

JOINT CORE STRATEGY FOR BROADLAND, NORWICH AND SOUTH NORFOLK – INSPECTORS’ REPORT AND NEXT STEPS

1. SUMMARY

- 1.1. The report by independent Inspectors into the soundness and legal compliance of the Joint Core Strategy (JCS) has been received. It recommends that, subject to certain modifications, the strategy is sound and can be adopted. This report highlights the main issues and conclusions reached by the Inspectors, and recommends that constituent local planning authorities are recommended to proceed to adoption.

2. BACKGROUND

- 2.1. Members of the Policy Group will be aware that preparation of the Joint Core Strategy (JCS) has been a lengthy process. After earlier stages of preparation, involving consultation, the JCS has been through the legal processes necessary before it can be adopted.
- 2.2. These can be summarised as publication, submission, a pre hearing exploratory meeting, and the main examination. The first three of these have been the subject of previous discussions and consideration by Members.
- 2.3. While the examination technically covers everything from submission, the hearings which form the central part of it took place between the 9th November and 9th December, 2010, under two Inspectors appointed by the Planning Inspectorate. The hearings were arranged to focus on a number of matters
 - Legal compliance
 - Spatial vision and spatial planning objectives
 - Affordable housing
 - Sustainability, environment and design
 - The economy
 - General strategy for the growth locations, linked with transport, especially the Norwich Area Transportation Strategy (NATS)
 - The growth triangle

- The other major growth locations
 - Infrastructure delivery
 - Norwich city centre and the rest of the Norwich policy area (NPA)
 - Key service centres, service villages, and smaller rural communities
 - Main towns, except Wymondham
 - Additional hearing day (much of the focus being on contingency/flexibility, affordable housing and energy, as well as completion of one or two matters held over from earlier sessions)
- 2.4. Their report, received in late February, is attached at appendix 1. Appendices 2 and 3 are two appendices to the Inspectors' report detailing the changes required by the Inspectors, and referred to in the main body of their report. The Inspectors have also supported the inclusion of a number of other minor changes for clarity which are set out in a further appendix to their report, but which are not presented here in the interest of brevity. A copy of the minor changes appendix is available for Members' inspection at the office of each of the local authorities.
- 2.5. The changes recommended by the Inspectors are presented as alterations to the submitted JCS, which therefore needs to be read alongside them to understand their significance fully. In order to assist members, appendix 4 to this report consists of the policy content from the submitted JCS redrafted to incorporate the Inspectors' recommendations, with the changes highlighted. The full text of the JCS incorporating the Inspectors recommendations is a large document, and so has not been presented in this report, but a copy is available for Members' inspection at the office of each of the local authorities.

3. INSPECTORS' ISSUES

- 3.1. The Inspectors' report addresses an overlapping but slightly different set of issues from those used to structure the hearings. These are summarised below with a brief commentary on each.

Issue 1: Overall level of housing growth

- 3.2. The Inspectors accepted local evidence for the scale of housing required and agreed that the housing trajectory as proposed is reasonable. Recognising there is not currently a five year land supply as required by Planning Policy Statement 3, the Inspectors have agreed that the JCS identifies growth locations to help overcome this deficiency through the preparation of early

development plan documents, and/or development management decisions on early planning applications. Indeed, the Inspectors are highly complimentary of the overall approach “The authorities have seized the initiative, risen to the challenges presented by the demographic forecasts for the area, and made a proactive response which recognises the scale of the issues. The JCS sets out a sound long-term strategy for this growth and the GNDP position on this issue is worthy of support.” (Para. 9)

Issue 2: Affordable Housing

- 3.3. This is one area where the Inspectors have recommended a change, even compared with the possible changes which they advertised following the close of the hearings. They have retained the tapered approach to address viability on smaller sites, but have reduced the target of affordable housing on sites of 16 or more dwellings from 40% to 33%. The Inspectors appear to have broadly accepted the overall level of need, but not the case for front loading provision to deal with the existing backlog of housing need. This is disappointing, but the effect of changing the headline target will be mitigated by the fact that only a proportion of sites would have been able to deliver up to 40% taking into account viability. Based on the clarification of the Drivers Jonas Deloitte work requested by the Inspectors for the final day of the hearings, at current market values it is estimated that this will reduce potential delivery of affordable housing from just over 12,000 units to 11,150 by 2026. If this number can be achieved, it will represent about 94% of the currently estimated affordable housing need to 2026.

Issue 3: Gypsies and travellers, and travelling show people

- 3.4. The Inspectors have supported the proposed approach which addresses the future demise of the regional spatial strategy but will require the derivation of targets based on local evidence, moving beyond 2011.

Issue 4: Economy and employment

- 3.5. The Inspectors were extremely supportive, the only change being to clarify that more detailed planning for the Norwich Research Park will be undertaken through future development plan documents.

Issue 5: Climate change, environmental assets, design, energy efficiency and water efficiency

- 3.6. Proposals to secure water efficiency were fully endorsed and the degree of cooperation with Anglian Water, Environment Agency and Natural England in agreeing the approach was praised. Similarly, the aspiration to move away from dependency on fossil fuels and support decentralized low-carbon or renewable energy provision was supported, albeit in a less prescriptive way

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with the policy now requiring developers to show in their design and access statements how they have maximized sustainable local energy delivery. There have been some wording changes to the text around design of new development, but no major change to the approach adopted.

Issue 6: Distribution of planned growth including relationship with NATS, and individual assessments of the north east growth triangle, A11 corridor settlements, Easton/Costessey, Long Stratton and the smaller sites in the NPA

- 3.7. Each location for major growth has been supported, with the Inspectors agreeing that different approaches were required in Broadland and South Norfolk. This included recognition of the local circumstances supporting growth in Long Stratton including the facilitation of a by-pass, and a recognition that the growth triangle in the north east represents the soundest approach to accommodating the scale of growth in Broadland. The Inspectors also commented that, given the quantum of growth required, the inclusion of the Ecotown proposal within the overall planned growth was an appropriate response. They also said that redistribution of growth from the north of the NPA to the south is not a viable option.
- 3.8. The Inspectors also considered the relationship of the proposed growth distribution strategy and the Norwich Area Transportation Strategy (NATS), with heavy emphasis on assessing whether the distribution would facilitate the use of non car modes, with public transport being the focus. The evidence provided reassured them that there is a realistic prospect of developing bus rapid transit and core bus routes, though they acknowledge it will require “determined political effort and commitment, coupled with a sustained level of partly developer-funded investment”.
- 3.9. Similarly, they examined in some detail the role and justification of the northern distributor road (NDR). The Inspectors are not convinced that a “non NDR package of NATS interventions” would be realistic, and give credence to the Department for Transport’s assessments which supported the NDRs acceptance into “programme entry” and the “development pool”, notwithstanding the addition of further schemes to the pool. They were however concerned to explore the extent to which the JCS could cater for necessary development in the face of continued uncertainty about the NDR, and its timing. While accepting that the full scale of development proposed in the north east will not be accommodated without the NDR, they wished to have clarity on the implications for the growth trajectory if the NDR were to be delayed or not to proceed, and whether there is sufficient scope for development to proceed while there is a review of the relevant part of the strategy. They therefore pressed for additional clarity to be added on this matter. Some text provided by the GNDP clarifying the evidence on this issue has been slightly modified by the Inspectors to clarify:

- how much development can occur in the growth triangle in the absence of

any significant improvement to the network,

- how much further development in the growth triangle could be served off an improved Postwick junction and more local interventions
- a commitment to investigate through the Area Action Plan (AAP) for the growth triangle whether or not any additional growth could be accommodated if the AAP were to identify alternative transport and other infrastructure (short of the NDR)
- that beyond such an acceptable level, the JCS proposals for the growth triangle would need to be reviewed

3.10. Subject to the inclusion of this clarification, the Inspectors accepted that it is not necessary or appropriate for the JCS to incorporate a complete “plan B” as desired by some objectors.

Issue 7: Norwich city centre, remainder of urban area including fringe parishes, and hierarchy of centres

3.11. These policies are supported, subject to clarification that if a new district centre were to be created in the growth area triangle, it would not be “at the expense” of the already proposed one at Blue Boar Lane, Sprowston.

Issue 8: Main towns, key service centres, service villages and other villages

3.12. No changes proposed to the strategy, subject to some changes to clarify potential ambiguities and the consequences on existing policies

Issue 9: Does JCS provide a sound basis for planning adequate and timely provision of supporting infrastructure?

3.13. This is an area where the Inspectors focused a considerable amount of attention. The concerns expressed by the Inspectors at the pre examination meeting were addressed by a subsequent submission by the GNDP authorities, which expanded appendix 7 in the submitted JCS addressing implementation. This categorised infrastructure requirements at three priority levels, linked to the various main growth locations. The Inspectors agreed this is a clearer expression of the infrastructure requirements, and shows a clearer relationship with related implementation mechanisms including the Local Investment Plan and Programme.

Legal requirements

3.14. The Inspectors are satisfied that legal requirements have been complied with.

However, while accepting the relationship between the GNDP Policy Group and constituent authorities was legally compliant, the Inspectors recognised that not holding meetings in public has led to “a public sentiment of exclusion, confusion, frustration and dissatisfaction”. Clearly when Members consider the future nature of cooperative working including that required to fulfil the forthcoming “duty to cooperate”, it will be important to consider how this may best be undertaken to engender the greatest degree of public confidence.

4. CONSIDERATIONS

- 4.1. Having received the Inspectors’ report, the individual local planning authorities need to consider whether to adopt it, in which event it will become part of their development plan. While adoption is not legally mandatory, it is not possible to adopt the JCS in any form other than that recommended by the Inspectors. However, there are a number of undesirable consequences, if the JCS, having been submitted, were not to be adopted.
- 4.2. The first consequence is that the Inspectors’ report is in the public domain, and if a policy vacuum is allowed to develop as a consequence of non adoption, it would still be likely to form a very strong material consideration in the determination of any planning applications, including at appeal.
- 4.3. Local planning authorities are obliged to have a local development framework in place, and a core strategy is a mandatory part of this. Failure to adopt the JCS would leave an authority in a situation where the process has to be undertaken again, with consequent delays and the expense required to update the evidence base and go through extensive processes of consultation and examination. This would also necessitate a delay in the production of “daughter” DPDs, and put the authority at risk of “planning by appeal” for a longer period.
- 4.4. Looking beyond procedural considerations, if housing need, the housing market and future prosperity are to be addressed, it is essential that the necessary future development is properly planned and guided. The JCS is a cornerstone of this process. While the New Homes Bonus is not dependent on an adopted core strategy, the reinvigoration of the local housing market is likely to maximize the benefits of this scheme.
- 4.5. It should also be noted that the Government has committed to the Community Infrastructure Levy (CIL), subject to some refinements, as a future means of funding infrastructure. However, CIL cannot be introduced in the absence of an adopted core strategy, and therefore a failure to adopt would compromise future infrastructure funding. The full consequences of the introduction of CIL are being phased in, but from 2014, even if an authority does not adopt CIL, it will not be possible to pool revenues from more than five S106 obligations towards the same infrastructure, if it could be CIL funded. Furthermore, the

legal scope of S106 obligations has been scaled back to cover only mitigations which are a direct consequence of a particular development. The effects of these changes will make funding of strategic infrastructure through any means other than CIL extremely problematic, and probably impossible.

- 4.6. If the JCS is adopted, it will have some consequences on the development plans of the constituent authorities as they currently exist. The policies in the JCS will come into force, and while they are strategic and many concern specific locations, the area-wide policies covering matters such as climate change and protection of environmental assets, design, water and energy efficiency, green infrastructure, Gypsies and travellers and affordable housing will come into effect immediately. Furthermore, the JCS will supersede specific policies in the adopted local plans of the constituent local planning authorities. These are listed in appendix 3 of the JCS. Changes to the settlement hierarchy will take effect. There will also be some consequential changes to the proposals maps of the adopted local plans for each of the three local planning authorities.
- 4.7. A further advantage of having an adopted in JCS is that it may help in resisting speculative and inappropriate development proposals in the absence of a five year supply of housing land. PPS3 requires housing development to reflect the spatial vision for the area. This remains a requirement even in the case where a five year supply cannot be demonstrated. An adopted JCS would give the spatial vision that could justify opposing proposals that do not meet the vision.
- 4.8. Adoption of the JCS will give status in a statutory document to NATS and its components, including the northern distributor road. This should be of assistance in its passage through further stages towards implementation.

5. LEGAL IMPLICATIONS

- 5.1. The strategy is adopted by a resolution of the local planning authority, with the operative date being the date of the publication of the “adoption statement”. There is however a six week window following that date where legal challenges could be mounted. At the same time, the adoption statement must be published alongside the sustainability appraisal report and the strategy as adopted, and made available for inspection at the points where it was made available at the pre submission publication stage.
- 5.2. It is not possible to adopt the JCS other than incorporating soundness changes as recommended by the Inspectors.
- 5.3. Once adopted, the JCS will form part of the development plan for the three local planning authorities. This means that planning applications will need to be determined in accordance with its provisions unless a material consideration indicates otherwise (Planning and Compulsory Purchase Act,

2004, S 38 (6)).

6. RESOURCE IMPLICATIONS

- 6.1. In the preparation of the JCS, growth point status has been beneficial in supporting the preparation of a large part of the evidence base. If the JCS were not to be adopted, there would be significant expenditure entailed in refreshing parts of this, combined with the additional resources of undertaking a lengthy preparation and consultation process, culminating in a further public examination.
- 6.2. Adoption of the core strategy would require the legal processes of advertisement and publication to be undertaken. There will also be a cost associated with the publication and printing of the final version including illustrations etc, but this has been provided for in the existing budgets of the partners.
- 6.3. A major benefit of adoption in resource terms is that it will enable work to progress on the preparation of the CIL charging schedule, and the early introduction of CIL. Given restrictions on the pooling of section 106 revenues towards strategic infrastructure, and the potential for CIL to be gathered from all qualifying developments, this is likely to be a significant factor in enabling infrastructure to be provided in tandem with development.

7. NEXT STEPS

- 7.1. The next steps are for the individual local planning authorities to come to a formal decision on whether to adopt the JCS incorporating the Inspectors' recommendations. Each of the authorities has a Council meeting on 22nd March when this can be considered.
- 7.2. It will be necessary as soon as possible thereafter to publish the adoption statement for each of the authorities together with the sustainability appraisal report and the JCS as adopted and make them available for public inspection.
- 7.3. Once the risk of legal challenge has passed, the production of the final document to publication standard, including illustrations, can be undertaken.

8. RECOMMENDATION

- 8.1. It is recommended that the Policy Group recommend that
 - each of the local planning authorities formally adopt the JCS incorporating the Inspectors' recommendations, and thereby incorporate it as

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part of the development plan for the area.

- The County Council, as an integral partner, and major infrastructure provider endorses the JCS incorporating the Inspectors' recommendations

Phil Kirby
Broadland District Council
17, March, 2011

Background Papers

Appendix attached to inspectors report detailing minor changes endorsed by the inspectors, but not critical to soundness

Changes to the adopted proposals maps for the three local planning authorities' current development plans consequential on the JCS

For further information on this report call Roger Burroughs on (01603) 430558 or e-mail roger.burroughs@broadland.gov.uk

Appendix 1

The Inspectors' Report into the Examination of the Joint Core Strategy for Broadland, Norwich and South Norfolk

Due to the size of this document please view this appendix via the link below:

<http://www.gndp.org.uk/downloads/Report-into-the-Examination-of-the-Joint-Core-Strategy-for-Broadland-Norwich-and-South-Norfolk.pdf>

Appendix on Joint Core Strategy for Broadland, Norwich and South Norfolk

APPENDIX A

Schedule of retained Focussed Changes and proposed Soundness changes arising from the Examination in Public hearings 9 November 2010 – 9 December 2010.

| Reference | Page No. | Paragraph/ Policy | Proposed Change | Reason for Change |
|----------------------------------|----------|-------------------|--|---|
| Retained Focussed Changes | | | | |
| FC 1 | Page 41 | Policy 4 | <p>In Policy 4, delete:</p> <p>Affordable housing</p> <p>A proportion of affordable housing, including an appropriate tenure-mix, will be required on site in accordance with the most up-to date needs assessment for the plan area, for sites of five or more dwellings (or 0.2 hectares or more). At the adoption of this strategy the target is 40% based on the most recent assessment.</p> <p>In negotiating the proportion and tenure of affordable housing, account will be taken of site characteristics and the economic viability of provision. Where viability is an issue financial support will be sought via public subsidy, such as through the Homes and Communities Agency (HCA).</p> <p>At appropriate settlements, sites that would not normally be</p> | <p>To clarify the policy approach, and give more emphasis to the recognition that housing development viability is critical to the delivery of affordable houses on mixed tenure developments, taking into account the study of affordable housing viability undertaken by Drivers Jonas Deloitte. To clarify that where viability of the development is shown to be at risk, negotiations will include consideration of reducing</p> |

| Reference | Page No. | Paragraph/ Policy | Proposed Change | Reason for Change |
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| | | | <p>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.”</p> <p>Replace with</p> <p>Affordable housing</p> <p>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:</p> <ul style="list-style-type: none"> • 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) 40% with approximate 85% social rented and 15% intermediate tenures (numbers rounded, upwards from 0.5) <p>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,</p> | <p>the overall amount of affordable housing sought, and the balance of tenures within the affordable housing to restore the viability of the scheme. To clarify that, as part of the consideration of viability, the potential for public subsidy will be investigated.</p> |

| Reference | Page No. | Paragraph/ Policy | Proposed Change | Reason for Change |
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| | | | <p>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.</p> <p>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.”</p> | |
| FC 2 | Page 44 | Policy 4, Supporting text | <p>In paragraph 5.29, delete the following text</p> <p>“In some instances providing 40% affordable housing on-site will not be viable, without public subsidy. In such circumstances a financial contribution, such as a grant from the Homes and Communities Agency (HCA), will be sought. In order to create mixed communities, affordable housing provided as part of a market development will be expected to be integrated within the site.”</p> <p>Replace with</p> <p>“It is recognised that affordable housing provided through developer contributions in this way is dependent upon the overall viability of development. In some instances providing 40% affordable housing on-site will not be viable, without public subsidy. A study of affordable housing viability has concluded that smaller sites in particular may not be viable if the full 40% target were applied, but that in the market conditions prevailing in mid 2010, the 40% affordable housing target is achievable in a</p> | To take account of the proposed focussed change FC1 and the conclusions of the Assessment of Affordable Housing Viability undertaken by Drivers Jonas Deloitte. |

| Reference | Page No. | Paragraph/ Policy | Proposed Change | Reason for Change |
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| | | | <p>significant number of the scenarios modelled without social housing grant. Where this proves not to be the case financial contribution, such as a grant from the Homes and Communities Agency (HCA), will be sought. Where it can be demonstrated that the target requirement for affordable housing would make a site unviable in prevailing market conditions, taking into account policy aims relating to the environmental standards of homes, and there are insufficient public funds available to support affordable housing, a reduced proportion of affordable homes and/or an amended mix of tenures will be negotiated. In order to create mixed communities, affordable housing provided as part of a market development will be expected to be integrated within the site.”</p> | |
| FC 3 | Page 44 | Policy 4, supporting text | <p>In paragraph 5.28 delete the following</p> <p>“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’. The EEP has a regional target for 35% of all housing to be affordable and recognises higher targets may be required locally. The findings of the most recent housing needs assessment for the three districts indicates that 43% of overall housing need can only be met by affordable housing. Experience locally shows that 40% is the maximum achievable on sites without subsidy, in normal market conditions. A large amount of residential development is expected to take place on smaller sites in both urban and rural locations. If the PPS3 threshold of 15 dwellings were to be applied then a further significant undersupply of affordable dwellings would result. Consequently, in order to make realistic inroads into the identified need and provide affordable housing</p> | <p>To take account of the Government’s intended revocation of the Regional Spatial Strategy (East of England Plan) and to introduce a plan wide target for the provision of affordable housing into the plan which meets the requirements of PPS3 that the provision of affordable housing should meet the needs of current and future occupiers taking into account the Strategic Housing Market</p> |

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| | | | <p>across a wide range of sites 40% affordable housing will be sought on all sites of 5 units or more.</p> <p>Replace with</p> <p>5.28 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’.</p> <p>5.28A Based on the most recent assessment of housing need, there is a need in the plan area as a whole for about 11,860 affordable homes with approximately 60% of these being social rented, and 40% intermediate tenures from 2008 to 2026. This is derived from the annual net requirement for new affordable houses extrapolated over the plan period, and the backlog existing at the time of the housing needs assessment, with allowance made for the affordable housing provided up to the base date of this strategy. This represents just over 33% of the total housing requirement set out in the table above.</p> <p>5.28B The most recent housing needs assessment for the three districts indicates that, in the short term, 43% of overall housing need can only be met by affordable housing. The policy target of 40% for * affordable housing on qualifying sites takes account of local experience which suggests that 40% is the maximum achievable on sites without subsidy in normal market conditions, the expectation, of the Government’s basic needs assessment model within the Government’s guidance,** that current backlogs will be</p> | <p>Assessment. The requirement that account should be taken of viability and likely levels of finance available is recognised in FC1 and FC2, but in a volatile market, such factors are hard to quantify in the long term. To take account of the findings of the affordable housing viability study undertaken by Drivers Jonas Deloitte</p> <p>NB Bold amendments made following Focussed Change consultation: *For consistency with the proposed policy taking into account the graduated target on small</p> |

| Reference | Page No. | Paragraph/ Policy | Proposed Change | Reason for Change |
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| | | | <p>addressed in the short term, and the fact that not all sites will deliver the target percentage, for example because of viability issues, or previous planning policies in the case of sites with permission at the base date. The assessment of housing need also indicates that the current split of affordable tenures required to meet need in the short term, taking into account the current backlog, is approximately 85% social rented / 15% intermediate tenures, with the greatest need for social rented accommodation related to the Norwich urban area. The overall target, policy target, and balance of tenures will be kept under review in the light of updated information on housing need.</p> <p>5.28C A large amount of residential development is expected to take place on smaller sites in both urban and rural locations. If the PPS3 threshold of 15 dwellings were to be applied then a further significant undersupply of affordable dwellings would result. Consequently, in order to make realistic inroads into the identified need and provide affordable housing across a wide range of sites a proportion of affordable housing will be sought on all sites of 5 units or more.”</p> | <p>sites</p> <p>**Correction of wording</p> |
| FC 4 | 44 | Policy 4, supporting text | At end of Paragraph 5.30 add “On the evidence of recent achievements and the programme schemes in mid 2010, this is likely to produce about 1170 affordable homes between 2008 and 2026, though this is subject to the availability of funding.” | To give an indication of the potential contribution of Exceptions sites to meeting local housing need. |
| FC 6 | 44-45 | Policy 4, supporting | a) Delete paragraph 5.32, and replace with | To take into account the Government’s intention to |

| Reference | Page No. | Paragraph/ Policy | Proposed Change | Reason for Change |
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| | | text | <p>"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 accommodate 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."</p> <p>b) Delete Paragraph 5.35</p> | <p>abolish the Regional Spatial Strategy, to substitute an appropriate locally supported target, and to indicate a mechanism for updating the target. The intention to abolish the Regional Spatial Strategy makes the explanation in Paragraph 5.35 unnecessary.</p> |
| FC 7 | 45 | Policy 4, Para 5.36 | <p>Delete paragraph 5.36, and replace with</p> <p>"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."</p> | <p>To take into account the Government's intention to abolish the Regional Spatial Strategy, and to substitute an appropriate locally supported target.</p> |

| Reference | Page No. | Paragraph/Policy | Proposed Change | Matter no. |
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| Proposed Soundness Changes | | | | |
| SC 1 | 32 | Policy 1 | <p>Policy changes:</p> <p>a) Remove both instances of the word “significant” from paragraph 1 of column 2 of Policy 1.</p> <p>b) Insert new paragraph 2 in column 2 of policy 1: “Development likely to have any adverse effect on nationally designated sites and species will be assessed in accordance with national policy and legislation.”</p> | 8 |
| SC 2 | 33 | 5.6 | <p>Amend paragraph 5.6 last sentence</p> <p>an ecological network as illustrated by the map on page x which includes:</p> <p>Amend last bullet to “corridors and stepping stones through green infrastructure improvements”</p> | 8 |

| Reference | Page No. | Paragraph/Policy | Proposed Change | Matter no. |
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| | | | <i>Add new map Biodiversity Enhancement Areas (RF25a)</i> | |
| SC 3 | 34 | 5.8 | <p>a) Delete word “significant” from last sentence.</p> <p>b) Insert new sentence at end of paragraph 5.8.</p> <p>“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.”</p> | 8 |
| SC 4 | 34 and 35 | Additional paragraph following 5.8 | <p>Insert paragraph after 5.8 to refer to Green Infrastructure map.</p> <p>“A proposed green infrastructure network (see map) 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.”</p> <p>Delete diagram on page 35 and insert new diagram to replace it: <i>Proposed Green Infrastructure Network (RF25b)</i></p> | 8 |
| SC 5 | 37 | Paragraph 5.12 | Amend the sentence beginning “Initially” to read: 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” | 8 |
| SC 6 | 39 | Paragraph 5.16 | <p>For clarity</p> <p>a) After the word “contributions” insert “through Section 106”</p> <p>b) Insert new sentence at end of paragraph 5.16 “In the circumstances where viability is a concern in relation to the energy policy requirements, applicants</p> | 8 |

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| | | | will need to demonstrate this through “open book accounting” similar to that set out for affordable housing.” | |
| SC 7 | 38 | Policy 3 | <p>Policy changes:</p> <p>Make soundness related changes to policy 3</p> <p>First paragraph:</p> <p>Replace “renewable energy” with “decentralised and renewable or low carbon energy”</p> <p>Bullet point 1;</p> <p>Replace “dedicated, contractually linked renewable sources” with “dedicated decentralised and renewable or low carbon energy sources”</p> <p>Replace “renewable energy infrastructure” with “decentralised and renewable or low carbon energy infrastructure”</p> <p>Bullet point 2:</p> <p>Replace “renewable sources” with “decentralised and renewable or low carbon energy sources”</p> | |
| SC 8 | 42 | Policy 4 | <p>a) Amend last sentence of final paragraph from: “These will be located on sites within the Norwich urban area, or if sites within the urban area cannot be identified, close to it.” To: “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.”</p> <p>b) Add additional paragraph at end of Policy 4 to read:</p> | FC 5 not proceeded with but current status of RSS still necessitate s |

| Reference | Page No. | Paragraph/Policy | Proposed Change | Matter no. |
|-----------|----------|------------------|---|------------|
| | | | “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.” | amendment |
| SC 9 | 49 | 5.44 | Add sentence: “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” | 1b |
| SC 10 a | 56 | Policy 9 | <p>Clarify smaller sites allowance and re-order bullets for clarity delete existing policy.</p> <p>Revise text in first column preceding paragraph commencing, “Transport infrastructure required to implement NATS...” to read:</p> <p>“The Norwich Policy Area (NPA) is the focus for major growth and development.</p> <p>Housing need will be addressed by the identification of new allocations to deliver a minimum of 21,000 dwellings distributed across the following locations:</p> <ul style="list-style-type: none"> • 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 | 10 |

| Reference | Page No. | Paragraph/Policy | Proposed Change | Matter no. |
|-----------|----------|--|--|---------------|
| | | | <ul style="list-style-type: none"> South Norfolk smaller sites in the NPA and possible additions to named growth locations: 1,800 dwellings <p>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.</p> <p>All of the numbers above show the minimum number of dwellings to be delivered in each location.”</p> | |
| SC 10 b | 56 | Add to 2 nd bullet relating to employment locations (i.e. UEA/ NRP) | <p>Add text: “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”</p> | EIP79 |
| SC 11 | 57 | New paragraph after 6.5 | <p>Insert new paragraph after paragraph 6.5 to explain the means of providing for the smaller sites allowance to say,</p> <p>“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 1000 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, 14, 15 and 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 services capacities of each locality. “</p> | 10 |
| SC 12 | 62 | Policy 10, Old Catton, Sprowston, | <p>Amend second sentence of first paragraph to read: “Delivery of the growth triangle in its entirety is dependent on the</p> | GNDP response |

| Reference | Page No. | Paragraph/Policy | Proposed Change | Matter no. |
|-----------|----------|--|--|--|
| | | Rackheath, Thorpe St Andrew growth triangle | implementation of the Northern Distributor Road. “ | (RF97) to Inspectors question (RF75) |
| SC 13 | 63 | Policy 10, Old Catton, Sprowston, Rackheath, Thorpe St Andrew Growth Triangle bullet 2 | Amend 2 nd bullet from “a district centre based around an accessible ‘high street’ and including a new library, education and health facilities. The development will also require new local centres” To “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”. | 6 |
| SC 14 | 63 | Policy 10, Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle | Insert additional sentence into final paragraph of column 2 to read: “A single co-ordinated approach will be required across the whole area. <i>This will be provided through the preparation of an Area Action Plan (or any future equivalent process)</i> . More detailed masterplanning will be required for each quarter.” | GNDP response (RF97) to Inspectors question (RF75) |
| SC 15 | 66-67 | Paragraph 6.18 | Amend paragraph from: “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 and improvements to Postwick junction are a fundamental requirement for growth and the implementation of the remainder of the Norwich Area Transportation Strategy including public transport enhancements. Completion of a bypass is a pre-requisite for the scale of growth identified in Long Stratton.” | GNDP response (RF97) to Inspectors question (RF75) |

| Reference | Page No. | Paragraph/Policy | Proposed Change | Matter no. |
|-----------|----------|--------------------------|---|------------|
| | | | <p>To:</p> <p>“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 <i>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).</i> Completion of a bypass is a pre-requisite for the scale of growth identified in Long Stratton.”</p> | |
| SC 16 | 68 | After paragraph 6.23 | <p>Add additional new paragraph to supporting text to clarify Policy 10, first paragraph, second sentence</p> <p>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</p> | |
| SC 17 | 74 | Policy 12 | Following policy second paragraph reading “Throughout the suburban area and fringe parishes opportunities will be sought:”, insert new bullet point to become the first bullet point to read, “to identify land to contribute towards the smaller sites allowance set out in Policy 9” | 10 |
| SC 18 | 79 | Settlement Hierarchy map | Revise Key label “Norwich Urban Area” to read “Norwich Urban Area including urban fringe parishes” and relocate to the head of the settlement hierarchy | 10 |

| Reference | Page No. | Paragraph/Policy | Proposed Change | Matter no. |
|-----------|----------|------------------|--|------------|
| | | | beneath new heading “ Settlement Hierarchy” with roads and railway symbols moved to form part of general map key, in order to give added clarity to the complete hierarchy | |
| SC 19 | 80 | Policy 14 | first paragraph/ second line - delete “broadly” | 10 |
| SC 20 | 80 | Paragraph 6.43 | <p>Amend final sentence to read “The KSCs with more limited services and lacking a secondary school have the lowest housing allocations, i.e. Blofield, Brundall and Hingham.”</p> <p>Add a new paragraph following 6.43 to read, “Where a range is specified, the scale of new development is expected to be within the range. In exceptional circumstances, a range may 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.”</p> | 10 |
| SC 21 | 81 | 6.51 | <p>Delete the last sentence, “Improvements to sewage treatment works may require phasing.”</p> <p>Revise the fourth sentence to read, “New development of 100-200 dwellings is proposed to 2026 which may require the small scale expansion of all local schools.”</p> | 10 |
| SC 22 | 84 | Policy 15 | <p>Add footnote (in separate box) as below:</p> <p>“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.</p> <p>These will be defined through the preparation of the South Norfolk Site Specific Proposals Development Plan Document”</p> | EIP79 |

| Reference | Page No. | Paragraph/Policy | Proposed Change | Matter no. |
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| SC 23 a | 85 | 6.58 | Last sentence – delete wording “Service villages in the NPA may also be considered for additional allocations” and replace with, “Further allocations may be considered in Service Villages in the NPA “ | 10 |
| SC 23 b | 85 | 6.59 | Delete second sentence | 10 |
| SC 24 | 86 | Policy 16 | <p>Add footnote (in separate box) as below:</p> <p>“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.</p> <p>These will be defined through the preparation of the South Norfolk Site Specific Proposals Development Plan Document</p> <p>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”</p> | |
| SC 25 | 89 | Policy 19, point 3. | <p>Delete text and replace with:</p> <p>The large village and district centres of: Acle, Coltishall, Hetherset, 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 at Blue Boar Lane, Sprowston and Hall Road, Norwich. The Old Catton, Sprowston, Rackheath, Thorpe St. Andrew Growth Triangle will be</p> | |

| Reference | Page No. | Paragraph/Policy | Proposed Change | Matter no. |
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| | | | 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. | |
| SC 26 | 89 | 6.74 | Add sentence to end of paragraph. "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 |
| SC 27 | 90 | Policy 20 | Replace Policy 20 with the following text: | 4 and GNDP response (RF97) to Inspectors question (RF75) |

Implementation and Monitoring

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 area wide community infrastructure levy plus appropriate Section 106 contributions for site specific needs. Until such a 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
- co-ordination 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 co-ordinated 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 will be carried out 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, 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.

- 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 co-ordination, 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

- 7.8 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.
- 7.9 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.

7.10 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

7.11 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 co-operation 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

7.12 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.

7.13 There is no phasing of growth in the JCS beyond that imposed by the provision of infrastructure. At the time of adoption the provision of most critical elements of infrastructure is not expected to be a significant constraint. However, there remains some uncertainty around the timing of the delivery of the Northern Distributor Road (NDR). The NDR is fundamental to overall delivery of housing and employment growth in the Broadland part of the NPA and to significant parts of NATS including high-quality public transport in the northern part of the urban area. At the base date of the JCS there is a significant housing commitment that is unaffected by infrastructure constraints. Delay in delivering the NDR does not prevent JCS provision of housing or employment development within Norwich City or South Norfolk Council areas, or existing housing commitment in Broadland as demonstrated in Appendix 7. Indeed, market pressures are likely to bring forward development in these locations in this scenario. 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 In late 2010 proposals for Postwick were significantly advanced. The scheme and associated development has planning

permission and the design of the layout of the junction has been agreed by the Highways Agency. The Postwick Hub and the Northern Distributor Road are in the DfT Development Pool and the funding decision will be announced by the end of 2011. The NDR will be subject to a separate statutory planning process.

7.15 The Postwick Hub can be delivered as a separate scheme and is not necessarily dependent on DfT funding. Contributions from all of the following sources may be used to secure delivery:

- DfT development pool (decision due by end of 2011)
- Existing Growth Point funding
- Pooled Section 106 (until replaced by CIL)
- CIL (expected to be introduced late 2011)
- Local Authorities' capital funding programmes
- New Homes Bonus
- Tax Increment Financing
- Other funding streams

7.16 The existing commitment of 1400 dwellings in the Sprowston Fringe can take place without improvements to Postwick Junction. Subject to acceptable improvements to Postwick Junction (Postwick Hub or a suitable alternative) there is significant potential for further development in the growth triangle before there is confirmation of the timing of delivery of the NDR. The table below summarises the current understanding of this potential.

| Location | Level of growth supported by current evidence | Constrained development |
|------------------|--|--|
| Growth Triangle | At least 1600 dwellings (plus 200 exemplar at Rackheath prior to Postwick junction improvements) | New employment allocation at Rackheath |
| Smaller sites in | Delivery of the smaller sites allowance will be dealt | |

| | | |
|-------------------------|---|---------------------------|
| Broadland NPA | with on a site by site basis | |
| Broadland Business Park | Development of existing allocation and new allocation (approx 18ha incl c50,000m2 B1) | |
| Airport area | | New employment allocation |

- 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 the potential to enable further growth over and above that shown in Table 1 above, in advance of confirmation of timing of the NDR. This analysis would need to cover capacity of all local infrastructure (not just road capacity), the implications of particular sites, and the nature of development proposed. It will be essential that the growth is delivered in accordance with the overall strategy, taking into account its wider impact across the Norwich area, including a full range of infrastructure provision, services and high-quality public transport, walking and cycling.
- 7.18 Development beyond the pre-NDR threshold established through the AAP process will not be possible without a commitment to the NDR. If there is no possibility of the timely construction of the NDR, a complete review of the JCS would be triggered.

| Reference | Page No. | Paragraph/Policy | Proposed Change | Matter no. |
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| SC 28 | 112 | Appendix 7 | Replace with Appendix 3 of EIP 84, suitably updated with GI projects identified in Policy 10, waste water and police services. Appendix on following page. | 4 |

Appendix 7: Implementation Framework and Critical Path

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 3,000 dwellings are proposed after 2026. 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.

Table 1 shows a housing trajectory extract with Priority one infrastructure constraints. The thresholds indicated mark the point at which we currently have some certainty about the level of growth that can be supported. Depending on site characteristics, the nature of proposed development and other infrastructure constraints, these points may not be absolute barriers to further growth. Moreover some points mark the beginning of phased implementation over a number of years.

Table 2 – Infrastructure Framework shows infrastructure requirements to support growth across the JCS period.

Table 1: Housing Trajectory Extract with Priority 1 Infrastructure

| | Short Term | | | | | | | Medium Term | | | | | | | Long Term | | | | | | | Total Units | Ave Build rate | | | | |
|--|-------------|------------|-------------|-------------|-------------|-----------|-------------|----------------|--------------|-----------|----------------|--------------|--------------|-----------|--------------|---------------|--------------|-----------|--------------|--------------|--------------|-------------|----------------|--------------|--------------|--------------|---------|
| | 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 |
| Infrastructure ref | | T2a | | | | T5 | | T14 T17 | | T1 | G16 G17 | | | T3 | | SP1 T7 | | U3 | | | U5 U6 | SP13 | | | | | |
| Rackheath | 180 | | 230 | 230 | 230 | | 230 | | 230 | | | 230 | 230 | | 230 | | 230 | | 230 | 230 | 230 | | | 230 | 230 | 3400 | 227 |
| Remainder of NE Growth Triangle | | | | | 125 | | 225 | | 350 | | | 350 | 350 | | 350 | | 350 | | 350 | 350 | 350 | | | 350 | 350 | 3850 | 321 |
| Cumulative total | 180 | | 410 | 640 | 995 | | 1450 | | 2030 | | | 2610 | 3190 | | 3770 | | 4350 | | 4930 | 5510 | 6090 | | | 6670 | 7250 | 7250 | |
| Norwich City | | | | | 250 | | 250 | | 250 | | | 250 | 250 | | 250 | | 250 | | 250 | 250 | 250 | | | 250 | 250 | 3000 | 250 |
| Cumulative total | | | | | 250 | | 500 | | 750 | | | 1000 | 1250 | | 1500 | | 1750 | | 2000 | 2250 | 2250 | | | 2500 | 2750 | 3000 | |
| Long Stratton | | | | | | | | | | | 50 | 140 | | | 230 | | 230 | | 230 | 230 | 230 | | | 230 | 230 | 1800 | 250 |
| Cumulative total | | | | | | | | | | | 50 | 190 | | | 420 | | 650 | | 880 | 1110 | 1340 | | | 1570 | 1800 | 1800 | |
| Wymondham | | | | | 185 | | 185 | | 185 | | | 185 | 185 | | 185 | | 185 | | 185 | 185 | 185 | | | 185 | 165 | 2200 | 183 |
| Hethersett | | | | | 50 | | 90 | | 175 | | | 175 | 175 | | 175 | | 100 | | 60 | | | | | | | 1000 | 125 |
| Cringleford | | | | | 0 | | 50 | | 100 | | | 125 | 125 | | 125 | | 125 | | 125 | 125 | 125 | | | 125 | 50 | 1200 | 109 |
| Cumulative total | | | | | 235 | | 560 | | 1020 | | | 1505 | 1990 | | 2475 | | 2885 | | 3255 | 3565 | 3875 | | | 4185 | 4400 | 4400 | |
| Easton/Cosstessey | | | | | 50 | | 90 | | 175 | | | 175 | 175 | | 175 | | 100 | | 60 | | | | | | | 1000 | 125 |
| Cumulative total | | | | | 50 | | 140 | | 315 | | | 490 | 665 | | 840 | | 940 | | 1000 | | | | | | | 1000 | |
| Additional Smaller Sites Around Broadland NPA* | | | | | 170 | | 170 | | 170 | | | 170 | 170 | | 170 | | 170 | | 170 | 170 | 170 | | | 170 | 130 | 2000 | |
| Sites Around South Norfolk NPA | | | | | 150 | | 150 | | 150 | | | 150 | 150 | | 150 | | 150 | | 150 | 150 | 150 | | | 150 | 150 | 1800 | |
| Existing NPA Commitment | 1572 | | 1813 | 1437 | 943 | | 821 | | 652 | | | 449 | 172 | | | | | | | | | | | | | 7859 | |
| Cumulative Existing NPA Commitments | 1572 | | 3385 | 4822 | 5765 | | 6586 | | 7238 | | | 7687 | 7859 | | 7859 | | 7859 | | 7859 | 7859 | 7859 | | | 7859 | 7859 | 15718 | |
| Projected Housing Total | 1752 | | 2043 | 1667 | 2153 | | 2261 | | 2437 | | | 2309 | 2122 | | 2040 | | 1890 | | 1810 | 1690 | 1690 | | | 1690 | 1555 | 29109 | |
| Cumulative NPA Commitments and Planned | 1752 | | 3795 | 5462 | 7615 | | 9876 | | 12313 | | | 14622 | 16744 | | 18784 | | 20674 | | 22484 | 24174 | 25864 | | | 27554 | 29109 | | |

* Until the NDR is in place the full number of dwellings proposed on smaller sites in Broadland may not be able to be provided. This will depend on individual site circumstances.

Red – public transport/transport related constraints
Blue – water related constraints
Pink – electricity related constraints
Green – selected green infrastructure projects

Table 2 – Infrastructure Framework

| Infrastructure Framework: Priority 1 projects 2008 - 2016 | | | | | | | |
|---|--|--|--|--|--|--|--|
| <i>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)</i> | | | | | | | |

| Waste Water | | | | | | | |
|---|--|-------------------------|----------------------------|---------------------|----------------------------|-----------------------------------|---------------------------------|
| <i>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.</i> | | | | | | | |
| Ref | Scheme | Required for growth in: | Promoter/ Delivery body | Total Cost £m | Funding sources | Estimated delivery dates by | Source |
| SP1 | Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water | Rackheath | Developer | tba | Developer/ AW provision | 2016 | Water Cycle Study Stage 2: B |
| SP3 | Whitlingham Upgrade (Option 1) | Whole GNDP area | Anglian Water | 42.9 | AMP | 2016 | Water Cycle Study Stage 2: B |
| SP4 | Whitlingham Upgrade (Option 2) | Norwich | Anglian Water | 5 | AMP | 2016 | Water Cycle Study Stage 2: B |
| SP5 | Wymondham upgrade (Option 2) | Wymondham | Anglian Water | 13.8 | AMP | 2016 | Water Cycle Study Stage 2: B |
| SP6 | Rackheath (Option 2) | Rackheath | Anglian Water | 48 | AMP | 2016 | Water Cycle Study Stage 2: B |

| 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. | | | | | | | |

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 |
|-------|---|---|---------------------------------|---------------------|---|-----------------------------------|--|
| GI 15 | Enhance public access to Yare Valley and Bawburgh Lakes | Overall scale of growth | Local Authorities/ Developer | tba | Local authority/ Developer contributions | 2016 | Green Infrastructure Delivery Plan |
| 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/ Developer | tba | Local authority/ Developer contributions | 2016 | Green Infrastructure 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/ Developer | tba | Local authority/ Developer contributions | 2016 | Green Infrastructure 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 sub-station on existing site (Hurricane Way) | Expansion of the employment area - airport business park | EDF energy | 5.5 | 70% AMP • 30% Developer contributions | 2016 | Infrastructure 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 |
|-----|-----------------------------------|--|----------------------------|------------------|--|-----------------------------------|--------|
| 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) • Norwich Area Transportation Strategy including delivery of BRT • Broadland Business Park • Airport employment allocation | Norfolk County Council | 106.2 | DfT £67.5m • Growth Point • Developer Contributions • Norfolk County Council | 2016 | NATS |
| T2a | Postwick Junction improvements | Overall Scale of Growth. Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle • Broadland: Smaller sites in the NPA (2000 dwellings) • Norwich Area Transportation Strategy including delivery of BRT • Broadland Business Park • Airport employment allocation | Norfolk County Council | 19 | DfT • Growth Point 3.5 • Developer contributions | 2016 | NATS |

| Ref | Scheme | Required for growth in: | Promoter/ Delivery body | Total Cost £m | Funding sources | Estimated delivery dates by | Source |
|----------|---|--|---|------------------|---|--|--------|
| T2b | Postwick Park and Rice Junction improvements | Overall Scale of Growth. Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle • Broadland: Smaller sites in the NPA (2000 dwellings) • Norwich Area Transportation Strategy including delivery of BRT • Broadland Business Park • Airport employment allocation | Norfolk County Council | 6 | Developer contributions | 2016 | NATS |
| T4 & T17 | Thickthorn junction improvement including bus priority and park and ride improvements | Wymondham, Hetherset and Cringleford Growth Locations | Norfolk County Council/ Highways Agency | 30 | Developer contributions | 2016 (scheme expected to be phased) | NATS |
| T5 | Longwater junction improvements | West Growth Location | Norfolk County Council/ Highways Agency | 30 | 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 | 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, Hetherset and Cringleford • Norwich Area Transportation Strategy including delivery of BRT | Norfolk County Council | 0.4 | Growth Point | Delivered | NATS |
| T7 | City Centre bus improvements phase 1 | Overall Growth | Norfolk County Council/ Norwich City Council | 1 | Norfolk County Council • DfT • Growth Point • Developer | 2016 | 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 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 |
| T11 | Bus Rapid Transit via Salhouse Road and Gurney Road - Phase 1 | Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle | Norfolk County Council/ Norwich City Council | 1.8 | 1.8 Eco-community PoD • Developer contributions | 2016 | NATS |
| T12 | Bus Rapid Transit via Norwich airport A140 to City Centre - Phase 1 | Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle | Norfolk County Council/ Norwich City Council | 2.5 | Norfolk County Council • DfT • Growth Point • Developer contributions | 2011-2016 | 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 |
| T15 | Development Link Broadland Business Park to Salhouse Road | Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle | Developer Lead | 2.5 | Developer contributions | 2016 | NATS |
| T16 | Bus priority - approach to Harford Junction | Long Stratton Growth Location | Norfolk County Council/ Highways Agency | 2 | 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 |
|---------------|--|--|--|---------------|--|-----------------------------|--------|
| Ref | Scheme | Required for growth in: | Promoter/ Delivery body | Total Cost £m | Funding sources | Estimated delivery dates by | Source |
| 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 .03 | 2010 | NATS |
| Totals | | | | 341.30 | | | |

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 |
|-----|--|--|----------------------------|------------------|-------------------------|-----------------------------------|----------------------------|
| SP1 | Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water | Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle | Developer | TBA | Developer/ AW provision | 2021 | Water Cycle Study Stage 2b |
| 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) | Whole GNDP area | Anglian Water | 14.4 | AMP | 2021 | Water Cycle Study Stage 2b |
| SP8 | Whitlingham Upgrade (Option 2) | Norwich | Anglian Water | 0.8 | AMP | 2021 | Water Cycle Study Stage 2b |
| SP9 | Wymondham upgrade (Option 2) | West growth locations | Anglian Water | 22.4 | AMP | 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.

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 |
|-----|--|---|----------------------------|------------------|-------------------------|-----------------------------------|--|
| U2 | New primary substation on new site (Norwich Airport north) | Expansion of the employment area - airport business park • Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle | EDF energy | 6.3 | Developer contributions | 2021 | Infrastructure Needs and Funding Study |
| U3 | New grid sub-station on existing sites (Norwich East) | Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle | EDF energy | 17 | 100% AMP | 2021 | Infrastructure Needs and Funding Study |

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 |
|-------|---|---|----------------------------------|------------------|--|-----------------------------------|------------------------------------|
| GI 15 | 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 Infrastructure Delivery Plan |
| 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 | tba | Local authorities/ Developer contribution | 2021 | Green Infrastructure Delivery Plan |
| GI 17 | Broads Buffer Zone | Overall scale of growth in particular Old Catton, Sprowston, Rackheath and Thorpe St | Local authorities/ Developers | tba | Local authorities/ Developer contribution | 2021 | Green Infrastructure Delivery Plan |

Andrew Growth Triangle

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 cross-roads | Long Stratton Growth Locations | Developer / Norfolk County Council | 20 | Developer contributions | 2021 | Developer |
| T6 | Norwich Research Park transport infrastructure phase 2 | Norwich Research Park | Norfolk County Council/ Highways Agency | 8 | Growth Point • Developer contributions | 2021 | NATS |
| T7 | Bus priority - approach to Harford Junction | Overall Growth | Norfolk County Council | 2 | 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 | Growth Point • LTP • Developer contributions | 2021 | NATS |
| T8 | Bus Rapid Transit via Fakenham Road - A1067 - Phase 2 | Broadland Fringe Growth | Norfolk County Council/ Norwich City Council | 5 | 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 | Norfolk County Council • DfT • Growth Point • Developer contributions | 2021 | NATS |

| 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 phase 2 | Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle | Norfolk County Council/ Norwich City Council | 2.6 | Developer contributions • Rackheath PoD | 2021 | NATS |
| T12 | Bus Rapid Transit via Norwich airport A140 to City Centre - Phase 2 | Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle | Norfolk County Council/ Norwich City Council | 5 | Norfolk County Council • DfT • Growth Point • Developer contributions | 2021 | NATS |
| T15 | Development Link Broadland Business Park to Salhouse Road | Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle | Norfolk County Council/ Norwich City Council | 2.5 | Developer contributions | 2021 | NATS |

| | |
|---------------|---------------|
| Totals | 122.20 |
|---------------|---------------|

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 | Dependencies | Promoter/ Delivery body | Total Cost £m | Funding sources | Estimated delivery dates by | Source |
|------|--|--|-------------------------------|------------------|-------------------------|--------------------------------|-----------------------------|
| SP1 | Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water | Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle | Developer | tba | Developer/ AW provision | 2026 | Water Cycle Study Stage 2 B |
| SP2 | Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water | Hethersett, Cringleford, Easton/ Costessey | Developer | tba | Developer/ AW provision | 2026 | Water Cycle Study Stage 2 B |
| SP10 | Whitlingham Upgrade (Option 1) | Whole GNDP area | Anglian Water | 4.3 | AMP | 2026 | Water Cycle Study Stage 2 B |
| SP11 | Whitlingham Upgrade (Option 2) | Norwich | Anglian Water | 0.4 | AMP | 2026 | Water Cycle Study Stage 2 B |
| SP12 | Wymondham upgrade (Option 2) | West growth locations | Anglian Water | 0.5 | AMP | 2026 | Water Cycle Study Stage 2 B |
| SP13 | Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water | Long Stratton | Anglian Water | Tba | AMP | 2026 | Water Cycle Study Stage 2 B |

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.

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 | Dependencies | 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 | EDF energy | 4.3 | Developer contribution | 2026 | Infrastructure Needs and Funding Study 2009 |
| U5 | Replacement of transformers and switchgear in existing site (Hapton) | Long Stratton | EDF energy | 2.53 | 83% AMP • 17% Developer contributions | 2026 | Infrastructure 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 | Infrastructure Needs and Funding Study 2009 |

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 | Dependencies | 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 | | tba | | 2026 | Green Infrastructure 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.

| Ref | Scheme | Dependencies | 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 | 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 |
| T11 | Bus improvements via Salhouse Road and Gurney Road phase 3 | Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle | Norfolk County Council/ Norwich City Council | 0.6 | Rackheath PoD • Developer contributions | 2021 - 2026 | NATS |
| T12 | Bus Rapid Transit via Norwich airport A140 to City Centre - Phase 3 | Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle | Norfolk County Council/ Norwich City Council | 2.5 | Norfolk County Council • DfT • Growth Point • Developer contributions | 2021-2026 | NATS |

| | | | |
|--------|--|--|-------|
| Totals | | | 31.26 |
|--------|--|--|-------|

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 | 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 | Source |
|-----|----------------------------------|-------------------------|----------------------------|------------------|--------------------|-----------------------------|---|
| HC1 | GPs Surgery (3 GPs) | Norwich City | Health Authority | 1.03 | Health Authority | 2011 | Infrastructure Needs and Funding Study |
| HC2 | Dentists surgery (4 Dentists) | Norwich City | Health Authority | 1.25 | Health Authority | 2016 | Infrastructure Needs and Funding Study |

| Ref | Scheme | Required for growth in: | Promoter/ Delivery body | Total Cost £m | Funding sources | Estimated delivery dates | Source |
|------|---|-------------------------|----------------------------|------------------|--------------------|-----------------------------|--|
| HC6 | Expansion of existing facilities (2 GPs and 2 Dentists) | Broadland Elsewhere | Health Authority | 0.9 | Health Authority | 2016 | Infrastructure Needs and Funding Study |
| HC12 | Expansion of existing facilities (7 GPs and 7 Dentists) | South Norfolk Elsewhere | Health Authority | 3.5 | Health Authority | 2016 | Infrastructure Needs and Funding Study |
| HC13 | Hospital bed requirements | Overall scale of growth | Health Authority | 10 | Health Authority | 2016 | 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 | Source |
|-----|--|-------------------------|---|------------------|--------------------|-----------------------------|-------------------------------------|
| N/A | Wensum River Parkway | Overall scale of growth | HEART/ Norwich City Council | 0.07 | Growth Point | Delivered | Green Infrastructure 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 Infrastructure Steering Group |
| N/A | Whitlingham Country Park Access Improvements | Overall scale of growth | Norfolk County Council | 0.12 | Growth Point | Delivered | Green Infrastructure Steering Group |
| N/A | Wooded ridge | Overall scale of growth | Norwich City Council | 0.04 | Growth Point | Delivered | Green Infrastructure Steering Group |

| | | | | | | | |
|---------|--|-------------------------|---------|-----|---|------|-------------------------------------|
| GI 1-14 | Green infrastructure projects and open space | Overall scale of growth | Various | tba | Local authorities <ul style="list-style-type: none"> • Developers contributions • Other funding sources to be identified | 2016 | Green Infrastructure 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 |
|-----|---|---|-------------------------------|---------------------|---------------------------|--------------------------------|---|
| ED1 | 60 place pre-school | Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle | Norfolk County Council | 0.54 | Developer contribution | 2021 | Infrastructure Needs and Funding Study |
| 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 | Developer contribution | 2021 | Infrastructure Needs and Funding Study |
| ED1 | 2FE primary with integrated 60 place nursery | Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle | Norfolk County Council | 5.14 | Developer contribution | 2021 | Infrastructure Needs and Funding Study |
| ED1 | 2FE primary with integrated 60 place nursery | Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle | Norfolk County Council | 5.14 | Developer contribution | 2021 | Infrastructure Needs and Funding Study |
| ED5 | 2FE primary with integrated 60 place nursery | Norwich City | Norfolk County Council | 5.14 | Developer contribution | 2021 | Infrastructure Needs and Funding Study |
| ED5 | 2FE primary with integrated 60 place nursery | Norwich City | Norfolk County Council | 5.14 | Developer contribution | 2021 | Infrastructure Needs and Funding Study |
| ED7 | 30 place pre-school | Wymondham | Norfolk County Council | 0.285 | Developer contribution | 2021 | Infrastructure Needs and Funding Study |
| ED7 | 2FE primary with integrated 60 place nursery | Wymondham | Norfolk County Council | 5.14 | Developer contribution | 2021 | Infrastructure Needs and Funding Study |
| ED7 | 60 place pre-school | Hethersett | Norfolk County Council | 0.54 | Developer contribution | 2021 | Infrastructure Needs and Funding Study |

| ED7 | 60 place pre-school | Easton | Norfolk County Council | 0.54 | Developer contribution | 2021 | Infrastructure Needs and Funding Study |
|------|---|---|----------------------------|------------------|------------------------|-----------------------------|--|
| 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 1 | Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle | Norfolk County Council | 26 | Developer contribution | 2021 | Infrastructure Needs and Funding Study |
| ED10 | Expanded secondary school provision | Wymondham, Hethersett, Cringleford, Costessey / Easton | Norfolk County Council | 10 | Developer contribution | 2021 | Infrastructure Needs 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 | 2021 | Infrastructure Needs and Funding Study |
| 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 | Infrastructure Needs and Funding Study |
| HC7 | Expansion of existing facilities (3 GPs and 2 Dentists) | Wymondham | Health Authority | 1.8 | Health Authority | 2021 | Infrastructure Needs and Funding Study |
| HC9 | Expansion of existing facilities (1 GP and 1 Dentists) | Hethersett | Health Authority | 0.55 | Health Authority | 2021 | Infrastructure Needs and Funding Study |

| | | | | | | | |
|------|--|-------------------------|------------------|------|------------------|------|--|
| HC11 | Expansion of existing facilities (1 GP and 1Dentist) | Easton / Costessey | Health Authority | 0.55 | Health Authority | 2021 | Infrastructure Needs and Funding Study |
| HC13 | Hospital bed requirements | Overall scale of growth | Health Authority | 6 | Health Authority | 2021 | 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 • Developers contributions • Other funding sources to be identified | 2021 | Green Infrastructure Steering Group |

| | | | | | | | |
|---------------|--|--|--|--------------|--|--|--|
| Totals | | | | 80.90 | | | |
|---------------|--|--|--|--------------|--|--|--|

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 | Source |
|-----|--|---|-------------------------------|---------------------|---------------------------|-----------------------------|---|
| ED2 | 60 place pre-school | Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle | Norfolk County Council | 0.54 | Developer contribution | 2026 | Infrastructure Needs and Funding Study |
| ED2 | 2FE primary with integrated 60 place nursery | Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle | Norfolk County Council | 5.14 | Developer contribution | 2026 | Infrastructure Needs and Funding Study |
| ED2 | 2FE primary with integrated 60 place nursery | Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle | Norfolk County Council | 5.14 | Developer contribution | 2026 | Infrastructure Needs and Funding Study |
| ED6 | 60 place pre-school co- located with 600sqm 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 | 1 FE place primary | Hetherset | Norfolk County Council | 2.3 | Developer contribution | 2026 | Infrastructure Needs and Funding Study |
| ED8 | 60 place pre-school | Long Stratton | Norfolk County Council | 0.54 | Developer contribution | 2026 | Infrastructure Needs and Funding Study |

| 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 | 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 | Source |
| 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, Hetherset, Cringleford, Costessey / Easton, Long Stratton, rest of South Norfolk NPA | Norfolk County Council | 10 | Developer contribution | 2026 | Infrastructure Needs 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 |
|-----|--|---|----------------------------|------------------|------------------|-----------------------------|--|
| 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 | Infrastructure Needs and Funding Study |
| HC8 | Combined surgery (2 GPs and 2 Dentists) | Long Stratton | Health Authority | 1.5 | Health Authority | 2026 | Infrastructure Needs and Funding Study |

| | | | | | | | |
|------|--|-------------------------|------------------|------|------------------|-------------|--|
| HC10 | Expansion of existing facilities (1 GP and 1 Dentists) | Cringleford | Health Authority | 0.55 | Health Authority | 2021 - 2026 | Infrastructure Needs and Funding Study |
| HC12 | Expansion of existing facilities (1 GP) | South Norfolk Elsewhere | Health Authority | 0.6 | Health Authority | 2026 | Infrastructure Needs and Funding Study |
| HC13 | Hospital bed requirements | Overall scale of growth | Health Authority | 12 | Health Authority | 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 1 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 • Developers contributions • Other funding sources to be identified | 2026 | Green Infrastructure Steering Group |

| | | | | | | | |
|---------------|--|--|--|--------------|--|--|--|
| Totals | | | | 66.22 | | | |
|---------------|--|--|--|--------------|--|--|--|

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 |
|-------|----------------------|---|----------------------------------|---------------------|--|--------------------------------|---|
| CF1 | Community facilities | Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle | Broadland District Council | 0.5 | Private companies • Developers • Local authorities | 2011-16 | Infrastructure Needs and Funding Study |
| CF2 | Community facilities | Norwich | Norwich City Council | 1 | Private companies • Developers • Local authorities | 2011-16 | Infrastructure Needs and Funding Study |
| CF3-5 | Community facilities | South Norfolk | South Norfolk Council | 4 | Private companies • Developers • Local authorities | 2011-16 | Infrastructure Needs and Funding Study |

| | | | | | | | |
|---------------|--|--|--|-------------|--|--|--|
| Totals | | | | 5.50 | | | |
|---------------|--|--|--|-------------|--|--|--|

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 |
|-------|----------------------|---|----------------------------------|---------------------|--|--------------------------------|---|
| CF1 | Community facilities | Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle | Broadland District Council | 2 | Private companies • Developers • Local authorities | 2016 - 2021 | Infrastructure Needs and Funding Study |
| 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 |
|-------|--------------|-------------------------|-------------------------------|---------------------|---------------------------|--------------------------------|---|
| CI 12 | Fire Service | Overall scale of growth | Norfolk County Council | tba | Norfolk County Council | 2016-2021 | Infrastructure Needs and Funding Study |

| | | | | | | | |
|------------|--|--------------------------------|--|------------------------------|----------------------------|--|---|
| CI13 | Ambulance Service | Overall scale of growth | Norfolk Ambulance Service | tba | Norfolk Ambulance Service | 2016-2021 | Infrastructure Needs and Funding Study |
| Ref | Scheme | Required for growth in: | Promoter/ Delivery body | Total Cost £m | Funding sources | Estimated delivery dates by | Source |
| CI 1-11 | Police Safer Neighbourhood teams - Broadland (18 officers) ● Norwich (22 officers) ● South Norfolk (32 officers) | Overall scale of growth | Norfolk Constabulary | 5.25 | Norfolk Constabulary | 2016-2021 | Infrastructure Needs and Funding Study |

| | | | | | | | |
|---------------|--|--|--|--------------|--|--|--|
| Totals | | | | 13.40 | | | |
|---------------|--|--|--|--------------|--|--|--|

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 |
|--------|----------------------|---|----------------------------------|------------------|--|--------------------------------|---|
| CF 1 | Community facilities | Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle | Broadland District Council | 2 | Private companies • Developers • Local authorities | 2021-2026 | Infrastructure Needs and Funding Study |
| CF 2 | Community facilities | Norwich | Norwich City Council | 3.05 | Private companies • Developers • Local authorities | 2021-2026 | Infrastructure Needs and Funding Study |
| CF 3-5 | Community facilities | South Norfolk | South Norfolk Council | 3.1 | Private companies • Developers • Local authorities | 2021-2026 | 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 |
|-------|--------------|-------------------------|-------------------------------|------------------|------------------------------|--------------------------------|---|
| CI 12 | Fire Service | Overall scale of growth | Norfolk County Council | TBA | Norfolk County Council | 2021-2026 | Infrastructure Needs and Funding Study |

| Ref | Scheme | Required for growth in: | Promoter/ Delivery body | Total Cost £m | Funding sources | Estimated delivery dates by | Source |
|---------|--|-------------------------|---------------------------------|------------------|---------------------------------|--------------------------------|---|
| CI 13 | Ambulance Service | Overall scale of growth | Norfolk Ambulance Service | TBA | Norfolk Ambulance Service | 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 | 2021 - 2026 | Infrastructure Needs and Funding Study |

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|---------------|--|--|--|-------------|--|--|--|
| Totals | | | | 13.4 | | | |
|---------------|--|--|--|-------------|--|--|--|

Broadland. Indeed, 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.

7.15 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.

7.16 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.

7.17 Pending clarification of the NDR's delivery or otherwise, the existing commitment of 1400 dwellings in the Sprowston Fringe can take place without improvements to Postwick Junction. Subject to acceptable improvements to Postwick Junction (in the form of Postwick Hub or a suitable alternative) there is significant potential for further development in the growth triangle before confirmation of the delivery of the NDR. The table below summarises the current understanding of this potential.

[include table from RF117]

7.18 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 table 1 above) 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, not

| | | |
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| | | <p>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.</p> <p>7.19 Development beyond the pre-NDR threshold established through the AAP process will not be possible without a commitment to the NDR. If 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.”</p> |
| IC2 | Policy 3 (p38) | <p>Change the first paragraph of the policy and its accompanying bullet points to read as follows:</p> <p>‘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:</p> <p>All development proposals of a minimum of 10 dwellings or 1,000sqm 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.</p> <p>In addition to the above requirement, detailed proposals for major developments (minimum of 500 dwellings or 50,000sqm 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</p> |

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| | | <p>maximise provision of energy from sources of 'decentralised and renewable or low carbon energy sources',</p> <p>All development proposals of a minimum of 10 or 1,000sqm 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.'</p> |
| IC3 | Paragraphs 5.13-5.18 (p39-40) | <p>Change these paragraphs by replacing them as follows:</p> <p>"5.13 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.</p> <p>5.14 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 1,000sqm 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</p> |

| | | |
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| | | <p>local energy generation through the establishment of Energy Service Companies (ESCOs), possibly with community ownership.</p> <p>5.15 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."</p> |
| IC4 | Appendix 8 (p134) | <p>Change by inserting new row between rows 2 and 3 to read:</p> <p>"Decentralised and renewable or low carbon energy sources installed in developments</p> <p>[Local]/LA Environmental Services/ Year on year percentage increase/LPA AMRs"</p> <p>Change by deleting present fourth row</p> <p>Change first and third columns of the present fifth row to read:</p> <p>"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"</p> |
| IC5 | Appendix 9 Glossary (p148) | <p>Change by inserting the following definition:</p> <p>"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."</p> |
| IC6 | Policy 4 (p41) | <p>Change the section on Affordable Housing in policy 4 by replacing it as set out in FC1 (Appendix A) but replacing "40%" with "33%".</p> |

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| <p>IC7</p> <p>[Relates to former advertised change IC6]</p> | <p>Paragraphs 5.28-29 (p44)</p> | <p>Change these paragraphs by deleting them and replacing them as follows:</p> <p>“5.28 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’.</p> <p>5.28A 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.</p> <p>5.28B 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.</p> <p>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</p> |

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| | | <p>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.”</p> <p>5.29A 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.</p> <p>5.29B 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.</p> |
| <p>IC8</p> <p>[Relates to former advertised change IC7]</p> | <p>Diagram at p35</p> | <p>Change by deleting the present diagram and replacing it with the two indicative diagrams referred to at SC2 and SC4 (Appendix A), respectively entitled ‘Biodiversity Areas’ and ‘Proposed Green Infrastructure Network for the Greater Norwich Area’.</p> |

Joint Core Strategy for Broadland, Norwich and South Norfolk

Amended policies 1 - 20

| DOCUMENT KEY | |
|---|---|
| GNDP Changes | Minor Changes, Soundness Changes and Focussed Changes are shown as: Text deletions <u>Text additions</u> |
| Inspectors' Changes | The Inspectors' requested soundness changes are shown as: Text deletions Text additions |
| Changes to bring up to date (agreed with Inspectors) | Further minor changes to bring final document up to date Text deletions Text additions |

Area-wide policies

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 ~~significant~~ adverse impacts on European and Ramsar designated sites and no ~~significant~~ adverse impacts on European protected species in the area and beyond ~~due to~~ *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 effect 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 multi-functional 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 ~~features~~ 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

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 '~~contemporary medieval~~ 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 50,000m² 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 CABI (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

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

Policy 3: Energy and water

Energy

~~Development in the area will be low or zero carbon and local renewable energy decentralised and renewable or low carbon energy production will be maximised, subject to environmental constraints, to meet regional carbon reduction and renewable energy targets. To achieve this:~~

- ~~• all major development (500 dwellings or 50,000m² for non residential development or more) will be supplied with all their energy needs from dedicated, contractually linked decentralised and renewable or low carbon energy renewable sources. Energy provision will be masterplanned through co-ordinated Sustainable Energy Statements. Early phases of development may contribute to the low carbon infrastructure fund to ensure renewable energy decentralised and renewable or low carbon energy infrastructure is provided to serve the whole development through Energy Service Companies~~
- ~~• development of less than 500 dwellings or 50,000m² for non residential development will, having maximised any potential for dedicated contractually linked decentralised and renewable or low carbon energy renewable sources to meet all its energy needs, contribute to the carbon offset fund to make equivalent carbon savings.~~

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 1,000sqm 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 50,000sqm 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 or 1,000sqm 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.

~~A Sustainable Energy Statement will be required to identify the most effective solution on a site by site basis and:~~

- ~~• all new housing development must reach Code for Sustainable Homes level 4 for energy on adoption of this plan and level 6 by 2015~~
- ~~• non residential development that requires an Energy Performance Certificate must meet BREEAM excellent standards on adoption of this plan and BREEAM Outstanding from 2015, or the equivalent standards from the 'Code for Sustainable Buildings' when it is launched~~

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

Policy 4: Housing delivery

Allocations will be made to ensure at least ~~36,740~~ 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.

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 required on site in accordance with the most up to date needs assessment for the plan area, for sites of five or more dwellings (or 0.2 hectares or more). At the adoption of this strategy the target is 40% based on the most recent assessment.~~

~~In negotiating the proportion and tenure of affordable housing, account will be taken of site characteristics and the economic viability of provision. Where viability is an issue financial support will be sought via public subsidy, such as through the Homes and Communities Agency (HCA).~~

~~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.~~

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) ~~40%~~ **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 ~~residential~~ 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, ~~close~~ with easy access to it.

The Government has signaled 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

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 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, ~~whether existing or newly allocated~~, 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

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

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

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

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

Policies for places

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

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
- ~~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~~
- 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 are show the minimum number of dwellings to be delivered in each location.

~~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.~~

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 100,000m² 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

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. ~~Delivery of the growth triangle in its entirety is dependent on the implementation 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 greenspaces 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 greenspaces
- 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 co-ordinated 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 northeast 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 ~~is likely to~~ 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:

- 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 ~~will~~ 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
- 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 re-location 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

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 sub-region 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 '~~contemporary medieval~~' 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

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 co-ordinated environmental and townscape improvements on all major routes from the urban edge to the city centre
- for small-scale and medium-scale redevelopments 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

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

Policy 14: Key Service Centres

Land will be allocated for residential development broadly 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

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 Fornsett End, Tasburgh*, Thurlton, Thurton (including part in Ashby St Mary Parish), Wicklewood, Woodton (including part in Bedingham Parish), Wortwell, Wreningham, Yelverton (including part in Alington 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

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 e 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

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

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, ~~Broads~~ Broadland Ramsar and Broads SAC.

Contributes to spatial planning objectives 1, 8 and 9

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, Earham 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

Implementation and monitoring

Policy 20 applies to the whole strategy area

Policy 20: Implementation

A co-ordinated 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 area-wide Community Infrastructure Levy ~~(when the legislation is finalised)~~ (CIL) plus appropriate Section 106 contributions for site specific needs. ~~Until the legislation is finalised~~ *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
- co-ordination 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, ~~such as Tax Increment Financing, Business Rates Supplement~~

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 co-ordinated 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 ~~carried out~~ *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 ~~service new~~ *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, 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

Appendix 5

Replacement Green Infrastructure Diagrams

Due to the size of this document please view this appendix via the link below:

<http://www.gndp.org.uk/downloads/GI-maps-combined-FINAL.pdf>