI across the Joint Core Strategy area	Public & private sector employers, Shaping Norfolk's Future, EEDA	Annualised RSS figure (1,750/year)	NOMIS
New business registration rate (Indicator NI 171 – local indicator 1.4)	Public & private sector employers, Shaping Norfolk's Future, EEDA	Meet LAA target	ONS
The percentage of small businesses in the area showing employment growth (Indicator NI 172)	Public and private sector employers, Shaping Norfolk's Future, EEDA	Meet Greater Norwich Economic Strategy target	ONS
Percentage of workforce employed in higher occupations (Managers and Senior Officials, Professional Occupations and Associate Professional and Technical Occupations)	Public and private sector employers, Shaping Norfolk's Future, EEDA LPAs, City Centre Management Partnership	Meet Greater Norwich Economic Strategy target	ONS

National retail ranking for Norwich (Local Indicator)	Shaping Norfolk's Future, City Centre Management Partnership	Maintain national top 10 ranking	Average of current published indices [Experian Goad, CACI etc.]
New retail development to be completed in line with JCS city centre policy	LPAs & Developers	20,000m^2 comparison goods floorspace in the city centre 2007 to 2016 (split into five year tranches)	LPAs
Percentage of completed town centre uses in identified centres and strategic growth locations (Based on CLG Core Output Indicator BD4)	LPAs & Developers	20,000m^2 comparison goods floorspace in the city centre 2007 to 2016 (split into five year tranches) Office space to be completed 2007 to 2026: • 100,000m^2 in Norwich city centre • 100,000m^2 Norwich Research Park • 50,000m^2 Broadland Business Park • 50,000m^2 elsewhere [derived from Arup report section 25.3]	LPAs

Spatial planning objective 4:	To promote regeneration and reduce deprivation		
Policy:	5, 6, 7, 9, 10, 11, 12, 19 and 20		
Indicator (& type)	Main Agencies	Targets	Source
Percentage of Super Output Areas, within the JCS area, in the nationally most deprived 20%	LPAs	Reduction by 50% in JCS period (28 out of 242 in 2007)	Index of Multiple deprivation
Percentage of previously developed land vacant for more than 5 years (NI 170)	Developers/ LAs	Year on year reduction	CLG using information from HCA

Spatial planning objective 5:	To allow people to develop to their full potential by providing educational facilities to meet the needs of existing and future populations, while reducing the need to travel
Policy:	7, 10, 11, 12 and 20

Indicator (& type)	Main Agencies	Targets	Source
School leaver qualifications – % of school leavers with 5 or more GCSEs at A*-C grades including Maths and English (indicator NI 75, local indicator 2.7 SA Indicator SOC3)	NCC Children's Services	Year on year increase (on 2007 value of 53% in greater Norwich)	Norfolk Insight
16 to 18 year olds who are not in education, training or employment (NEET), (indicator NI 117 – local indicator 2.3)	Learning and Skills Council, Norfolk Connexions	Year on year reduction compared with 2006 value of 6%	Norfolk Insight
Proportion of the population aged 19-64 (male) and 19-59 (female) qualified to NVQ level 2 or higher (indicator NI 163 local indicator 1.2) (Norfolk wide)	Learning and Skills Council	As defined in local indicator	LAA
Proportion of the population aged 19-64 (male) and 19-59 (female) qualified to NVQ level 4 or higher (indicator NI 165) (Norfolk wide)	Learning and Skills Council	Annual increase	Department for Innovation University and Skills
Achievement of at least 78 points across in the Early Years Foundation Stage, with at least 6 in each of the scales in Personal Social and Emotional Development and Communication, Language and Literacy (indicator NI 72, local indicator 2.4) (Norfolk Wide)	NCC Children's Services	As defined in local indicator	DCSF based on County Council returns

Spatial planning objective 6:	To make sure people have ready access to services
Policy:	3, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19 and 20

Indicator (& type)	Main Agencies	Targets	Source
New retail development to be completed in line with JCS city centre policy	LPAs & Developers	20,000m^2 comparison goods floorspace in the city centre 2007 to 2016 (split into five year tranches)	LPAs
National retail ranking for Norwich (Local Indicator)	LPAs, City Centre Management Partnership	Maintain national top 10 ranking	Average of current published indices [Experian Goad, CACI etc] LPAs
Percentage of units vacant in defined primary shopping areas	City Centre Management Partnership and local planning Authorities	Not more than 5% vacant	Average of current published indices [Experian Goad, CACI etc] LPAs

Spatial planning objective 7:	To enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact
Policy:	3, 6, 7, 9, 10, 12, 13, 14, 15, 16, 17, 19 and 20

Indicator (& type)	Main Agencies	Targets	Source
Access to local services and facilities by public transport, walking and cycling (NI 175 and local transport plan indicator LTP 1)	Norfolk County Council	Year on year increase	Norfolk County Council
East of England sustainability checklist 'Transport' questions: **www.eastofenglandchecklist.co.uk/checklist/category/4**	Developers	All developments of more than 100 homes to demonstrate 'Good' standards	Developers/ LPAs
Percentage of residents who travel to work by foot or cycle in Norwich Policy Area (Part of SA Indicator SOC8)	Norfolk County Council	Year on year increase (new baseline to be established)	Norfolk County Council

Spatial planning objective 8:	To positively protect and enhance the individual character and culture of the area		
Policy:	2, 5, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 20		
Indicator (& type) (& type)	Main Agencies	Targets	Source
Percentage of previously developed land vacant for more than 5 years (NI 170)	Developers/ LAs	Year on year reduction	CLG
Percentage of Conservation areas with Appraisals	LPAs	Year on year increase	LPAs
New residential developments of 10 or more units achieving Silver standard against Building for Life criteria	LPAs	100%	LPAs

Spatial planning objective 9:	To protect, manage and enhance the natural, built and historic environment, including key landscapes, natural resources and areas of natural habitat or nature conservation value
Policy:	1, 3, 5, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 20

Indicator (& type)	Main Agencies	Targets	Source
Change in areas of local biodiversity importance (CLG Core Output Indicator E2, NI 197)	Norfolk Biodiversity Partnership	Year on year improvements	LPAs Annual Monitoring Reports
Percentage of river lengths assessed as a) Good biological quality b) Good chemical quality (SA Indicator ENV2)	Environment Agency	Above the national standard of 95% Good	Environment Agency
Number of designated Air Quality Management Areas (AQMAs) (SA Indicator ENV3)	LA Environmental Services	No AQMAs	LAs/ DEFRA
Percentage of SSSIs in: a) Favourable condition b) Unfavourable recovering c) Unfavourable no change d) Unfavourable declining e) Destroyed/ Part destroyed (CLG Core Output Indicator E2, SA Indicator ENV4)	Natural England	95% of SSSIs in Favourable or Unfavourable recovering condition	Natural England
Number of listed buildings lost/demolished	LPAs	Zero	LPAs
Number of Tree Preservation Orders (TPOs) where trees are lost though development (based on SA Indicator ENV5)	LPAs	Zero	LPAs
Percentage of new and converted dwellings on previously developed land (CLG Core Output Indicator H.3)	LPAs & Developers	25%	LPA AMRs

Spatial planning objective 10: To be a place where people feel safe in their communities Policy: 2, 7, 10 and 20			
Indicator (& type)	Main Agencies	Targets	Source
Dealing with local concerns about anti-social behaviour and crime by the local council and police (NI 21, local indicator 6.3)	Local community safety partnerships	Year on year increase in satisfaction	Audit Commission
Reduction in overall crime (local indicator 6.11)	Local community safety partnerships	Year on year decrease target set by LAA	Local Area Agreement
Road Safety: Number of people killed or seriously injured in road traffic accidents (NI 47, local indicator 6.6)	Norfolk County Council	GNDP-wide targets: 2008 – 187 2009 – 178 2010 – 160 (expressed as a three year rolling average)	Department for Transport
Improving community pride: Civic participation in the local area (NI 3)	LAA (information to be collected every 2 years, by survey)	Increased percentage at each survey	Audit Commission

Spatial planning objective 11:	To encourage the development of healthy and active lifestyles
Policy:	2, 6, 10 and 20

Indicator (& type)	Main Agencies	Targets	Source
Percentage of the population receiving Incapacity Benefit (SA Indicator SOC2)	Primary Care Trust	No increase on 2007 level of 6.6% in spite of predicted ageing population	Norfolk Insight
Healthy life expectancy at age 65 (Indicator NI 137)	Local Authorities for the LAA	Increase at each survey	Audit Commission
Access to services and facilities by public transport, walking and cycling similar to LTP1 indicator (NI 175)	Norfolk County Council	Increase at each survey	Norfolk County Council
Accessibility of leisure and recreation facilities based on Sport England Active Places Power website (Local indicator)	Norfolk County Council Sport England, Local Authorities & Service Providers	50% reduction in the number of wards with less than the East of England average personal share of access to Sports Halls (2009 base = 67%) swimming pools (65%) and indoor bowls (12%)	Active Places Power website

Spatial planning objective 12:	To involve as many people as possible in new planning policy		
Policy:	10 and 20		
Indicator (& type)	Main Agencies	Targets	Source
Statement of Community Involvement/Engagement	LPAs & Developers	Statement of Compliance accepted	LPAs' Annual Monitoring reports LPAs
Recognised participatory design process for major growth locations	LPAs & Developers	Use for all major growth locations – over 500 dwellings	

Appendix 8a: Additional monitoring framework for the Broadland part of the Norwich Policy Area

Spatial Planning Objective 1:	To minimise the contributors to climate change and address its impact		
Policy:	1, 3, 5, 6, 7, 9, 10, 11, 12, 13, 14, 18, 19		
Indicator (& type)	**Main Agencies**	**Targets**	**Source**
Percentage of residents who travel to work: a) by private motor vehicle; b) by public transport; c) by foot or cycle; and d) work at, or mainly at, home	Norfolk County Council / Developers / LPAs	Decrease in a) and increase in b), c) and d) over plan period	ONS (Census)

Spatial Planning Objective 2:	To allocate enough land for housing, and affordable housing, in the most sustainable settlements		
Policy:	4, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22		
Indicator (& type)	**Main Agencies**	**Targets**	**Source**
Housing land supply within Broadland part of the NPA	LPAs / Developers	To have more than 90% of the required deliverable housing land (as defined in current national policy) in the rolling 5-year supply of housing land (plus the 'additional buffer' required in current national policy).	LPAs

Spatial Planning Objective 4:	To promote regeneration and reduce deprivation		
Policy:	5, 6, 7, 9, 10, 11, 12, 19, 20		
Indicator (& type)	Main Agencies	Targets	Source
Unfit housing – percentage of overall housing stock not meeting "Decent Homes Standard"	LAs	Decrease over plan period	LAs

Spatial Planning Objective 7:	To enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact		
Policy:	3, 6, 7, 9, 10, 12, 13, 14, 15, 16, 17, 19, 20		
Indicator (& type)	Main Agencies	Targets	Source
Percentage of residents who travel to work: a) by private motor vehicle; b) by public transport; c) by foot or cycle; and d) work at or mainly at home.	Norfolk County Council / Developers / LPAs	Decrease in a) and increase in b), c) and d) over plan period	ONS (Census)

Spatial Planning Objective 8:	To positively protect and enhance the individual character and culture of the area		
Policy:	2, 5, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20		
Indicator (& type)	Main Agencies	Targets	Source
Heritage at risk – number and percentage of: a) Listed Buildings; and b) Scheduled Ancient Monuments on Buildings at Risk Register	LPAs	Year on year reduction	LPAs

Spatial Planning Objective 9:	To protect, manage and enhance the natural, built and historic environment, including key landscapes, natural resources and areas of natural habitat or nature conservation value.		
Policy:	Policy: 1, 3, 5, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20		
Indicator (& type)	Main Agencies	Targets	Source
Heritage at risk – number and percentage of: a) Listed Buildings; and b) Scheduled Ancient Monuments on Buildings at Risk Register	LPAs	Year on year reduction	LPAs

Appendix 9: 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**
  Housing provided for sale, rent or **shared equity** at prices in perpetuity below the current market rate, which people in housing need are able to afford.

- **Allocated**
  Land which has been identified for a specific use in the current **Development Plan.**

- **Appropriate Assessment**
  Analysis of the impact of plans and strategies on areas of designated European environmental importance such as **Special Protection Areas**, **Special Areas of Conservation** and **Ramsar** sites.

- **Area Action Plan (AAP)**
  A **Development Plan Document** within the **Local Development Framework** 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 to the 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.

- **Business use**
  Land use class covering light industry, offices, research and development.

- **Cittaslow**
  Literally meaning 'slow town', Cittaslow status is granted to towns meeting a number of assessment criteria. These towns show commitment to working towards a set of goals aimed at improving the quality of life for those people who live and work in, or visit the town, while resisting the fast lane and the 'sameness' that afflicts other towns and cities.

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

- **City region**
  A term used to describe not just the administrative area of a city but the area surrounding it which is economically, socially and culturally dependant on the city.

- **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 village halls, post offices, doctors' and dentists' surgeries, recycling facilities, libraries and places of worship.

- **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). Such goods are generally used for some time.

- **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 and other groceries, newspapers, drink and tobacco and chemist's goods. Generally such goods are used or consumed over a relatively short period.

- **Core Bus Routes**
  A network of main bus routes where service frequency and bus priority will be enhanced.

- **Core Strategy**
  A spatial planning strategy that sets out long-term objectives for planning.

- **County wildlife site**
  Wildlife habitat identified and designated as being of particular local interest of 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.**

- **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 brief**
  A document describing and leading the form and layout of development in a prescribed area.

- **Development Plan**
  A set of plans guiding future development in the area. The development plan consists of the **Regional Spatial Strategy** and locally prepared **Development Plan Documents.**

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

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

- **East of England Development Agency (EEDA)**
  Government agency created in April 1999 to help further economic regeneration and prosperity in eastern England (Norfolk, Suffolk, Cambridgeshire, Hertfordshire, Bedfordshire and Essex).

- **East of England Plan (EEP)**
  Regional Spatial Strategy for the East of England region. It sets regional policy for the East of England and forms part of the **development plan.**

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

- **Environmental statement**
  Written statement, submitted with certain kinds of planning application, which set out the anticipated effects of the proposed development. Such statements deal with the full environment effects of major development proposals and include any mitigation measures needed under the Town and Country Planning (environmental impact) Regulations 1999.

- **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 only be used for affordable housing in perpetuity (PPS3).

- **Geodiversity**
  The variety of different types of geology, landforms, soils and physical processes in a particular region.

- **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 and 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.

- **Grey water**
  Any water that has been used in the home (except water from toilets). Dish, shower, sink and laundry water comprises 50-80% of residential waste water which can be reused for other purposes.

- **Growth Point Status**
  Growth Points is a government initiative designed to provide support to local communities who wish to pursue large-scale and sustainable growth, including new housing. Growth Point status is not a statutory designation but a relationship between central government and local partners offering funding opportunities and support in the early delivery of housing, sustainable growth, infrastructure and service provision and effective delivery.

- **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 crime, social cohesion, movement or air pollution, for example.

- **Homezone**
  Streets where people and vehicles share the road space safely and on equal terms with quality of life taking precedence over ease of traffic movement.

- **Ideopolis: Knowledge Cities Enabling Norwich in the Knowledge City**
  A report prepared by the Work Foundation that assesses the strengths and weaknesses of Norwich in the changing economy and sets out a potential vision for Norwich's future as well as recommendations for how to get there.

- **Index of Multiple Deprivation**
  A ward-level index made up from six indicators (income; employment; health deprivation and disability; education; skills and training; housing; and geographical access to services).

- **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.**

- **Knowledge economy**
  The production, distribution, and use of knowledge as the main driver of growth, wealth creation, and employment across all industries. It does not rely solely on a few advanced-technology industries but is applicable to traditional industries, such as mining and agriculture.

- **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 Area Agreement (LAA)**
  A three year contract between the local authority, **Local Strategic Partnership** and Central Government to deliver priorities in its **Sustainable Community Strategy.**

- **Local Development Framework (LDF)**
  The Local Development Framework (LDF) is the term used to describe the set of documents which will eventually include all of the planning authority's local development documents, one of which will be the Core Strategy.

- **Local Nature Reserve (LNR)**
  Area of botanical or wildlife interest where access and use by local people is encouraged through designation by the local authority.

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

- **Local Strategic Partnership (LSP)**
  A Local Strategic Partnership is a partnership which brings together organisations from public, private, community and voluntary sectors in a local authority area with the key objective of improving the quality of life in that area. Because an LSP is locally based the community are well placed to influence its decision making.

- **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.

- **Mode hierarchy**
  Principle of assigning priority, for planning purposes, to different modes (or means) of transport.

- **Northern Distributor Road (NDR)**
  A dual-carriageway road proposed 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.

- **Norwich fringe**
  Area next to the city of Norwich, but lying in another administrative district 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 (see Appendix 4).

- **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 obligations. The term legal agreements may embrace S106.

- **Previously developed land**
  See **Brownfield land**.

- **Protected species**
  Any species which, because of its rarity or threatened status is protected by statutory legislation (The Wildlife and Countryside Act 1981 (as amended) and the Conservation (Natural Habitats etc) Regulations 1994).

- **Public rights of way**
  Public footpaths and bridleways as defined in the Countryside and Rights of Way Act 2000 and permissive routes where there is no legal right of way but access is permitted by the landowner.

- **Ramsar site**
  A European designation that protects areas of wetland.

- **Regional Spatial Strategy (RSS)**
  Broad strategy setting out spatial planning policies for a region. It forms part of the development plan for the area along with locally prepared Development Plan Documents, which must be in general conformity with it. The Regional Spatial Strategy for this part of England is called the East of England Plan.

- **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.

- **Retail assessment/retail impact assessment**
  An assessment which may be required in connection with major retail proposals assessing their likely effect on patterns of trade and the viability and vitality of existing retail centres.

- **Rights of way**
  In this context, rights of way means public footpath and bridleways as defined in the Countryside and Rights of Way Act 2000. The phrase 'rights of way' include the above and permissive routes where there is no legal right of way but access is permitted by the landowner.

- **Scheduled ancient monument**
  Ancient structure, usually unoccupied, above or below the ground, which is preserved by order of the Secretary of State. Works affecting an ancient monument must be approved by the Secretary of State.

- **Settlement Hierarchy**
  A way of arranging settlements into a hierarchy based upon a number of criteria, such as population and services offered.

- **Settlement limit**
  These are areas where development appropriate to the settlement in question will usually be permitted. Sometimes called village envelopes or development boundaries.

- **Shared equity**
  Arrangement whereby home buyers may pay only part of the initial cost of buying their home to acquire a share in it, but pay rent on the remaining part to the seller (usually a registered social landlord) sometimes with an option to purchase the remaining part later.

- **Site allocation DPD**
  A document used to identify sites to accommodate the range of land uses necessary to implement the objectives of a Core Strategy.

- **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.

- **Spatial portrait**
  This provides the context for the Local Development Framework as a whole and is the starting point for the Core Strategy. 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), also known as the Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora. They are defined to protect the 220 habitats and approximately 1,000 species listed in Annex I and II of the directive 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 the local planning authorities to provide further detailed information on how local plan policies are to applied or interpreted. SPD may be prepared jointly, particularly where a consistent policy approach is required over an area covered by more than one local planning authority. SPD may be concerned with a particular issue, or it may give more detailed guidance of the development of a specific site, covering a whole range of issues. This is frequently referred to as a development brief.

- **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 main dimensions of sustainable development as identified in the UK's strategy for sustainable development ('a better quality of life, a strategy for sustainable development' 1999) are as follows:
  - social progress which recognises the needs of everybody
  - effective protection of the environment
  - prudent use of natural resources
  - the maintenance of high and stable levels of economic growth and employment

- **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 and, where appropriate, recycling grey water within the development. 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.

- **Urban Heat Island**
  An urban heat island is an effect that can lead to a built-up area being significantly warmer than the countryside surrounding it. The main cause of the urban heat island is modification of the land surface by urban development.

- **Use classes order**
  The Town and Country Planning (Use Classes) Order, 1987, a statutory order made under planning legislation, which groups land uses into different categories (called use classes). Change of within a use class and some changes between classes do not require planning permission.

- **Windfall site**
  Site where planning permission for housing development is granted during the plan period but which is not identified in the plan for housing development.

If you require this document in another format or language, please phone:

01603 431133
for Broadland District Council

0344 980 3333
for Norwich City Council

0808 168 3000
for South Norfolk Council

Adopted March 2011, amendments adopted January 2014

IN TRAN
communication for all