

Greater Norwich Development Partnership

Joint Core Strategy for
Broadland, Norwich and South Norfolk

Public Consultation

Regulation 25

March 2009

Jobs, homes, prosperity for local people



NORWICH
City Council



Norfolk County Council

IMPORTANT NOTE – development of this document

In 2007 and early 2008 the Greater Norwich Development Partnership (GNDP) undertook a considerable amount of work to develop a Joint Core Strategy for the area covered by Broadland, Norwich and South Norfolk councils, except for the Broads Authority area. This involved a major consultation exercise from November 2007 to February 2008, looking at 'issues and options'. The document which formed the focus of this work, and the summary leaflet, looked at possible approaches to a wide range of topics including different ways of accommodating the level of new development necessary to meet the requirements of the East of England Plan. This included looking at alternative locations where large scale development might be located in the area close to Norwich.

The GNDP intended to produce a 'preferred option' for public consultation last summer. However, changes to the plan-making process in June 2008 meant that the preferred option stage was removed. To comply with the new procedures the Partnership carried out a technical consultation with statutory agencies, service providers, organisations that deliver infrastructure, and other key stakeholders in August 2008. It asked them for guidance to develop the 'content' of the strategy and asked whether our current approach is one they could support. Technical consultees were asked to consider three options for the distribution of major growth in and around Norwich and on major sites.

During autumn 2008 the information provided by technical consultees and further results from evidence studies, were presented to Councillors from the four GNDP councils who agreed to publish the emerging Joint Core Strategy for full public consultation. This consultation document now includes the favoured option for large scale housing growth in and around Norwich, and on major sites (see Appendix 0 on page 59). However, the document does not yet reflect any of the comments made by the technical consultees and no changes have been made to the proposed settlement hierarchy to meet the challenges of the new favoured option which is shown in Policy 5.

PLEASE NOTE This could particularly affect places within the Norwich Policy Area (see Appendix 4) which now need to be considered for further development because the favoured option has allocated 1800 homes on smaller sites in the Norwich Policy Area of South Norfolk and 2000 homes on smaller sites in the Norwich Policy Area of Broadland . This means that for places in the Norwich Policy Area their position in the settlement hierarchy in this document could change.

After this consultation, the next stage will be to publish the draft plan, and to invite comments on its soundness, before submitting it to the Secretary of State, for an independent examination into whether the plan is sound.

The GNDP hopes this consultation document will help people understand and consider the broad strategy for the three districts, including the favoured option to develop new jobs and homes in and around Norwich. This report is publicly available in printed and electronic formats, and a programme of exhibitions is taking place to help give people an opportunity to find out more. Reports of previous consultations, the draft sustainability appraisal report, and the evidence studies completed to date are available on the GNDP's website www.gndp.org.uk.

Status of this document: Readers are asked to please note that:

- This document is largely unchanged from the technical consultation, except consequential changes arising from the inclusion of the favoured option for major growth in the Norwich Policy Area.
- Editing at this stage has been very restricted to keep it largely unchanged from the technical consultation document. This has led to some inconsistencies which the GNDP is aware of and which will be addressed during a major edit after the end of this consultation.
- This document will be fully reviewed at the end of this consultation.

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Your comments

This consultation lasts for eight weeks and your comments must be received by Friday 24 April 2009.

Thank you for taking the time to consider this important plan. Please answer the consultation questions using the comments form available online at www.gndp.org.uk or in the questions booklet included with this document. Further copies are available on request (phone 01603 430484). If you would like to provide supporting evidence please attach it to the comments form.

Responses can be made preferably through the GNDP's online consultation system which can be found at www.gndp.org.uk, or by email to jointcorestrategy@gndp.org.uk. Alternatively please post your response to:

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Thorpe St Andrew
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NR7 0DU

GNDP contact number: 01603 430484

Please contact the teams in your area if you have any general questions about this consultation or the process.

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1. Executive Summary

- 1.1 For the past two years the three councils of Broadland, Norwich and South Norfolk have been working together with Norfolk County Council as the Greater Norwich Development Partnership (GNDP) to develop long term plans for housing growth and jobs in the area.
- 1.2 This report sets out proposals for potential inclusion in a plan – called the ‘Joint Core Strategy’ – that will guide future housing growth in Norwich and the surrounding area. This is motivated by a need to contribute to national house building targets in a sustainable way.
- 1.3 Overall, the target for growth is to identify sites for at least 47,500 new homes between 2001 and 2026. Significant progress has already been made, with 11,750 homes already built, and planning permission granted for a further 13,850 (as at April 2008). This means that locations for a further 21,900 homes still have to be identified. This report sets out in detail the proposals for doing this, alongside a full appraisal of the infrastructure developments that will be needed to support the new homes. The target for growth in employment is to provide 33,000 new jobs between 2008 and 2026. An employment growth study has been carried out to identify and update the opportunities and interventions required to encourage job growth.

Background

- 1.4 In November 2007, Broadland, Norwich and South Norfolk district councils, together with Norfolk County Council, carried out a 12 week ‘issues and options’ consultation among residents. A technical consultation followed in August 2008.
- 1.5 In addition, a number of Evidence Studies have been undertaken and these determine the major infrastructure and sustainability needs facing the area over the planned growth period.
- 1.6 A favoured option for growth is detailed in this document.
- 1.7 These proposals are explained in detail throughout this document. The Partnership invites all organisations being consulted to examine these and respond.

Vision

- 1.8 This document includes the vision for the area. The overarching aim is to build sustainable communities across three districts. The key elements to this include:
 - The opportunity to play an active part in community life and be involved in decision making
 - Healthier and safer places and a high quality environment
 - Access to suitable housing, jobs, facilities and services
 - Opportunities for people to learn at all stages of life
 - The right infrastructure so people can travel using varied forms of transport.
- 1.9 A significant element in achieving this will be about getting the locations for new growth right.

Proposed new housing locations

- 1.10 To deliver the planned housing growth large scale development concentrated in particular locations and a mixture of small scale development, dispersed around the area, is proposed.
- 1.11 It is proposed that large scale development in the favoured option will be supported by a range of new infrastructure investments, including employment sites, new schools, transport links and health services.

Location	Favoured option
Norwich	3,000
Broadland smaller sites in the NPA and possible additions to named growth locations	2,000
South Norfolk smaller sites in the NPA and possible additions to named growth locations	1,800
Old Catton, Sprowston, Rackheath & Thorpe St Andrew growth triangle	7,000
South West:	
Hethersett	1,000
Cringleford	1,200
Wymondham	2,200
Easton / Costessey	1,000
Long Stratton	1,800
TOTAL	21,000

These locations are described in Appendix 0

Development in the Old Catton, Sprowston, Rackheath & Thorpe St Andrew growth triangle is expected to rise to 10,000 homes eventually.

Sites identified for small scale development

300 new homes: - Diss 200-300 new homes: - Harleston	100-200 new homes: - Acle - Reepham - Wroxham - Loddon	Around 100 new homes: - Hingham	20-50 new homes: - Blofield - Brundall
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- 1.12 This document contains further detail on the favoured options, and what the main objectives are.

2 Introduction

- 2.1 This document follows the 12 week consultation undertaken by the councils in winter 2007 / 2008 and the technical consultation in August 2008.
- 2.2 Through these earlier consultations, the three councils tested a number of options for their policies and proposals. This document is based on this earlier work – including the issues and options report of consultation, a sustainability appraisal and evidence studies (listed in Appendix 6) - and we are seeking the public's views about emerging policy and the favoured option for major growth.
- 2.3 The districts of Broadland, Norwich and South Norfolk are a diverse mixture of the city of Norwich, Market Towns, villages and countryside. The challenge ahead is to ensure that future development is managed to protect and enhance the local and global environment and people's quality of life while still meeting the needs of current and future generations, ensuring a sustainable future.
- 2.4 To plan for this growth, Broadland District Council, Norwich City Council and South Norfolk Council are working together with Norfolk County Council to prepare a new plan. This plan, the Joint Core Strategy, will be the main component of future planning strategies for Broadland, Norwich and South Norfolk. It will set out the long-term vision and objectives for area including broad policies for steering and shaping development. It identifies broad locations for new housing and employment growth and changes to transport infrastructure, as well as defining areas where development should be limited.
- 2.5 In October 2006 the Norwich area was awarded Growth Point status. This means that the three district councils, together with their partners, can bid to Government for additional funding to support the growth and regeneration of the area.

The results of this present consultation will help us shape the final Joint Core Strategy document that we submit to Government later in 2009. The policies and proposals of the final document, which will cover the period up to 2026, will affect everyone that lives, works in or visits the area.

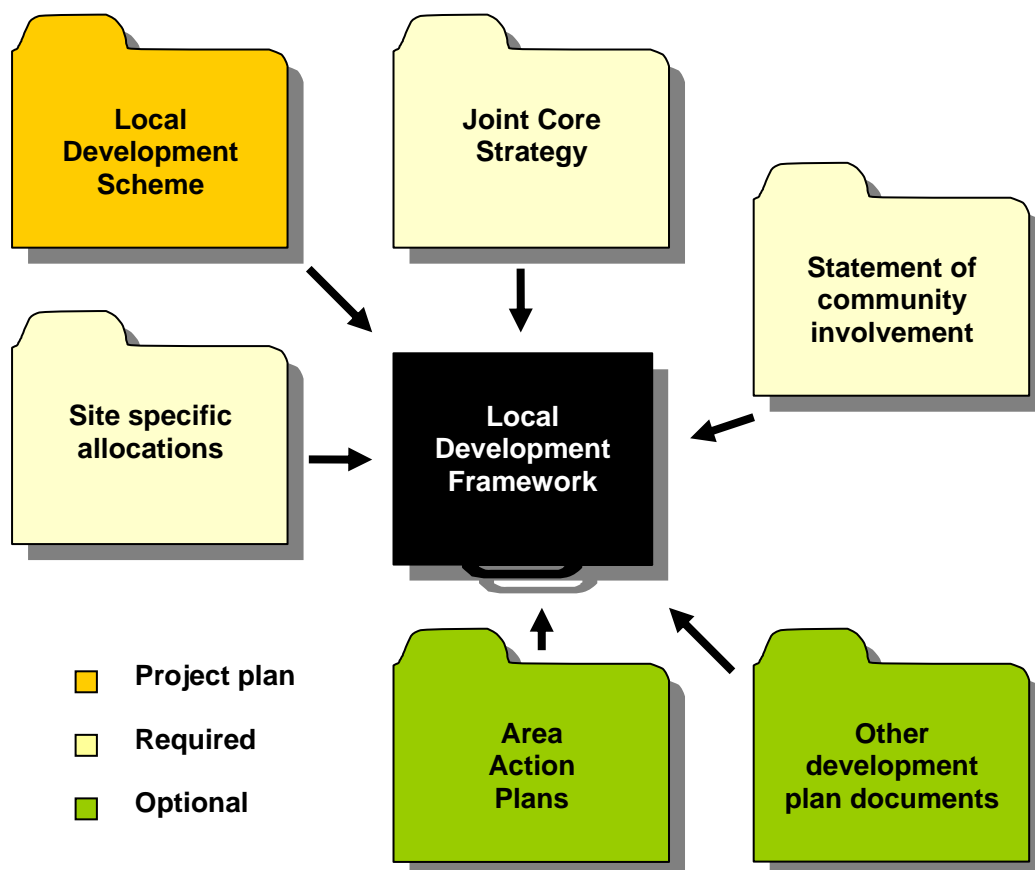
How we reached this stage

In November 2007 the councils began a 12 week 'Issues and Options' consultation with stakeholders and the wider community for the Joint Core Strategy document. All householders were delivered a leaflet with a brief questionnaire, asking them about the key issues. The Partnership formally consulted with statutory bodies and developers and landowners. Council officers have given a number of presentations to interested groups and held static and travelling exhibitions. A report on the findings of the Issues and Options consultation has been produced. This can be viewed online at www.gndp.org.uk.

The next stages in developing the Joint Core Strategy	
Public consultation	March-April 2009
Publish draft plan and consult	July – September 2009
Submission to Secretary of State	November 2009
Public examination	August 2010
Adoption	October 2010

3 Developing the Joint Core Strategy

- 3.1 Through the work of the Local Strategic Partnerships the aspirations and needs of local people have already been identified in Sustainable Community Strategies, which create a long-term, sustainable vision for the area and set the agenda for priorities in the local area agreement¹.
- 3.2 The Joint Core Strategy will be the key component in delivering the spatial elements of the Sustainable Community Strategies. The integration of the Community Strategies and the Local Development Framework is an important part of the new planning system and they should share the same vision and, where possible, the same priorities and objectives.
- 3.3 The Joint Core Strategy forms part of the Local Development Framework. A Local Development Framework is a 'folder' of local development documents that outlines how planning will be managed in your area. It guides future development and use of land in Broadland, Norwich and South Norfolk up to 2026. These documents will eventually replace old-style Local Plans and will be used to assess all planning applications. The Local Development Framework will also allocate sites for new developments.



- 3.4 The Joint Core Strategy has to meet the requirements of the Government's East of England Plan (EEP). This is the Regional Spatial Strategy which sets out the

¹ **Local Area Agreement (LAA)** : A three year 'contract' between a local area (represented by the local authority and other partners through the local strategic partnership) and central Government to deliver particular priorities as set out in its sustainable community strategy

planning matters that need to be dealt with in more detail at a local level. It also specifies the number of new homes and jobs that must be provided in the area up to 2026. The strategy considers these growth targets up to 2026 to help the Norwich area prepare for this unprecedented high level of growth and change. It identifies the supporting infrastructure needed to support growth and shows how this infrastructure will be funded.

- 3.5 The East of England Plan is already being reviewed and is due to be completed by 2011. It will take account of updated household forecasts and look ahead to 2031. It will result in upward pressure on housing targets but at this stage cannot be assessed with certainty.
- 3.6 European and national legislation also requires local planning authorities to undertake a “sustainability appraisal” of the Joint Core Strategy, and an “appropriate assessment” in those cases where there is a risk of an impact on sites of international conservation importance.
- 3.7 As well as complying with national and regional policy it is important that local development frameworks are prepared on the basis of sound evidence. This Joint Core Strategy has been prepared using an extensive evidence base.
- 3.8 You can keep up-to-date with progress on the Joint Core Strategy and other growth and development issues by reading our newsletter or on the GNDP’s website www.gndp.org.uk.

4. Spatial portrait

4.1 People and communities

- There are very extensive levels of multiple deprivation in Norwich (2nd most deprived in the region/62nd nationally) and significant pockets of rural deprivation.
- With the notable exception of rural deprivation, generally, Broadland and South Norfolk are relatively affluent.
- There is a generally good level of health, well-being and community safety across the area as a whole. The city has more limiting long-term illness, and also high crime levels associated with the regionally-important concentration of evening and night time attractions (like clubs and bars).
- Relatively large Gypsy and Traveller communities in the area.
- Relatively higher proportion of people with no qualifications across the area, with Norwich having lowest district proportion of school leavers with grades A*-C GCSEs.

4.2 Natural environment, landscape and biodiversity

- The Norwich area has a strong track record in planning and delivering projects that champion environmental sustainability
- The Broads extend from the eastern edge of greater Norwich along the River Wensum into the heart of the city. Whitlingham Country Park is on the eastern edge of Norwich. The river is an attractive natural feature with significant brownfield regeneration along both of its banks in Norwich and further major schemes planned. Riverside regeneration offers an opportunity to complete a connected riverside walk from the river's gateway to the Broads into the city centre.
- The area's landscape is very diverse, including heathland, ancient grassland, wetland, farmland, marshland, and reedbeds that all provide the habitats for a wide variety of birds, animal and plant life.
- Defined landscape character areas converge on Norwich: a level of complexity unique within the East of England region. These are:
 - the fens and marshes of the Broads;
 - In the west and north of the area - rolling landscapes of varied geology including woodland, heath and former parkland estates;
 - an extensive open clay plateau incised by rivers in the south; and
 - a more intimate landscape of small fields and hedgerows in the east.
- There are internationally important wildlife sites across the area: Special Areas of Conservation (SACs), Special Protection Areas (SPA), Ramsar sites and nationally important Sites of Special Scientific Interest (SSSIs) and local wildlife sites across the area.

4.3 Heritage and built environment

- Outstanding heritage resource in Norwich as a 'contemporary medieval city'
- Distinctive and characteristic historic buildings, towns and villages in Broadland and South Norfolk (including historic landmark buildings such as Wymondham Abbey and Blickling Hall).
- Flooding is a key risk for parts of the area, especially parts of central Norwich, and areas close to the Broads and major rivers. The impact of climate change makes lower-lying areas even more vulnerable to flooding.

4.4 Key external linkages

International :

Principal local connections are via Norwich International Airport, Eastport (Great Yarmouth) and Haven Gateway (Felixstowe and Harwich)

National/Regional:

North (North Norfolk)	East (Great Yarmouth and Lowestoft)	South (Suffolk and beyond)	South West	West	Broads Authority
<p>Bittern Line provides rail link.</p> <p>Coast and countryside are key attractors.</p> <p>Net in-commuting to JCS area</p> <p>Wroxham (Hoveton) cross-border settlement with growth planned at Hoveton in recognition of wide range of services.</p>	<p>Closest Key Centres for Development and Change (both with significant regeneration needs)</p> <p>A47 and Wherry Line provide key strategic access (of particular strategic significance for GY and L)</p> <p>Eastport will provide access to Europe</p> <p>Net in-commuting to JCS area</p>	<p>A140 road and rail corridor provides key strategic access to London and Ipswich. A140 almost entirely single carriageway and subject to range of speed restrictions particularly in Suffolk. Ongoing issues of journey reliability and duration on rail line.</p> <p>A146/A12 important for rural south east of JCS area</p>	<p>A11 road and rail corridor provides key strategic access to London, Cambridge and south midlands (and rest of UK). A11 dualling due for completion 2012.</p> <p>No Government commitment to East/West Rail proposal.</p> <p>Significant growth in the A11 corridor including 4,000 dwellings at Attleborough and 6,000 at Thetford. Strategic</p>	<p>A47 provides key road access to midlands and north. Mostly single carriageway in Norfolk. Suffers from congestion and safety issues.</p> <p>Net in-commuting from Breckland (Dereham area)</p> <p>Net in-migration from East Midlands</p>	<p>Broads Authority area extends into north, centre and south of JCS area.</p> <p>Most “Broads villages” are actually within JCS area</p>

North (North Norfolk)	East (Great Yarmouth and Lowestoft)	South (Suffolk and beyond)	South West	West	Broads Authority
		<p>Border towns of Diss and Harleston in South Norfolk (and Beccles and Bungay in Waveney).</p> <p>Net in-migration from London, SE and rest of EofE regions</p>	<p>employment also at Snetterton.</p> <p>Brecks are important visitor attractor with further potential</p> <p>Net in-commuting from Breckland</p> <p>Stansted Airport has major growth planned. If this should be delayed further growth pressures are likely at Norwich international Airport</p>		

5 Spatial vision

- 5.1 The Joint Core Strategy will set out a spatial planning vision for Broadland, Norwich and South Norfolk for the lifetime of the plan – to 2026. Building sustainable communities in the three districts will be the central theme and the main focus for the vision.
- 5.2 The Sustainable Community Strategies for Broadland, Norwich and South Norfolk and the County Strategic Partnership lead the communities' own local aspirations. These give the context for this Joint Core Strategy.
- 5.3 The main common themes of the Sustainable Community Strategies are:
- for people to play an active part in community life and to be involved in decision making
 - to have healthier and safer places and a high quality environment that is protected and respected for everyone's enjoyment
 - to have access to suitable housing, jobs, facilities and services for all whatever their needs.
 - to provide opportunities for people to learn at all stages of life
 - to develop the right infrastructure so that people can travel using varied forms of transport.
- 5.4 The spatial vision acknowledges significant changes to the area in order to meet the ambitious targets for new homes and jobs set out in the regional plan. This vision describes what sort of area we are aiming for in the future and shows how the spatial planning elements of the Sustainable Community Strategies can be achieved.

The spatial vision

By 2026 the extended communities of Broadland, Norwich and South Norfolk will be strong, cohesive and forward looking. Between 2008 and 2026, 35,750 new homes (of which over 32,000 in the Norwich Policy Area) will have been provided and about 33,000 new jobs will have been created. Good progress will have been made in delivering safe, healthy, prosperous, sustainable and inclusive communities throughout the three districts. This will have involved development of well designed, good quality homes that meet people's needs and aspirations in attractive and sustainable places. People will have good access to good quality jobs and essential services.

Climate change and sustainability

- Regeneration, development and growth will have created sustainable places and revitalised areas of deprivation, while minimising the use of global resources and mitigating and adapting to the effects of climate change.
- Zero carbon development will be the standard to be achieved through advances and innovation in the design, construction and management of sustainable communities and new buildings which improve energy efficiency and use renewable energy
- A network of green links will connect existing open space and wildlife habitats within urban areas and to the countryside.

Communities, deprivation and regeneration (people, deprivation, skills, health, culture, participation and civic life)

- People will enjoy healthy, safe and fulfilling lifestyles, have equitable access to high standards of health and social care and make informed choices about their own health.
- There will be excellent opportunities for lifelong learning and personal development and people will have high expectations for their own educational achievement to meet their needs, to contribute to the life of their communities, and to the economy
- The area will be renowned for its culture, creativity and spirituality.
- The area will provide high quality cultural and leisure opportunities that improve people's well-being.
- There will be excellent public open space, sport and recreational facilities and community centres. Improved access to and from the countryside will ensure everyone can take part in community and cultural activities.
- More visitors will be attracted to the area by enhancing links between the wider Norwich area and places of natural beauty such as the Broads, the Brecks and the coast.

Living, working and getting around (transportation, access housing, jobs)

- Business investment in the area will support and create a sustainable, diverse, thriving economy accessible and appropriate to the needs of all the community and where the social and environmental performance of the economy is improved.
- Investment at strategic and other employment locations will have helped create a stronger economy (including Norwich city centre; Norwich Research Park, Hethel Engineering Centre, and other areas for jobs growth including Thorpe St Andrew, Longwater, Colney, Cringleford, Norwich Airport and the Wymondham/A11 corridor). Growing the local economies in main towns and key service centres will have revitalised the rural economy.
- The road network will be maintained and improved to and across the area. Rural isolation will be reduced by improving transport networks and encouraging new communication and information technologies. However, people will need to use their cars less as jobs, shops, schools and recreational facilities will be in areas accessible by public transport, cycling and pedestrian routes.
- High quality public open space, sport and recreational facilities and community centres to ensure people can be active and enjoy community activities.

Locations for major new development

- Development will be focussed within the existing urban area. Where green field development is unavoidable it will be guided to areas with good access to Norwich, to a range of strategic employment locations, and services, and where good public transport links exist or can be provided. The locations for growth are:
 - Norwich
 - Old Catton, Sprowston, Rackheath and Thorpe St Andrew growth triangle
 - Easton / Costessey
 - Cringleford

- Hethersett
- Wymondham
- Long Stratton

Together with developments on smaller sites, in sustainable locations elsewhere in the Norwich Policy Area, these will provide the required strategic growth.

- Each one will be a distinctive high quality sustainable community with a vibrant and attractive district centre and a network of local centres serving existing neighbouring communities and new residents alike providing shops, health, education and community services easily accessible by foot, bicycle and public transport.

The urban area of Norwich

- Will be a greener city, in appearance and environmental performance. It will be a stronger social, economic and cultural centre with a focus for jobs, shopping, leisure and other activities.
- Norwich city centre will build on its importance for key economic sectors including financial and general insurance services, retailing and creative and media industries. It will continue to be a UK “top-10” retail centre.
- As a contemporary medieval city Norwich will treasure and promote its rich historic, cultural and architectural heritage, encouraging the design of new iconic buildings built to an exceptional design quality.
- Norwich will continue to be the cultural capital of East Anglia and local people and visitors will have access to theatres, art galleries, museums and buildings of architectural and historical interest. The cultural economy will stimulate regeneration, increase tourism and encourage an active and cohesive community.
- Norwich will maintain and promote its rich heritage of historic and contemporary buildings as well as parks, wildlife sites, woodland and heathland.
- Sustainable transport options will include a network of safe and convenient pedestrian and cycle links and public transport services to provide easy access to the city centre, business parks and further afield, reducing the need for car use.

The rural area

- The main towns, key service centres and service villages will be focal points for communities to have better access to quality jobs, healthcare and education facilities and shops.
- The rural area will retain its distinctive Norfolk character and will continue to be working and tranquil, recognising the Broads, and other locally and nationally important habitats

Main Towns

The four main towns of Aylsham, Diss, Harleston and Wymondham will

- provide for a safe and healthy quality of life
- retain attractive historical centres as a focus for their continued success serving their rural catchments.
- enjoy greater economic prosperity with new opportunities for business.
- accommodate new housing growth that will be limited in Aylsham, moderate in Diss (300 new homes) and Harleston (200-300 new homes), and large scale in Wymondham (2,200 dwellings). This will be developed in a sustainable manner

complementing each town's form and function, and incorporating good sustainable transport links to existing town centres, local employment locations and good recreation, leisure and community facilities

- be enhanced by activities arising from "Cittaslow" (i.e. "slow town") status in Diss and Aylsham

Long Stratton currently functions as a key service centre but significant development proposals will mean that it functions as a main town by the end of the plan period.

Key Service Centres

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

- Remain attractive places with a range of enhanced shops, services, community facilities and job opportunities to meet local and surrounding area needs
- Accommodate job growth to meet those local needs balanced with the needs of proposed housing growth
- Accommodate small to moderate levels of new housing (between 20 and 200 dwellings) in accordance with the capacities of local services, community facilities and utilities provision
- Form limited but strong employment and tourism-related links with the Norfolk Broads (i.e. at Acle, Brundall, Loddon/Chedgrave and Wroxham)
- Have enhanced transport links to Norwich and the main towns.
- Hethersett is proposed for major growth but is expected to continue to function as a Key Service Centre.

Service Villages and Other Villages

Service Villages or Other Villages will maintain and enhance rural life by providing additional flexibility in the provision of sustainable housing and other small scale development, consistent with their form and character.

Service villages will:

- Continue to provide limited local services with easy access
- Have enhanced small scale local employment and service opportunities
- Provide for limited new growth of about 10-20 dwellings each

Other Villages will:

- Be the locations for infill or small scale developments including limited new housing

Spatial planning objectives:

Objective 1

To involve as many people as possible in new planning policy.

All sections of the community will be actively encouraged to express their own vision of the future through this strategy, further plans and planning applications. There will be a particular focus on involving people who have not previously had a say in planning. As many people as possible should play a part in the ambitious long-term

plans for growth in the wider Norwich area. This will help make planning more inclusive, and give confidence that the benefits of growth are felt more equally across existing and new communities in and around Norwich.

Objective 2

To be a place where people feel safe in their communities.

This will be promoted by working with partners and the public in Norwich and the rural areas to promote community safety, a stronger sense of belonging and pride in peoples' surroundings, to reduce crime and the fear of crime. Better community facilities, better road safety and design of new developments will help to reduce crime.

Objective 3

To encourage the development of healthy and active lifestyles

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

Objective 4

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

The amount and type of new housing will be provided in line with the targets set by the Regional Spatial Strategy and to meet the needs identified by the Greater Norwich Sub Regional Housing Assessments. Most new homes will be built in the Norwich Policy Area (32,000 out of 35,750, 2008-2026). Smaller sustainable settlements will accommodate smaller-scale growth. People will have alternatives to using cars and new housing, employment and services will be planned so they are grouped together wherever possible. The settlement hierarchy defines the towns and villages with a good range of jobs, services and facilities. Appropriate densities will make sure land is used efficiently and the need for accessible and affordable housing will also be met.

Objective 5

To promote economic growth and diversity and provide a wide range of jobs within Broadland, Norwich and South Norfolk

Existing employment sites will be safeguarded and enough land for employment development will be allocated in line with the Regional Spatial Strategy. This is to meet the needs of inward investment, new businesses and existing businesses wishing to expand or relocate. Norwich city centre will continue to exert a powerful economic influence over the wider area. Its growth will be further encouraged, so that the centre remains one of the best in the country for retail and employment. Within the Norwich Policy Area, Thorpe St Andrew, Longwater, Colney, Cringleford, Norwich Airport and Wymondham/A11 corridor will also be the focus of further jobs growth. Supporting economic growth in the market towns and revitalising the rural economy are also priorities. Mixed-use development, live/work units and diversification schemes will be encouraged to reduce the need for local people to commute long distances to work.

Objective 6

To make sure people have ready access to services

Norwich city centre is currently the highest-ranking retail centre in the East of England with people visiting it from a very wide area. The diversity and vitality of the city centre will be maintained and enhanced. The surrounding market towns and service centres will continue to play a key service role. Innovative approaches will be taken to support rural service provision. Wherever new homes or jobs are to be developed, existing supporting services must either already be adequate or should be provided at the right stage of a new development. This will ensure existing and future residents and workers will have access to the services they need.

Objective 7

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

Within Broadland, Norwich and South Norfolk there is a need to improve, expand and provide for new schools to serve an increasing population and higher educational aspirations. Enough pre-school, primary, secondary and further education facilities are needed so children and young people can do as well as they are able. It is essential to provide an environment and the facilities to improve the skills of the workforce so the developing economy of the Norwich area and its wider catchment can be supported.

Objective 8

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

The area is a special place and everyone should be proud of where they live, work, study or visit. Norwich has a remarkable historic centre with some fine architectural examples. There are also extensive areas of open space, historic parks, wildlife sites and wooded ridges in the city. The surrounding market towns and villages are very attractive with each having its own identity. People living in the area have access to open countryside, wildlife sites and the special qualities of the Broads. It is a priority to improve these special qualities even more so that everyone can enjoy them. The use of previously developed land will be prioritised to minimise the loss of agricultural land and the countryside. Development must provide environmental gains through green infrastructure. Biodiversity and locally distinctive landscapes will be protected and enhanced. Linkages between habitats will be promoted, helping to enable adaptation to climate change. Sustainable access to the countryside will be promoted.

Objective 9

To minimise the contributors to climate change and address its impact

Climate change and sustainability are a key priority. Throughout Broadland, Norwich and South Norfolk, high standards of design will be promoted to reduce greenhouse gases. To make best use of appropriate renewable energy sources and to improve energy efficiency, zero carbon developments will be investigated. Water efficiency will be a priority in both new and existing development. Domestic and commercial waste will be minimised by encouraging waste reduction, reuse, recycling, composting and safe energy recovery.

Objective 10

To enhance infrastructure provision to meet the needs of existing and future populations

Greater use of sustainable modes of transport will be encouraged by better public transport, footways and cycle paths. People will also need to use cars less by making services, jobs, shops, schools and recreational facilities closer and easier to reach by walking, cycling and by public transport. The strategic road network is also essential, especially for the health of the economy. The road network will be maintained and access within Broadland, Norwich and South Norfolk, and to and from Norwich will be improved. More than 90% of the area is rural and rural isolation can be reduced by encouraging newer communication and information technologies.

Objective 11

To reduce the need to travel

Preference will be given to locations where services, employment, shops, schools and recreation are accessible by walking, cycling and public transport to reduce the need to travel especially by private car.

Objective 12

To positively protect and enhance Norwich's individual character and unique cultural infrastructure

Promoting culture in Norwich will help to develop the economy, stimulate further regeneration, increase sustainable tourism and promote community involvement. Norwich is already recognised as the cultural capital of East Anglia and we will help sustain this infrastructure so local people and visitors have access to a variety of facilities such as theatres, art galleries, museums and buildings of architectural and historic interest. Adequate public open space, sport and recreational facilities, community centres and access to the countryside is needed locally to make sure everyone in Broadland, Norwich and South Norfolk can take part in community activities. More visitors will be encouraged to the area by protecting the very qualities that make the area attractive. Gateways between the wider Norwich area and the Broads, the Brecks and the coast will be enhanced in a way that does not harm their special character.

Spatial vision and planning objectives

The vision and objectives for the Joint Core Strategy describes what sort of area the GNDP is aiming for in the future, and the objectives set the principles to do this.

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 1

Do you agree with the spatial vision and objectives?
If no, please say which part(s) you disagree with and why.

YES/NO

6. Spatial strategy

Key Dependencies

- 6.1 The strategy is dependent on significant investment in supporting infrastructure. New development will contribute to this. However, the provision of infrastructure, beyond that normally provided as part of the development, will need the active cooperation of and investment by other agencies. These include utility companies, health care providers, central and local government, Highways Agency, and rail undertakings. Without this support the plan's ability to meet the requirements of the East of England Plan will be reduced.
- 6.2 Critical infrastructure requirements for growth are:
- Northern Norwich Distributor Road and the implementation of the Norwich Area Transportation Strategy
 - Investment in junction improvements on the A47
 - Improvements to water supply and sewage disposal

Essential supporting infrastructure such as the Long Stratton bypass, green infrastructure, schools, emergency services and health care will also be required.

Local infrastructure including affordable housing will be provided as part of development

Spatial strategy

The Joint Core Strategy depends on important infrastructure being delivered as explained in 6.2 above.

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 2

Have we identified the right critical infrastructure requirements? **YES/NO**
If no, please tell us why.

7. Policies for places

Policy 1 Settlement hierarchy

New development in the area will be focused on:

- The urban area of Norwich, including the urban fringe parishes of Colney, Costessey, Cringleford, Trowse, Thorpe St. Andrew, Sprowston, Old Catton, Hellesdon, Drayton and Taverham
- Major mixed-use developments in specified locations within the Norwich Policy Area
- Main towns
- Key service centres
- Service villages
- Other villages

The scale of development will decrease at each level of this hierarchy.

PLEASE NOTE Places in the Norwich Policy Area (see Appendix 4) will be considered for major mixed use developments (housing and employment) as defined in this policy even though they may also appear in other parts of the settlement hierarchy.

Reasoned Justification

- 7.1 The East of England Plan focuses growth on Norwich as a Key Centre for Development and Change with lower levels of growth in other towns and key service centres. In the rural area it is also appropriate to identify smaller villages for local needs growth.

Settlement hierarchy

Policy 1 proposes the places where growth will be focussed, in order of preference.

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 3

Do you agree with the proposed settlement hierarchy?
If no, please tell us why.

YES/NO

Policy 2 Strategy for growth in the Norwich Policy Area (NPA)

The focus for major growth and development is in the Norwich Policy Area which is defined in Appendix 4. The strategy for accommodating this growth in the NPA is:

Employment development at strategic locations will include:

- Significant expansion of office provision in the City Centre
- Significant expansion of health, higher education and, in particular, science park activity at University of East Anglia/Norwich Research Park
- A new business park associated with the Airport and focussed on airport related uses
- An extension to Broadland Business Park
- Consolidation of activity at Longwater
- Expansion of activity at Hethel relating to automotive and high tech engineering
- New employment development to serve major growth locations.

Housing need will be provided by the allocation of sufficient land to deliver at least 32,000 dwellings in the NPA in the period 2008-2026.

- 9,000 dwellings comprising an existing commitment plus an additional 3,000 dwellings within the Norwich City Council area
- 10,700 dwellings in the Broadland NPA comprising existing commitment plus 7,000 dwellings in a large new community detailed below and at least an additional 2,000 dwellings on small and medium sites in sustainable locations elsewhere in the Broadland NPA
- 13,000 dwellings in South Norfolk NPA comprising existing commitment plus 9,000 dwellings in larger developments and an additional 1,800 dwellings elsewhere in the South Norfolk NPA on small and medium sites in sustainable locations.

Transport infrastructure will include:

- The Norwich Northern Distributor Road
- Long Stratton Bypass
- Bus rapid transit
- 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.

PLEASE NOTE Places in the Norwich Policy Area (see Appendix 4) which also appear in the Hierarchy in this document as either Norwich Fringe parishes and Main Towns, Key Service Centres, Service Villages, Other Villages or The Countryside may also be considered for development within this policy.

Supporting text

7.2 Norwich is identified by the East of England Plan as the Key Centre for Development and Change to accommodate the greatest amount on new development in the area. This will involve focusing development within the established urban area (including sustainable locations elsewhere in the Norwich Policy Area) and will also necessitate major greenfield development within the Norwich Policy Area. Numerous brownfield sites have been developed in recent years and some further opportunities remain. In the short term, a significant proportion of development will be focused on brownfield sites, but in the longer term there will be fewer available.

Strategy for growth in the Norwich Policy Area

Policy 2 proposes the places where large scale growth will be focussed in the Norwich Policy Area.

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 4

Do you support the proposed strategy for growth?
If no, please tell us why.

YES/NO

Question 5

Looking at the proposals map (Appendix 0) do you agree that we have identified the right areas for more detailed planning for the major growth locations? **YES/NO**
If no, please tell us why.

Policy 3 Norwich City Centre

Within the City Centre the main focus will be on retail, leisure, office, and cultural development. There will also be opportunities for some housing and educational development. Its role as a regional centre will be promoted by:

- enhancing the historic city, including its built and environmental assets and its distinctive “contemporary medieval” character through innovative, sustainable design;
- strengthening the city’s role as a visitor destination of international importance, with additional tourist facilities and leisure development in accordance with the retail study;
- 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 to 2021. This will be achieved through intensification of

uses in the primary retail area and if necessary through its expansion; other shopping areas will be strengthened to provide for retail diversity, with a particular focus on enhancing the character of specialist retailing areas;

- 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, finance, insurance and information communication industries.

Where housing development is permitted, densities should generally be high, but family housing should also be provided to achieve a social mix. Housing should be provided as part of mixed use development where appropriate, particularly in areas A, B and C as shown in Appendix 5. A minimum of 2,750 dwellings will be provided in the city centre.

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 (with particular regard to visitors);
- sustainable transport access to and within the city centre in accordance with the Norwich Area Transportation Strategy. This will promote Norwich as a gateway and enable a bus rapid transit system to link the new communities, with the city centre as the hub.

The Northern City Centre will be developed in accordance with its Area Action Plan.

Reasoned Justification

- 7.3 Norwich is a regional centre and transport node. The strategy promotes further major retail, leisure, office, culture and tourism related development in line with regional policy. It continues the previous policy of promoting mixed use development, but with a greater emphasis on commercial uses rather than housing because regional policy places a greater priority on employment uses in the city centre. Evidence shows that at least 100,000 m² of new offices will be required in the city centre up to 2021. Recent market trends support such an approach, showing a revival in demand for high quality offices, but with little demand for older, poorer quality offices and pressure in some cases for conversion to housing.
- 7.4 Regional policy and research have also identified that a substantial amount of space is required for other service related uses, such as leisure and tourism. Although the emphasis on housing has been reduced compared with earlier policy, it is important that some housing is provided to meet need and to continue the city centre's success in creating a vital and vibrant community.

City Centre

The city centre fulfils many functions and the strategy will influence the emphasis for the future. Policy 3 gives the proposed policy which says that the main focus of city centre development should be retail, leisure, office and culture.

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 6

Do you support this strategy for the City Centre?
If no, please tell us why.

YES/NO

Policy 4 The remainder of the Norwich urban area, including the fringe parishes

Throughout the suburban area opportunities will be sought:

- to identify and regenerate “tired” suburbs
- 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 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 by ensuring that small scale opportunities are genuinely available to all levels of the market
- to retain and improve local services,

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 a riverside and river valley walks extending out into the surrounding countryside
- A new water based country park at Bawburgh 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

Reduction of the impact of traffic on residential areas will be facilitated by the construction of the Norwich Northern Distributor Road and will include:

- Adoption of a hierarchy of routes as set out in Norwich Area Transportation Strategy
- The establishment of “homezones” where appropriate
- Area wide traffic restraint, restrictions on through traffic and reduced speeds
- Comprehensive walking and cycling links

Significant enhancement of public transport will include:

- a bus rapid transit network on routes linking the City Centre and railway station to the Airport, Bowthorpe/Costessey/Longwater, Cringleford/Norwich Research Park, Sprowston, Thorpe St Andrew business parks and strategic 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:

- Northern City Centre – physical and social regeneration, including significant redevelopment opportunities in accordance with an Area Action Plan.
- Northern wedge (North city centre to Mile Cross and New Catton) – emphasis on improvement to the urban fabric in southern parts of the area and social regeneration in the north.
- Western Norwich – emphasis on social regeneration
- East Norwich (city centre to Deal Ground/Utilities) – major physical regeneration opportunities, enhanced green linkages from city centre to Broads.

Reasoned Justification

7.5 The existing suburbs and immediate urban /rural fringe are a key to the successful development of the area. They are home to a significant number of people, businesses and environmental assets, and provide the links between the city centre and the surrounding area. There are a range of opportunities for redevelopment, regeneration and enhancement. The range of issues warrants a comprehensive and dedicated strategy.

Remainder of Norwich Urban Area including the fringe parishes

The existing suburbs and the urban / rural fringes are key to successful development of the area.

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 7

Do you support the proposals in Policy 4?
If no, please tell us why.

YES/NO

Question 8

Do you agree with the areas identified for regeneration?
If no, please tell us what we have missed.

YES/NO

Policy 5 Locations for major change and development in the Norwich Policy Area

All growth locations will be masterplanned using accredited design methodology to achieve the highest possible standards of design and to:

- deliver healthy, sustainable communities and locally distinctive design
- achieve a high level of self containment while integrating well with neighbouring communities
- be designed around walking and cycling for local journeys and public transport for longer journeys
- include Sustainable Drainage Systems (SuDS), on site or nearby energy generation, for example Combined Heat Power and Cooling (CHPC), and water saving technologies
- include new primary schools, local retail and other services, small scale employment opportunities and primary healthcare facilities
- ensure high quality telecommunications and adequate energy supply and sewerage infrastructure

Note: The Greater Norwich Development Partnership is proposing a combination of places for major growth in and around Norwich, and on larger sites (in the Norwich Policy Area). The broad locations for this major growth and the number of new homes in each place are summarised in the table below. Appendix 0 on page 59 describes this favoured option in more detail.

The Issues and Options consultation (November 2007 – February 2008) invited comments on specific locations for major growth. Although there was no significantly different public preference between places, a number of places for larger scale growth have been considered for further investigation and public consultation. The technical consultation (August 2008) suggested three options and these are described in Appendices 1, 2 and 3. The favoured option draws on the response to these and other evidence gathered and takes account of the latest information on current and past housing supply.

Location	Favoured option
Norwich	3,000
Broadland smaller sites in the NPA and possible additions to named growth locations	2,000
South Norfolk smaller sites in the NPA and possible additions to named growth locations	1,800
Old Catton, Sprowston, Rackheath and Thorpe St Andrew growth triangle	7,000
South West:	
Hethersett	1,000
Cringleford	1,200
Wymondham	2,200

Easton / Costessey	1,000	
Long Stratton	1,800	
TOTAL	21,000	

These locations are described in Appendix 0 on page 59.

The development in the Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle is expected to rise to 10,000 eventually and if an eco-community at Rackheath goes ahead it will be included within this total.

- 7.6 The East of England plan requires that most of the growth within the plan will be located in the NPA, and in particular served by greatly enhanced public transport walking and cycling. It will not be possible, however, to accommodate all of the Norwich policy area growth within the urban area and therefore other locations in the NPA are identified for major mixed use growth.

Locations for major change and development in the Norwich Policy Area

Policy 5 suggests a favoured option for the distribution of major housing and jobs growth (this and the other options previously considered can be found in Appendices 0, 1, 2 and 3).

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 9

Do you agree with the favoured option for development in the Norwich Policy Area? **YES/NO**

If no, please tell us why.

Questions 10 – 13 are for Technical Consultees only If you received the consultation document in Summer 2008 and were asked to respond then you are a technical consultee.

Question 10 (TECHNICAL CONSULTTEES ONLY)

What additional significant infrastructure requirements would there be?

Question 11 (TECHNICAL CONSULTTEES ONLY)

What opportunities does this favoured option present?

Question 12 (TECHNICAL CONSULTTEES ONLY)

How will this link with your longer term investment strategies?

Question 13 (TECHNICAL CONSULTTEES ONLY)

Could your organisation commit to support the favoured option?
If no, please tell us why.

YES/NO

Policy 6 Main Towns

Subject to specific servicing constraints these towns will accommodate additional housing, expanded town centre uses, additional employment and additional requirements as follows:

	Approximate housing provision	Town centre uses	Employment	Additional Requirements
Aylsham	No housing allocation because sewage treatment works is at capacity.	Limited expansion adjacent to the town centre.	Expansion based on existing employment areas	Development must take account of Cittaslow ["slow town"] status
Diss	300	Significant expansion adjacent to town centre	Employment growth to meet the needs of town and large rural catchment	Development must take account of Cittaslow ["slow town"] status. Mixed-use redevelopment of redundant factory land at Park Road to be promoted by an area action plan. Improved water supply needed
Harleston	200-300	Modest expansion to serve local catchment adjacent to town centre	Additional employment growth based on existing employment areas.	Improved water supply needed
Wymondham	See 'locations for major change and development in the NPA'			

Reasoned justification

7.7 The East of England Plan proposes that market and other towns should also accommodate significant levels of growth. They should have the potential to increase their social and economic sustainability through measures to support their

regeneration and improve their accessibility, especially by public transport. Four main towns have been identified, Aylsham, Diss, Harleston and Wymondham

- 7.8 **Aylsham** has the fourth highest level of shops and services outside Norwich, available employment land and spare capacity at all of its schools. As a main town, it would be expected to accommodate new housing. However the sewage treatment works is already at capacity so no allocation for additional housing is proposed, although infill development within the existing town will still be acceptable.
- 7.9 Jobs growth will be encouraged in line with the needs of the town and its catchment on existing allocated areas. The town also has the potential for limited new shopping floor space up to 2016, which will require the suitable expansion of the town centre. The existing commitment to a new supermarket can accommodate forecast need for convenience shopping. Quality of life will be enhanced by community measures to further the town's "Cittaslow" or "slow town" status.
- 7.10 **Diss** is an attractive market town with the largest number of shops and services outside Norwich. It serves a large rural catchment covering parts of South Norfolk and northern Suffolk and has the development potential for significant new shopping floor space up to 2016. This will be accommodated on the existing retail land allocation adjacent to the town centre.
- 7.11 With an attractive historical town centre that includes parkland and a notable lake, plus sizeable employment areas well located next to the railway station with good bus and rail links, the town could sustain the further development of about 300 dwellings up to 2026. The town centre will be enhanced by the implementation of an area action plan to encourage the mixed use redevelopment of redundant factory land along Park Road, while the town's general quality of life will be enhanced by the encouragement of community measures to further its "Cittaslow" or "slow town" status. Job growth will be encouraged to serve the needs of this growth and the town's catchment.
- 7.12 New local high school places and a new water supply will need to be provided for this level of housing growth.
- 7.13 **Harleston** has a good range of speciality shops and services serving a relatively local catchment, with a high proportion of people able to access the centre on foot. The moderate potential for new shopping floor space by 2016 will require suitable allocations in the town. The town's shops and expanding industrial estate provide for a range of job opportunities which will be encouraged to develop in balance new housing. Harleston has spare capacity in local schools. New allocations will be made to accommodate about 200-300 dwellings up to 2026.
- 7.14 A new water supply will be needed to provide for this level of housing growth.
- 7.15 Long Stratton has a good range of local shops and services, a range of employment opportunities and reasonable bus links to Norwich. The Joint Core Strategy proposes a bypass for Long Stratton. The final number of new homes built in Long Stratton is intended to fund a bypass, and therefore deliver local environmental improvements by removing through traffic, and also provide a range of community infrastructure. At

present 1800 new homes are planned up to 2026. As a result of the expected level of housing growth Long Stratton will have Main Town status.

- 7.16 **Wymondham** is the largest market town in the area, but loses retail trade to Norwich due to its relatively close proximity and good bus and rail links. Its historical centre, weekly market and shopping and service centre role will be enhanced by the identified moderate potential to expand its shopping floor space by 2016. The town has local job opportunities on several large employment areas and a good provision of accessible shops and services will sustain significant housing growth.

Main Towns

Policy 6 explains what main towns are and the part they play in the strategy. The proposed main towns are Wymondham, Aylsham, Diss and Harleston.

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 14

Do you agree with the places proposed as **Main Towns** and the part they will play in the strategy? **YES/NO**

If no, please tell us why.

Policy 7 Key Service Centres

Land will be allocated for a modest scale of residential development as indicated below (subject to any specific servicing constraints), established retail and service areas will be protected, and local employment opportunities will be promoted.

Acle: 100 to 200 dwellings

Blofield: 20 to 50 dwellings

Brundall: 20 to 50 dwellings

Hethersett: 1000 dwellings

Hingham: 100 dwellings

Loddon/Chedgave: 100 – 200 dwellings

Poringland/ Framingham Earl: (no further allocation due to existing commitments)

Reepham: 100 to 200 dwellings

Wroxham: 100 to 200 dwellings

PLEASE NOTE Settlements identified in this policy that are also within the Norwich Policy Area (See Appendix 4) will also be considered for further development because of the favoured option (see policy 5). Hethersett is proposed for major development of 1000 new homes but it is expected to still function as a Key Service Centre

Reasoned justification

- 7.17 There are 10 settlements defined as key service centres where at least a small amount of growth can be expected. The locations selected as key service centres have a range of facilities enabling them to meet local needs as well as the needs of residents of surrounding areas. Typically these are a primary school, a secondary school either within the settlement or easily accessible by public transport, a range of shops and services (including convenience shopping, but more limited in scope than those in the main towns), a village hall, primary health care, and a library. They also have public transport services for non-journey to work and leisure purposes.
- 7.18 **Acle** has a small range of shops and services serving everyday needs. It has good bus and rail links, is an access point to the Norfolk Broads and can provide for limited job growth. Infrastructure and environmental constraints limit its potential to accommodate new housing development. However, because no allocations can be made at Aylsham, an allocation of between 100-200 dwellings is proposed.
- 7.19 **Blofield** is a large village with a reasonable range of facilities, but limited shopping and employment. It is surrounded by high quality agricultural land. **Blofield Heath** is a detached settlement to the north. It has its own limited range of facilities. There are more sustainable options for accommodating new housing developments in the Norwich policy area; consequently only modest housing growth of approximately 20 – 50 dwellings is proposed.
- 7.20 **Brundall** has a limited range of dispersed shops and services and is a major centre for boatyards. It has grown as a consequence of its proximity to Norwich, but has a deficient provision of recreational facilities that needs to be rectified. Brundall is surrounded by high quality agricultural land. It is important to prevent coalescence with the neighbouring large village of Blofield. Although Brundall has two railway stations, there are more sustainable options for accommodating new housing developments in the Norwich policy area; consequently modest housing growth of about 20 – 50 dwellings is proposed.
- 7.21 **Hethersett** has a small range of shops but a good range of services serving everyday needs. It has good bus links to Norwich and Wymondham but limited local employment provisions due to its proximity of Norwich. A strategic level of housing growth is proposed for 1000 dwellings which would require an investigation of existing sewer capacity and technological modifications to Whitlingham Sewage Treatment Works. It is expected that Hethersett will continue to function as a Key Service Centre.
- 7.22 **Hingham** is one of the smaller rural centres with a range of basic shops and services serving everyday needs, in an attractive and historical centre located around a large green. There is a local employment area, although this is now fully committed. In view of Hingham's small size, relatively limited range of local shops and services, and the need to overcome high school capacity constraints, a growth of approximately 100 dwellings is proposed, supported by the encouragement of additional local jobs including consideration of the need to extend the industrial estate.

- 7.23 **Loddon** has an attractive historical centre providing a range of shops and services with bus links to Norwich and nearby towns. The adjoining village of **Chedgrave** shares those shops and services in addition to having its own. A range of local industrial, business, retail and tourism job opportunities will be encouraged in line with the needs of housing growth. New development of 100-200 dwellings is proposed to 2026, subject to the overcoming of the shortfall in capacity at the high school, although environmental constraints and areas at risk of flood will be significant factors at the site specific stage.
- 7.24 **Poringland** has a dispersed provision of local shops and services. As it has significant housing commitments not built, no new allocations are proposed. It also has limited local job opportunities, so a new local employment area is proposed.
- 7.25 **Reepham** has a range of shops and services, local job opportunities and available employment land. However, its schools are both virtually at capacity and limited capacity at the sewage treatment works also restricts development potential. However, in view of limited capacity at Aylsham, some 100 – 200 new homes are proposed to 2026, with the encouragement of appropriate local job growth. This will require measures to improve local school capacities.
- 7.26 **Wroxham** forms a gateway to the Broads and is adjacent to the larger service centre of Hoveton, across the River Bure in North Norfolk District. While Wroxham's services are limited, its links to Hoveton as a local employment, service and major Broads tourism centre could support the development of some 100 to 200 dwellings by 2026. This is well within utilities capacity limitations taking into account the proposed new housing allocations for some 150 dwellings in North Norfolk District Council's Local Development Framework. Investment may be needed to improve effluent quality, and development must provide improved community facilities.

Key Service centres

Policy 7 explains what key service centres are and the part they play in the strategy. The proposed key service centres are given in policy 7.

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 15

Do you agree with the places proposed to be **Key Service Centres** and the part they will play in the strategy? **YES/NO**
 If no, please tell us why.

Policy 8 Service Villages

Each service village identified below will be expected to accommodate 10 to 20 new dwellings as well as small scale employment or service development appropriate to the needs of the village and its immediate surroundings. Local shops and services will also be protected.

Brooke, Burston (and Shimpling), Buxton, Cawston, Coltishall (and Horstead), Dickleburgh, Ditchingham, Great and Little Plumstead*, Great Witchingham (Lenwade), Horsford*, Horsham and Newton St Faith*, Lingwood (and Burlingham), Marsham, Mulbarton*, Newton Flotman*, Pulham Market/Pulham St. Mary, Reedham, Rockland St. Mary, Salhouse*, Scole, South Walsham, Spixworth*,. Stoke Holy Cross*, Tasburgh*, Tharston*, Thurlton/ Norton Subcourse,
(*within Norwich Policy Area)

*PLEASE NOTE Settlements identified in this policy that are also within the Norwich Policy Area (marked *) will also be considered for further development because of the favoured option (see policy 5)*

Reasoned Justification

7.27 The services considered to be the most essential to support small scale growth are a:

- village hall;
- journey to work bus service (to Norwich and/or a Key Service Centre)
- primary school;
- food shop.

7.28 The Service Villages will provide an additional total of some 300-600 new homes throughout the plan area to provide for limited housing growth to meet a range of local needs including affordable housing.

7.29 They might also be expected to accommodate small scale local employment opportunities to provide for the diversification of the local economy (including agriculture and tourism), and local services.

PLEASE NOTE: In the light of comments received at the previous stage, the settlement hierarchy will, be reexamined to review the identification of villages at the lower end of the hierarchy, the quantity of development that should be accommodated and how to introduce appropriate flexibility.

Service villages

Policy 8 explains what service villages are and the part they play in the strategy. The proposed service villages are given in policy 8.

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 16

Do you agree with the places proposed as **Service Villages** and the part they will play in the strategy?
If no, please tell us why.

YES/NO

Policy 9 Other Villages

The other villages identified below will have defined development boundaries but will only accommodate infill or small groups of dwellings and small scale business or services.

Alburgh, Alpington/Yelverton, Ashby St. Mary/Thurton, Aslacton, Barford, Barnham Broom, Bawburgh*, Bracon Ash*, Bressingham, Broome, Bunwell, Cantley, Carleton Rode, Earsham, Ellingham/Kirby Row, Forncett St. Peter, Foulsham, Freethorpe, Frettenham, Gillingham, Hainford, Hempnall, Hevingham, Little Melton*, Morley, Roydon, Saxlingham Nethergate, Seething (and Mundham), Shelton with Hardwick, Spooner Row*, Surlingham*, Tacolneston (inc. Forncett End), Thurton, Tivetshall St. Margaret, Tivetshall St. Mary, Wicklewood, Winfarthing, Woodton, Wreningham. Easton*
(* within Norwich Policy Area)

PLEASE NOTE Settlements identified in this policy that are also within the Norwich Policy Area (see Appendix 4) will also be considered for sustainable development because of the favoured option (see policy 5)

In the light of comments received at the previous stage, the settlement hierarchy will, be reexamined to review the identification of villages at the lower end of the hierarchy, the quantity of development that should be accommodated and how to introduce appropriate flexibility.

Reasoned Justification

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

7.31 The “Other Villages” defined above have a village hall and a primary school. These provide a minimal level of essential services that reduces the need for car trips. These villages will be defined by a village development limit.

Other Villages

Policy 9 explains the strategy for the other villages.

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 17

Do you agree with the places proposed as **Other Villages** and the part they will play in the strategy? **YES/NO**

If no, please tell us why.

Policy 10 The Countryside

In the countryside (including parishes not identified in one of the above categories), affordable housing for which a specific local need can be shown will be permitted as an exception to general policy. Farm diversification, home working, small 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 core strategy.

Reasoned Justification

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

7.33 Development in the countryside could include:

- housing for which a specific local need can be shown as an exception to general policy,
- small scale local employment and service provision such as through farm diversification
- small scale commercial enterprises where a rural location can be justified,
- and limited leisure and tourism facilities to maintain and enhance the rural economy.

7.34 Other development in the countryside might include extensions or conversions to or the replacement of dwellings and employment premises, and home working. In the case of more significant proposals, these will be considered in the light of their contribution to meeting the overall objectives of the core strategy.

Countryside

Policy 10 explains the strategy for the countryside..

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 18

Do you agree with the approach being proposed for the **Countryside?** (some smaller villages and hamlets are defined as countryside for the purposes of this strategy)

YES/NO

If no, please tell us why.

Policy 11 The Broads

In areas adjacent to the Broads Authority Area, particular regard will be applied to maintaining and enhancing the economy, environmental quality and setting of the Broads.

Reasoned Justification

7.35 The Broads is an area of acknowledged landscape and biodiversity value. The Broads Authority Area is outside the area of this Core Strategy. In areas within sight of the Broads, particular regard will be applied to the visual impact of new development.

The Broads

Policy 11 explains the strategy for areas next to the Broads.

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 19

Do you agree with the approach being suggested for the areas next to the Broads?

YES/NO

If no please tell us why.

Policy 12 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 and Magdalen Street.
3. The existing large village and district centres of:
Acle, Hethersett, Hingham, Loddon, Long Stratton, Poringland and Reepham, and within the Norwich urban area at Aylsham Road, Drayton Road, Bowthorpe, Dereham Road, Eaton Centre, Earlham House, Larkman centre, Plumstead Road, Old Catton, Dussindale (Thorpe St Andrew), Coltishall
4. New district centres/ high streets to be established within the Old Catton/Rackheath/Thorpe St Andrew area and at Blue Boar Lane, Sprowston and Hall Road, Norwich, and enhanced local facilities at an appropriate scale at other major growth locations in the Norwich Policy Area.

Policies will be introduced within all categories of centre as well as service villages and established or committed district centres to enhance the environment and economy of the centre and to protect the centre by controlling proposals which would result in the loss of commercial premises or local services.

Reasoned Justification

- 7.36 Government policy promotes vital and viable town centres to provide a range of easily accessible shops and services in an attractive and safe environment. A positive approach to the development of centres will promote local economic growth, investment in regeneration, social inclusion, widen consumer choice and be accessible by a range of forms of transport.
- 7.37 The greater Norwich area is dominated by Norwich city centre, which is a strong office, retail and leisure destination and the highest ranked retail centre in the region. There are approximately 1100 shops covering 229,000 m² of floorspace in the city centre.
- 7.38 This is supplemented by the large district centre at Anglia Square and some eleven other district centres within the Norwich urban area that meet the daily needs of their local resident populations. There are also several free-standing large food stores situated around the Norwich fringe and retail warehouse parks at Costessey, Blackberry Court (Sweet Briar Road), and Salhouse Road, Sprowston.

- 7.39 The surrounding area is served by a network of vibrant market towns. The largest centres are Aylsham, Diss, Harleston and Wymondham. These are traditional market towns which each contain some 70-140 shops and services, totalling some 5,000-16,000 m² net. They provide for a wide range of food and non-food shopping requirements, plus cultural and tourism facilities, and serve significant rural catchments. They are broadly comparable in size and function with the large district centre of Anglia Square/ Magdalen Street in Norwich.
- 7.40 A further range of smaller towns and larger villages provide for a more limited choice of goods and services from broadly 15-30 premises each totalling some 1000-2500 m² net. These places serve relatively local catchments, and some contain fewer shops and services than might be expected, due to their proximity to Norwich or other large centres just outside the greater Norwich area. These are equivalent to “district centres” in the Norwich urban area.
- 7.41 There is a need for limited extra convenience goods floor space in the smaller centres but a major requirement for new comparison goods floor space in the city centre.

The hierarchy of town and village centres

Policy 12 explains the strategy for hierarchy of centres

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 20

Do you agree with the proposed hierarchy?
If no please tell us why.

YES/NO

8. Area-wide policies

Policy 13 Reducing environmental impact

To address climate change and promote sustainability, all development will be energy efficient and minimise carbon dioxide emissions, therefore:

- all new housing should match the current Housing Corporation requirements under the Code for Sustainable Homes (to be upgraded over time).
- non-housing development will also be subject to energy efficiency and sustainability standards to be upgraded over time, and a proportion of the predicted energy use from each development will incorporate on-site renewable energy generation.

All development will

- Make efficient use of land, with the density of development varying according to the type of area and following the preferred sequence of development locations for major growth and assessing development against all of the community's needs in an appropriate phased manner.
- Contribute to conserving scarce resources, protecting sites that are important for biodiversity, landscape character and protecting mineral and other natural resources, which have been identified through the Norfolk Minerals and Waste Development Framework.
- Make sustainable use of resources, energy efficiency, providing for recycling of materials (including rainwater), water management, sustainable drainage, and use of locally sourced materials wherever possible and ensuring the quality of natural resources is retained.
- Be designed to a high standard to respect and enhance the distinctiveness and character of townscape, including the distinctive 'contemporary mediaeval city' character of central Norwich and the particular character of each of the market towns, key service centres, villages and the distinctive character of historic and cultural features and of natural landscapes (including the areas adjoining the Broads and other river valleys).
- Minimise the need to travel and give priority to modes of travel in accordance with the Norwich Area Transportation Strategy hierarchy of different types of transport.
- Be adapted to a changed climate and located to minimise flood risk, mitigating any flood risk through design.

Supporting text

- 8.1 Sustainable neighbourhoods are a key element of the Vision for this strategy to 2026. This fulfils government policy emphasis, which have been reiterated in numerous national policy statements and guidance and also in the Regional Spatial Strategy. Most recently the new Supplement to Planning Policy Statement 1 – Planning and Climate Change, provides important advice for all developments to minimise emissions and respond to the effects of climate change. It will be important in the Norwich area to ensure that development fulfils this emphasis and meets the

challenge of climate change. This will require a local energy study to inform an Energy Plan, set local energy standards for new development and facilitate the creation of local decentralised energy networks.

- 8.2 This requires an overarching policy approach, which affects the planning for all settlements, large and small and the major growth areas planned in this strategy. It also finds expression in several of the generic policies for strategic subjects in sections of this report.
- 8.3 Sustainable neighbourhoods means that those communities will enjoy the facilities, the high quality movement opportunities, the job opportunities and the recreational and leisure opportunities that should be part of the quality of life for everyone. It also requires that construction methods and the transport system enables sustainable use of resources, minimising the emission of carbon dioxide and thus the impact on climate change.

Reducing environmental impact

Policy 13 explains the policy for reducing environmental impact.

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 21

Do you agree with the proposals in this policy?
If no please tell us why.

YES/NO

Policy 14 Housing delivery

Provision will be made for at least 35,750 new homes between 2008 and 2026, of which 32,000 will be within the Norwich Policy Area.

Housing will be distributed in accordance with the Strategic Growth Options and Settlement Hierarchy.

Housing Mix

Proposals for housing will be expected to contribute to the mix of housing required to 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 in accordance with the most up-to-date needs assessment for the plan area, on sites of 5 or more dwellings (or 0.2 hectare or more).

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). Affordable housing provision will be on-site unless it can be demonstrated that this is not feasible.

In 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.

Gypsies and Travellers

Provision will be made for 58 permanent Gypsy and Traveller pitches between 2006 and 2011, these will be provided on the following basis: Broadland 15, Norwich 15 and South Norfolk 28. Individual sites will contain no more than 12 pitches.

Provision will be sought in locations that provide good access to the main routes used by Gypsies and Travellers, such the A11, A47, A140 and A143/A1066. Sites should also be capable of being serviced with basic utilities and avoid environmentally sensitive areas and areas at risk from flooding. Where possible sites will be located within a reasonable distance of facilities and supporting services.

Provision for further permanent sites Gypsies and Travellers, as well as transit sites and sites for Travelling Showpeople, will be required in line with the revisions relating to Gypsies and Travellers in the East of England Plan.

Reasoned justification:

Housing Provision

8.4 The Regional Spatial Strategy for the East of England sets out the new dwelling requirement for both the whole of the Broadland, Norwich and South Norfolk Area, as well as the requirement for the Norwich Policy Area. In order to meet the obligation set out in PPS 3 to have a 15-year housing land supply at the point of adoption, provision is also made to meet the supply for the period 2021-2026. The calculations for the amount of housing for which land remains to be allocated is set out in the table below. The extent to which delivery of housing is meeting these requirements will be monitored using housing trajectories for the three-district area and the NPA.

a Area	b RSS 2001- 2021	c Already Built 2001- 2008	d Current Commitment 2008 (i.e. With planning permission or allocated in existing plans)	e Built +Current Commitment (c+d)	f New Allocations required to 2021 (b-e)	g Extra 2021 to 2026 (RSS requires 2,000 per annum post 2021)*	h Allocation required to 2026 (f+g)	i Total New Homes commitment 2008 to 2026 (d+h)
NPA	33,000	9,673	11,851	21,524	11,476	8,800	20,276	32,127
Rural	4,500	2,084	2,005	4,089	411	1,200	1,611	3,616
Total	37,500	11,757	13,856	25,613	11,887	10,000	21,887	35,743

District components							Allocations proposed to 2026	
Norwich		5,484	5,911	11,395			3,000	8,911
SN (NPA)		2,850	4,156	7,006			9,000	13,156
SN (Rural)		1256	1343	2,599			967	2,310
Broadland (NPA)		1,339	1,784	3,123			9,000	10,784
Broadland (Rural)		828	662	1,490			644	1,306
Total		11,757	13,856	25,613	11,887	10,000	22,611	36,467
						NPA new allocations	21,000	32,851
						Rural newallocations	1,611	3,616
						Over/under RSS	724	724

3%

Notes:

* PPS 3 requires a 15 year land supply from the date of adoption. Site specific DPDs are unlikely to be adopted before 2011 therefore the strategy has an end-date of 2026. For planning beyond 2021 the RSS requires a GNDP rate of 2,000 dwellings per annum. This additional growth has been split between the NPA and rural areas in the same ratio as 2001-2021 growth.

Rural assumptions – new allocations held to total requirement and split 60/40 between South Norfolk and Broadland in accordance with 01-08 completions and characteristics of respective areas.

The proposed level of housing development for particular locations is set out in the Settlement Hierarchy and Strategic Growth Locations.

Housing Mix & Affordable Housing

- 8.5 Government and local authorities are keen to ensure that housing provision meets the need of the community, both existing and future. As well as providing housing developments of different scales across a range of settlements, this also means including an appropriate mix of sizes, types and tenures of homes within these developments. This will meet the needs of a range of households of different sizes, ages and incomes. Provision will also be made for specialist housing where appropriate. This could include supported housing, care facilities and retirement communities.
- 8.6 The mix of house types and tenures will be based on the most up-to-date evidence at the time applications are made. 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. 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'. In order to make realistic inroads into the identified need and meet the RSS target of 35% of all housing completions being affordable, 40% affordable housing will be sought on all qualifying sites. PPS3 sets a national indicative threshold of 15 units above which an element of affordable housing is required. However, in order to provide affordable housing across a wide range of sites and maximise the amount provided a contribution will be sought on all sites of 5 units or more.
- 8.7 In some instances providing 40% affordable housing on-site will not be viable, particularly without public subsidy. In such circumstances a financial contribution, such as a grant from the Homes and Communities Agency (HCA), will be sought. Where developers, as a last resort, seek the affordable housing contribution off-site, this would need to be as equivalent provision on a suitable alternative site or a financial contribution equal to the land value plus the average National Affordable Housing Programme grant for the type of housing proposed. In circumstances where viability is a concern and either a reduced percentage or off-site provision is proposed, applicants will need to demonstrate this via an 'open book' approach.
- 8.8 In addition to providing a proportion of affordable homes on the majority of market housing sites, provision will also be made for affordable homes to meet a demonstrated local need on sites that would not otherwise be released for housing. These 'exceptions' sites may be allocated through Site Specific Policies or could come forward when a specific need is demonstrated in a particular settlement or group of settlements. Exceptions site allocations will be considered in settlements classified in the hierarchy as Other Villages or above, whilst applications arising from specific local needs assessments will also be considered in these settlements and in other locations if appropriate.

Gypsies and Travellers

- 8.9 The Government requires that local authorities make provision for Gypsy and Traveller sites to meet the identified needs for the area. This is in order to reduce the problems associated with unauthorised sites and tackle a number of the problems faced by these communities, particularly relating to low educational achievement and

poor health. An early review of the RSS covering Gypsy and Traveller needs has identified an initial requirement for permanent pitches up to 2011. Typically a pitch is a space for two, or possibly more vans, to accommodate a family; two vans allows one for travelling and another left on site. For periods a pitch may be empty, whilst at other times e.g. family events, there may be more than two vans.

- 8.10 In order to best meet the needs of these communities sites will ideally be located in and around Norwich and in locations which facilitate access to local services and which follow the patterns of movement of the community, such as the broad corridors around the A11, A47, A140 and A143/A1066.
- 8.11 Transit sites for Gypsies and Travellers and sites for Travelling Showpeople will be identified as the need for such sites becomes known.

Housing delivery

Policy 14 explains the strategy for housing delivery

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 22

Do you agree with the proposed policy for housing delivery?
If no please tell us why.

YES/NO

Policy 15 The economy

The local economy will be developed in a sustainable way:

- To facilitate the job growth potential of the local economy and deliver the RSS target (background work suggests a target of 33,000 new jobs between 2008 and 2026)
- To increase the proportion of higher value, knowledge economy jobs while ensuring that opportunities are available for the development of all sectors of the economy and workforce

Sufficient employment land will be allocated in locations consistent with the Spatial Hierarchy policy to meet identified need and provide for choice. In particular:

- The needs of small and start-up businesses will be addressed through the allocation of new smaller scale employment sites and the retention of a range of existing smaller scale 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 key sites

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

- Facilitating the expansion of, and access to, further and higher education provision
- Support for the establishment of a retail academy
- Encouraging links between training/education provision and relevant business concentrations including co-location where appropriate
- Support for enterprise hubs at Norwich Research Park, EPIC (East of England Production Innovation Centre), and Hethel, and at other accessible locations in the area

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

- the general emphasis of the Joint Core Strategy on achieving high quality design and environmental enhancement
- implementation of the Green Infrastructure Strategy
- encouragement for appropriate development including sustainable tourism initiatives.

The rural areas the economy and diversification will also be supported by

- A preference for the re-use of appropriate redundant agricultural buildings for commercial uses, including holiday homes to support the tourism industry (affordable housing may be an acceptable alternative use).
- Promotion of farmers markets, and farm shops in villages .

Reasoned justification:

- 8.12 Achieving the full economic potential of the area is dependent on improved connectivity, including the implementation of the priorities set out in the sustainable transport policy and maintaining and enhancing the environment and quality of life in the area.
- 8.13 Enhancing the knowledge economy and promoting innovation will be important across all sectors and parts of the area. However, the expansion of activity at the Norwich Research Park, a refocus on employment and education in and around the city centre, building on the early success of the Hethel Engineering Centre will play a particularly important role.
- 8.14 It will be particularly important to ensure that a range and choice of small scale employment sites are allocated and retained, including sites suitable for low value workshop type uses.
- 8.15 Tourism, leisure, and cultural industries are recognised as crucial sectors in the local economy that are also fundamental to local quality of life and the attraction and retention of other businesses and staff.

The economy

Policy 15 explains the strategy for the economy

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 23

Do you agree with the proposed policy?
If no please tell us why.

YES/NO

Policy 16 Strategic access and transportation

Enhance the transportation system to promote sustainable economic development, reduce the contribution to climate change, promote healthy travel choices and minimise the need to use the private car. We will do this by promoting:

- improvements to A11 and A47.
- enhancement of rail services to London and Cambridge.
- enhanced and innovative use of the local rail network.
- the Norwich Northern Distributor Road to aid strategic access, significantly improve quality of life, environmental conditions, and provide capacity for public transport improvements.
- A140 Long Stratton Bypass.
- development close to essential services that encourages walking and cycling as the primary means of travel.
- Provision of IT links and promotion of home working.
- the regional significance of Norwich International Airport for both leisure and business travel to destinations across the UK and beyond.

and reduce social exclusion, rural deprivation and isolation and enhance accessibility to jobs and services by;

- 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.
- Only promoting significant growth in Key Service Centres where there are realistic travel choices.

Reasoned Justification

8.16 Transportation and access issues for the Joint Core Strategy are improved strategic links to the region and beyond and access to jobs and services across the area.

8.17 Good strategic access reduces the perceived isolation of Norfolk. Improvements help stimulate and enhance the local economy by making the area more attractive for inward investment so crucial to maintaining the balance between housing and job growth. Improvements in strategic infrastructure such as the rail network and trunk roads are generally very expensive. In some instances the core strategy may be able to deliver improvements, but it is often the case that improvements to infrastructure providing longer distance strategic links have to be delivered by outside agencies such as Network Rail and the Highways Agency. The Plan needs to ensure that it promotes these improvements by providing a context for them to occur and ensuring their importance is recognised.

8.18 Identified strategic improvements are:

- A11 yet to be dualled at Elvedon, although programmed for 2012
- A47 improvements planned, however significant stretches remain single carriageway
- Rail link to London is slow at about 2 hours and the journey reliability needs to be improved
- A140 Long Stratton Bypass is identified in the Local Transport Plan however not prioritised in the Regional Funding Allocation (RFA)
- Norwich Northern Distribution Road is identified in the East of England Plan and in the RFA and is a major scheme in the Local Transport Plan as a strategic element of the Norwich Area Transportation Strategy providing transport infrastructure to unlock growth and improving surface access to Norwich Airport.
- The only regionally significant airports are Stansted and Norwich. Norwich International Airport provides access to a wide range of international destinations via Schiphol and has domestic flights to locations including Scotland, the North West and the south west.

8.19 The levels of growth in the core strategy will require that the consequent need to travel is managed. Ensuring that all residents have good access to local jobs and services, preferably by either walking or cycling will reduce the need to travel and promote healthier lifestyles. For longer trips and in rural areas where there are fewer local services and employment opportunities, public transport will be promoted. To meet the RSS, climate change and objectives of the Joint Core Strategy public transport will be promoted ahead of car based improvements, particularly in the urban areas. To meet the diversity of travel need, there has to be new and innovative ways of providing public transport:

- High Quality rapid bus services, in and around the city
- Maximise use of the local rail network to serve existing communities and locations for large scale growth.
- Promotion and wider use of community transport schemes
- Greater use of non-scheduled services such as flexi bus and dial a ride services.

8.20 In rural areas there will remain a reliance on the private car, but the impacts on the Norwich urban area can be minimised by promotion and improvement of the already extensive network of Park and Ride sites.

Strategic access and transportation

Policy 16 explains the priorities for transportation

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 24

Do you agree with the proposed policy?
If no please tell us why.

YES/NO

Policy 17 Environmental assets

The environmental assets of the area will be protected, maintained and enhanced and the benefits for residents and visitors improved. Development proposals should avoid harming areas of environmental importance.

Outside areas protected through international or national designations, the strategy will seek to direct development to areas where:

- It does not harm existing environmental assets of acknowledged regional or local importance, or where harm is unavoidable, it would provide for appropriate mitigation or replacement with the objective of achieving a long-term maintenance or enhancement of the status quo.
- It would provide opportunities to enhance the area's existing landscape, townscape, ecological, and historic character, including securing their long term future.
- It would contribute to providing green infrastructure compatible with the green infrastructure strategy. This will include areas of open space, wildlife resources and links between them as an integral part of the development, and connecting to the wider green infrastructure network..
- It would help to make provision for the long-term maintenance of the green infrastructure network .

Reasoned Justification

8.21 Outside Norwich the area retains a largely rural character and high environmental quality. Small towns and numerous villages are spread through attractive countryside, which also provides the setting for the city of Norwich. River valleys and other green areas extend into and adjoin more built-up areas, creating a close relationship between urban and rural. Particular features include the Broads Area, of National Park status, and areas of international nature conservation importance. More generally, there is a variety of landscape types which gives a distinctive character to individual parts of the area; and wildlife habitats of national or local importance are found in the urban area as well as the countryside. As well as these semi-natural aspects, there is also a strong historic influence. There is a rich concentration of historic assets, dominated by the mediaeval city of Norwich and its hinterland of market towns, but also including historic buildings, halls and parklands in the surrounding countryside. Ancient monuments and archaeological remains add a further layer to this historic character. Together, the semi-natural and built assets create an environmental quality that is enjoyed by both residents and visitors.

8.22 The area has a wealth of environmental assets ranging from international and national status, to those of local importance. In accordance with national and regional policy, it is important that these are safeguarded and enhanced for the benefit of current and future generations. These assets include biodiversity (wildlife and habitats), built heritage (including buildings, conservation areas, parks and parklands), ancient monuments and archaeology, geodiversity (geological features), and landscape character; as well as more general aspects such as the countryside and rural character, and the setting of Norwich, towns and villages, and the Broads.

8.23 A Draft Green Infrastructure Strategy has been produced on behalf of the Greater Norwich Development Partnership. This proposes a multi-functional network of green-spaces and green-links, having regard to factors such as existing and potential open spaces, natural and semi- natural areas, ecological networks, landscape, geo-diversity and accessibility. The relevant spatial elements will be taken forward, as appropriate, through the Local Development Frameworks of the constituent Authorities.

Environmental assets

Policy 17 explains the policy for protecting and maintaining environmental assets

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 25

Do you agree with the proposals set out in this policy?
If no please tell us why.

YES/NO

Policy 18 Communities and culture

All development will be expected to maintain or enhance the quality of life and well being of communities.

In order to deliver thriving communities, tackle social deprivation and to meet the diverse needs across the Joint Core Strategy area, a spatial planning/multi-agency approach will be required to ensure the following themes and infrastructure requirements are addressed in a holistic way.

Health

Adequate and accessible health facilities provided across the Joint Core Strategy area.

Promotion of healthier lifestyles through improved walking & cycling facilities and greater access to green space and the countryside.

Crime

Well designed, safe and accessible spaces where crime and fear of crime are minimised.

Underlying factors that can lead to crime and anti-social behaviour tackled.

Education

Essential to ensure that there is sufficient provision and access to schools and adult learning opportunities for existing and future populations

Culture

Protection of existing cultural assets and support for development of new or improved facilities. Continued enrichment of cultural heritage through use of innovative design and art in public realm

Leisure

Existing facilities protected and enhanced. All development expected to provide for new or improved leisure activities that could include built facilities and/or access to green space, country parks and the wider countryside.

Community cohesion

It is essential that every effort be made to promote the integration and cohesion within and between new and existing communities. The early engagement of existing communities in the design process will help create a development that reflects local aspirations which can act as a focus/hub for community interaction. This will be particularly important in the major growth locations.

It will be particularly important to consider the above aspects in relation to proposals elsewhere in this document for housing, employment and accessibility and in addition the Implementation chapter.

Reasoned Justification

8.24 Whilst planning can make specific allocations for development sites it is vital that the softer supporting infrastructure is provided joining liveability and practicality to the

theoretical allocations. This is achieved through agencies working together, e.g. health agencies responsible for health prevention working with authorities providing open space to ensure opportunities for exercise are locally available. The Policy as presented is explicit in the aspects that need to accompany new development, and the way in which it functions. Developers should be aware of these expectations at the earliest opportunity so as they can plan for facilities in their schemes. In part the policy is a list of expectations that will be enacted through other agencies spending programmes, or LSP work, or LAA documents. Again public agencies need to plan in advance and programme the support services for when the new population begins to be established. Part of the implementation will be through legal agreements or Community Infrastructure Levy (CIL) accompanying planning applications for the new development.

Communities and Culture

Policy 18 applies across the whole Joint Core Strategy area and includes health, education, culture and leisure.

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 26

Do you agree with the proposals in this policy?
If no please explain why.

YES/NO

9. Implementation and Monitoring

Policy 19 Implementation and monitoring

All development in the plan area will be accompanied by appropriate infrastructure provided in tandem with the development. Arrangements will be made for its subsequent maintenance. Provision will be achieved through:

- Active use, where necessary, by the local planning authorities and County Council of their legal powers to bring about the strategically significant development, (including compulsory purchase).
- Coordination with the investment programmes of other public bodies and utility providers.
- Taking full advantage of mainstream Government funding streams
- Innovative approaches to capital investment based on forecast future revenue streams.
- Contributions from all market residential and commercial development in the plan area through a Community Infrastructure Levy and, for site specific requirements, Planning Obligations. In all cases appropriate allowance will be made for infrastructure directly provided on site as part of the development.
- In the case of community or social development, a reduced contribution, taking account of the social value of the development concerned.

The resulting funds will be gathered, managed and spent in a transparent way by the authorities forming the Greater Norwich Development Partnership (or their successor [s]) by means of a published Integrated Development Programme for the plan area. The level of any charge made under the community infrastructure levy will be reviewed periodically through the publication of a supplementary planning document and updated between reviews by reference to relevant cost indices.

Future maintenance of infrastructure provided on the site or built or improved as part of the development will be achieved either through adoption by a public body with appropriate maintenance payments or other secure arrangements such as the establishment of a local infrastructure management body. This will apply to all infrastructure, including, where applicable:

- Sustainable Drainage Systems (SuDS)
- Local and renewable energy generation.
- Green infrastructure and the implementation of green infrastructure strategies, including habitat creation/ pedestrian and cycle links/recreation facilities/ parks/ trees, hedgerows, woodland/landscaping
- Community and recreation facilities [education facilities, community halls, health facilities, libraries, social services facilities, allotments etc]
- Water conservation measures
- Improved public transport facilities
- Other appropriate transport infrastructure
- Emergency services including crime prevention

- Waste management/ recycling/composting facilities
- Street furniture
- Public art
- Utilities
- Affordable or supported housing

The quality of new developments will be assured through the careful scrutiny of Design and Access statements for all appropriate developments and a requirement for their implementation. Strategic Growth Locations require an accredited design process giving local people an opportunity to shape development and which guarantees implementation of the whole scheme. The developer[s] of major Strategic Growth Locations will also be required to enter into an ongoing commitment to support community development throughout the period until the development is built and first occupied.

Note: This policy and the following supporting text is drafted on the assumption that the government introduces a Community Infrastructure Levy along the lines indicated in earlier published consultation papers. It will need amendment should the proposals be abandoned or substantially changed, and if necessary following the review of local government structures in Norfolk.

Reasoned Justification

Implementation

- 9.1 Implementation of the policies in this plan will depend on the co-ordinated activities of a number of agencies. It is essential that necessary infrastructure is provided in tandem with new development. The precise timing will be a matter of judgement in each case, but the underlying principle will be 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.
- 9.2 Significant investment will be required to implement the strategy. Developer contributions will be sought through a combination of a Community Infrastructure Levy (CIL) and contributions through planning obligations. Table 1 shows the range of infrastructure and the expected contribution mechanism.
- 9.3 The scope for a CIL charge will be subject to further work. It will apply to both residential and commercial development and the method of calculation will need to consider different forms of development equitably.
- 9.4 The Growth Infrastructure Study identified the key infrastructure required to accommodate the two proposed development scenarios in the Norwich policy area. The Study identified that the cost of the infrastructure required is likely to exceed probable revenue from a CIL and current mainstream funding, so the upper limit of CIL is likely to be determined by viability rather than the cost of the necessary infrastructure. Further work is being carried out to assess viability so the Community Infrastructure Levy can be set at a realistic level. Table 2 indicates the broad categories of infrastructure investigated by the consultants.

- 9.5 The exact mechanism of the CIL and its interaction with planning obligations will be developed. It will ensure that where development provides infrastructure and/or affordable housing, there is provision to vary the contributions sought to reflect infrastructure provided.
- 9.6 The local planning authorities, in consultation with stakeholders, will from time to time review the infrastructure needs of this Joint Core Strategy and development values to ensure that the level of CIL achieves an appropriate contribution, but does not threaten the viability of development. This will be achieved through the preparation and review of a supplementary planning document. Between these reviews, the CIL sought will be adjusted in line with the BERR output price index for public works: all public works.
- 9.7 Subject to the outcome of the continuing research into scope for a CIL, it is expected that the CIL will be charged at a uniform rate across the plan area, and will not differentiate between previously developed land and greenfield sites
- 9.8 The strategic infrastructure to be funded by the CIL will be set out in detail in an Integrated Development Plan (IDP) which will be published by the Greater Norwich Development Partnership and be subject to consultation with stakeholders and formal agreement by partner organisations. This IDP will set out the key packages and projects identified as necessary for delivery of the housing and jobs targets for Greater Norwich. The IDP will include an explanation of its development and a description of the main packages and projects and how they link to the evidence base. The IDP will outline priorities, anticipated cost, sources of funding, agencies responsible and the expected timing on implementation.
- 9.9 Spending decisions on strategic infrastructure will be made by a group set up by the Greater Norwich Development Partnership and reporting to member organisations. The spending programme will be used as a mechanism to forward fund infrastructure where necessary to ensure timely provision.
- 9.10 The Greater Norwich Development Partnership will co-operate with utility providers to ensure that their asset management plans take full account of the infrastructure needed to accommodate the development proposed in this plan. It will seek to maximise investment from other mainstream public sector funding streams and explore innovative ways to fund capital investment of necessary infrastructure.
- 9.11 The developers of major strategic growth areas will be required to participate in an accredited participatory design process to determine the form of the development, guarantee its development in full, and 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.
- 9.12 All developers will be expected to guarantee the long term maintenance of physical and social infrastructure provided on the site or built or improved elsewhere as part of the development.
- 9.13 Where it proves necessary to achieve the plan's objectives, the councils will be prepared to intervene using the powers available to them.

Monitoring

9.14 The Joint Core Strategy includes a monitoring framework to ensure the policies are still relevant, that we are moving in the right direction and making progress in achieving the objectives of the plan.

- Are the objectives still relevant?
- Are the policies achieving the outcomes that they were designed for?
- Are the policies delivering sustainable development?
- Are our targets being achieved?

9.15 The Greater Norwich Development Partnership will publish an Annual Monitoring Report (AMR). The AMR is a check on the performance of the Plan and gives the opportunity to adjust policies as appropriate and to revise the programme of Plan preparation, (the Local Development Scheme) in the light of circumstances. The outcomes will inform the need for reviews of the IDP and this Joint Core Strategy and to make judgments about the conformity of other Development Plan Documents with this Joint Core Strategy.

Performance Indicators

9.16 A number of 'Performance Indicators' have been developed to help judge the success or otherwise of the policies and objectives. Some of these indicators are Core output indicators, which the Government require us to collect. The other 'local' indicators are equally important and have been developed to address matters relevant to this area. Many of the indicators derive from the Sustainability Appraisal, as sustainability must be at the heart of the plan.

Contextual Indicators

9.17 These are intended to illustrate the nature of the environment within which the plan's proposals are set and the changes to that environment. 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.

The following table identifies several initial core output indicators and local indicators. Together these need to provide an assessment of whether the strategy is moving towards its objectives and whether the policies are achieving what they set out to do.

The Greater Norwich Development Partnership will need to set appropriate targets against which movement towards or away from policy objectives can be measured over time.

Implementation and monitoring

Policy 19 sets out the main infrastructure that will be needed to support the overall strategy. It addresses funding and delivery and describes how the strategy will be monitored

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 27

Do you support our approach to funding infrastructure and promoting quality in new developments?
If no please tell us why.

YES/NO

Table 1

Developer contributions	
<p>Matters to be covered by Obligations under Section 106 of the Town and Country Planning Act 1990</p>	<ul style="list-style-type: none"> • Non financial operational or technical matters relating to the development or use of land • The provision of affordable housing as part of a mixed tenure development, or, exceptionally on a different site or a financial contribution in lieu of provision • Other site specific matters relating solely to the development such as immediate access works, on site archaeological investigation, children’s play facilities, protection or enhancement of on site bio- or geo- diversity features • Land transfer for facilities required on a particular site eg for a school. • Specific off site works made necessary by a development, e.g. specific cycle and footways, public transport enhancement.
<p>Matters to be covered by contributions through a Community Infrastructure Levy (CIL)</p>	<p>Wider strategic and local transport infrastructure (including public transport enhancement, walking and cycling and related feasibility and design work) other than the immediate access to a site* Educational infrastructure including school provision and improvements and lifelong learning facilities* Green infrastructure including bio- and geo- diversity* Social infrastructure including</p> <ul style="list-style-type: none"> • Community facilities including libraries* • Childcare and early years facilities * • Health and social care facilities* • Community safety facilities including emergency services* • Recreational facilities apart from children’s play facilities* • Community development facilities *
<p>Strategic matters funded through Asset Management Plans governed by a regulator and not eligible for S106 contributions (or, subject to further clarification by the Government,) a CIL, but where standard charges are made to developers [NB specific contributions may be negotiated for more local infrastructure improvements, and for certain works developers may have the work undertaken by any suitably registered utility provider, not necessarily the incumbent one]</p>	<ul style="list-style-type: none"> • Electricity- Grid Sub stations • Gas- high/intermediate pressure mains • Water- new abstraction points and treatment works • Waste water- new or upgrade works to sewage treatment works

Table 2

Nature of Infrastructure Likely To Be Funded Through a Community Infrastructure Levy

The growth infrastructure investigated in the Growth Infrastructure study covering the Norwich Policy Area fell into the following categories. Further work is being undertaken to quantify the investment likely to be needed over the whole plan area and taking into account the local effects arising from the distribution of development proposed in this document. The work undertaken by the consultants is set out in full in their study which is a one of the background documents to this document.

- Early years facilities
- Primary schools
- Secondary schools
- Primary health care facilities
- Dentistry facilities
- Indoor and outdoor sports facilities
- Green infrastructure including informal recreation facilities
- Community facilities
- Library facilities
- Crime prevention facilities including police facilities
- Fire and ambulance facilities
- Improved pedestrian facilities
- Improved cycling facilities
- Improved public transport (bus and rail) facilities
- Public transport interchange facilities
- Review of potential for LRT as a public transport mode
- “ Soft measures” such as travel awareness campaigns and improved information
- Review of parking facilities in Norwich and review of capacities at park and ride sites
- Local and strategic improvements to the road network including junction to improvements and the Norwich Northern Distributor Road
- Resolution of infrastructure limitations which inhibit the development of strategic employment sites (primarily access and utilities)
- Investment in labour force the skills and development particularly aimed at potential growth sectors
- Inward investment strategy
- Utility services including electricity, gas, water, and sewerage

Anything else you would like to tell us?

This question covers anything else you would like to say about the Joint Core Strategy

Please respond to this question on the form available on www.gndp.org.uk or in the questions booklet.

Question 28

Is there anything else you would like to say about the content of this Joint Core Strategy which has not already been covered in the previous questions?

Appendix 0 – the favoured option

Major growth to the north east of Norwich in the Old Catton-Sprowston-Rackheath-Thorpe St Andrew growth triangle and moderate growth at Wymondham, Hethersett, Cringleford, Easton / Costessey, and Long Stratton.

Introduction

The strategy for new major growth in the Norwich Policy Area is based on making the fullest use of land in sustainable locations within the Norwich urban area. The scale of new development needed over the next 20 years also requires significant greenfield allocations and the strategy for these is twofold.

A major urban extension is proposed in the Old Catton / Sprowston / Rackheath / Thorpe St Andrew growth triangle to provide a concentration of growth which can support local services and infrastructure including secondary education and high quality public transport links and with potential to contribute significant green infrastructure.

The growth triangle is proposed to accommodate 10,000 dwellings in total. A large part of the development at Rackheath may be provided as an 'eco-community' under a separate process progressed by central government. The proposed scale of growth within this area remains the same, even if the eco community does not get the go ahead.

In South Norfolk the urban edge is defined by the Yare valley which makes a similar large scale urban extension inappropriate. The strategy recognises this as well as the presence of the large freestanding market town of Wymondham and proposes moderate growth at a cluster of separate locations.

This is intended to offer a reasonable degree of locational choice for new development but in locations with access to public transport routes which currently perform well, or which are prioritised for improvement, and to a range of strategic employment locations

In terms of secondary education the preferred solution to meet the requirements of the development is being refined but the clustering of growth in this part of the Norwich Policy Area should enable some flexibility in coming to a solution.

The strategy also promotes development at Long Stratton to achieve local benefits through the provision of a bypass. Further work is being undertaken to establish the scale of development required to fund a bypass while providing for appropriate local infrastructure, without adversely affecting funding for other infrastructure required by the strategy.

Key Dependencies

To implement the option significant highway improvements are required at the Longwater (A1074), and Thickthorn (A11) and Harford (A140) junctions on the A47 Norwich Southern Bypass together with provision of the Norwich Northern Distributor Road which will also improve Postwick junction. Completion of a bypass is a prerequisite for the scale of growth identified in Long Stratton.

Growth at Wymondham and Hethersett is likely to require expansion of the existing Thickthorn Park and Ride site with improved access from A11 northbound. The growth in the north east will require the promotion of at least one bus priority route into the city centre which may be Gurney Road / Salhouse Road. Growth to the south of Norwich would need improvements to public transport – there will need to be bus priority improvements on the approach to the A140/A47 Harford junction. Within the Norwich Southern Bypass, further bus priority will need to be introduced along the A140 Ipswich Road.

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

A new secondary school is needed to serve the new community in the north east. The form and location of secondary provision for growth in the south and south west is yet to be determined. The scale of growth in the other locations means the secondary provision will need to be met by enhancing existing facilities in Long Stratton and off-site expansion in Wymondham. New primary schools would be provided within the housing developments.

Utilities such as water and electricity are critical and development cannot take place without them. There are different delivery mechanisms for these and the Joint Core Strategy does not need to shape their delivery as it does for education and transport. A wide range of services and infrastructure is needed to create a balanced community. These are not all listed above. Facilities such as healthcare will be required with large scale growth but in some circumstances development can start before all the new facilities are provided.

Description of major growth locations

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

This location will deliver an urban extension extending either side of the Norwich Northern Distributor Road. Part of this location is being promoted as an eco-community. The eco-community proposals set out specific principles for that area. Should eco community proposals not continue the strategy will still promote growth at the same scale to the north east of Norwich. Delivery is dependent on the implementation of the Norwich Northern Distributor Road. 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. The development will also require new local centres.
- a new secondary school with an initial phase to open within the first 5 years. To facilitate early provision the early phases of development will concentrate on family housing.
- Retention of existing important greenspaces and significant levels of heathland recreation to provide stepping stones to link Mousehold Heath to the surrounding countryside. Historic parkland will be conserved.
- 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
- a new rail halt at Rackheath
- permeability and community integration across the Norwich Northern Distributor Road and with existing communities.

Wymondham

This location will deliver expansion of the urban area to include:

- 2,200 dwellings located in a number of sites around the town whilst maintaining the strategic gap to the north and northeast
- 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 to maximising the use of rail connections
- safe and direct cycle and pedestrian routes to key locations in and around Wymondham including the town centre, the railway station and Gateway 11, and enhanced longer distance cycle access to Hethel, Hethersett and Norwich Research Park.
- Secondary education provision remains to be resolved.

Hethersett

This location will deliver more modest growth to the existing village to include:

- About 1,000 dwellings located whilst maintaining the strategic gap to the north and south west
- expansion of the existing village services
- possible expansion of secondary education provision
- New primary school provision as part of new development
- 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 Hethel, Wymondham, Norwich Research Park and the Hospital
- Green Infrastructure to provide enhanced public access to the countryside

Cringleford

This location will deliver more modest growth to the existing village to include:

- About 1,200 dwellings
- expansion of the existing services nearby
- new primary school provision as part of new development
- 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 Hethel, Norwich Research Park and the Hospital
- Green Infrastructure to provide enhanced public access to the countryside
- Secondary education provision remains to be resolved

Long Stratton

Growth at this location is planned to deliver a Long Stratton bypass, and therefore deliver local environmental improvements by removing through traffic. The final number of new homes built in Long Stratton is intended to fund a bypass and also provide a range of community infrastructure. It will include:

- around 1,800 dwellings
- enhanced facilities and access to the town centre
- secondary school provision will be provided by the expansion of the existing school
- investment in strategic green Infrastructure corridor
- public transport improvements including 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
- additional local employment opportunities.

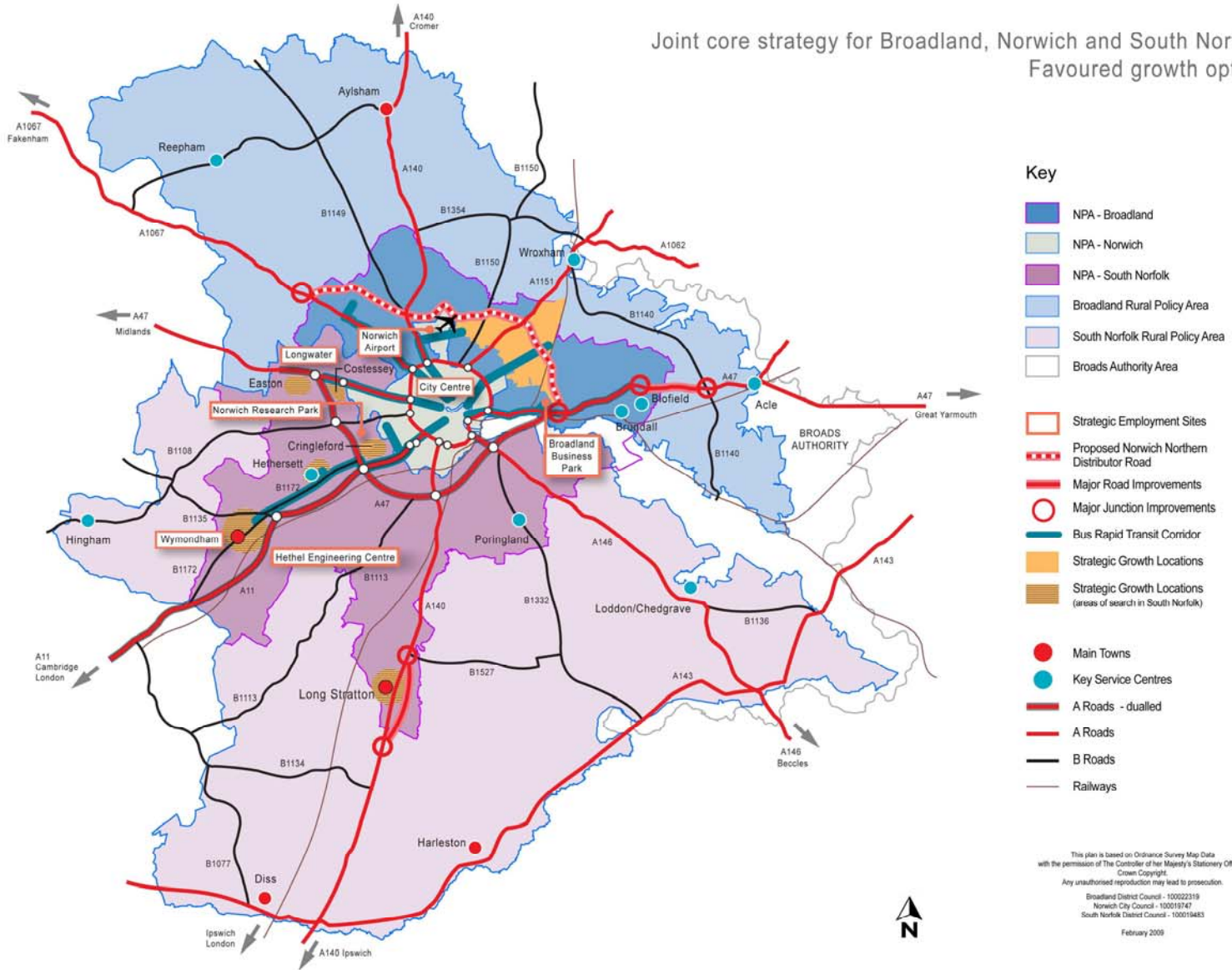
Easton / Costessey

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

- around 1,000 dwellings
- enhanced local services
- enhanced public access to the Yare valley including Bawburgh lakes
- bus rapid transit to the city centre via Dereham Road
- enhanced bus and cycle links 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.

Contingency and flexibility will be provided by efforts to encourage further brownfield opportunities and bringing forward larger sites more quickly. The strategy also identifies 3,000 dwellings in the Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle for the post 2026 period.

Joint core strategy for Broadland, Norwich and South Norfolk Favoured growth option



Appendix 1 – option one

Major growth at Wymondham and Hethersett on the A11 corridor and to the North East of Norwich inside and outside the Norwich Northern Distributor Road

Key Dependencies

To implement the option significant highway improvements are required at the Longwater (A1074), Watton Road (B1108) and Thickthorn (A11) junctions on the A47 Norwich Southern Bypass) together with provision of the Norwich Northern Distributor Road which will also improve Postwick junction.

The primary public transport route from the south west will be along Newmarket road. In addition bus priority measures are needed along Hethersett lane crossing the A47 and linking with the Norwich Research Park, Hospital and University, supported by expansion of the existing Thickthorn Park and Ride site with improved access from A11 northbound. The growth in the north east will require the promotion of at least one bus priority route into the city centre which may be Gurney Road / Salhouse Road.

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

New secondary schools are needed to serve the new communities in the north east, south west and Wymondham. The educational requirements of the remaining growth will be met by enhancing existing facilities. New primary schools would be provided within the housing developments.

Additional infrastructure will need to be provided to overcome the constraint on electricity supply to the Longwater area.

Description of major growth locations

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

This location will deliver an urban extension extending either side of the Norwich Northern Distributor Road (NNDR). Delivery is dependent on the implementation of the NNDR. 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 6,000 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. The development will also require new local centres.
- a new secondary school with an initial phase to open within the first 5 years. To facilitate early provision the early phases of development will concentrate on family housing.

- Retention of existing important greenspaces and significant levels of heathland re-creation to provide stepping stones to link Mousehold Heath to the surrounding countryside. Historic parkland will be conserved.
- 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
- a new rail halt at Rackheath
- permeability and community integration across the Norwich Northern Distributor Road and with existing communities.

South West Sector (Hethersett/Little Melton area)

This location will deliver a new country town providing

- at least 4,000 dwellings (rising to a total of at least 7,000 dwellings after 2026)
- a town centre based around an accessible “high street” designed to serve the new community and the immediate locality and not to draw trade from a wider area. The town centre will include retail, service and employment provision, a new library, healthcare and education facilities. The development will also require new local centres and be complemented by enhanced facilities in the existing villages.
- a new secondary school with an initial phase to open within the first five years (possibly delivered through the relocation and expansion of Hethersett High School)
- a new small scale business park closely integrated with the town
- extensive levels of green infrastructure to create a “Ketts Country” pastoral landscape of grass, wood, hedgerow and wetland habitat. This will include a new country park and significant landscape buffers to provide a setting for the town and to maintain important strategic gaps and the settings of Norwich and Wymondham
- Sustainable Drainage System (SuDS) – the underlying geology suggests this will also provide wetland habitat
- bus rapid transit to the city centre possibly via Newmarket Road
- safe and direct cycle routes and local bus services to Norwich Research Park, Wymondham and Longwater

Wymondham

This location will deliver expansion of the urban area to include

- at least 4,000 dwellings (rising to a total of at least 5,000 after 2026) located predominantly to the south and east of the town to ensure best access to the town centre and railway station and to maintain the strategic gap to the north and northeast
- expansion of the town centre of a quality that will retain and enhance the distinctive character of the existing historic centre
- a new secondary school with an initial phase to open within the first 5 years. To facilitate early provision the early phases of development will concentrate on family housing
- 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
- bus rapid transit to the city centre and exploiting any opportunities to maximise the use of rail connections

- safe and direct cycle and pedestrian routes to key locations in and around Wymondham including the town centre, the railway station and Gateway 11, and enhanced longer distance cycle access to Hethel, Hethersett and Norwich Research Park.

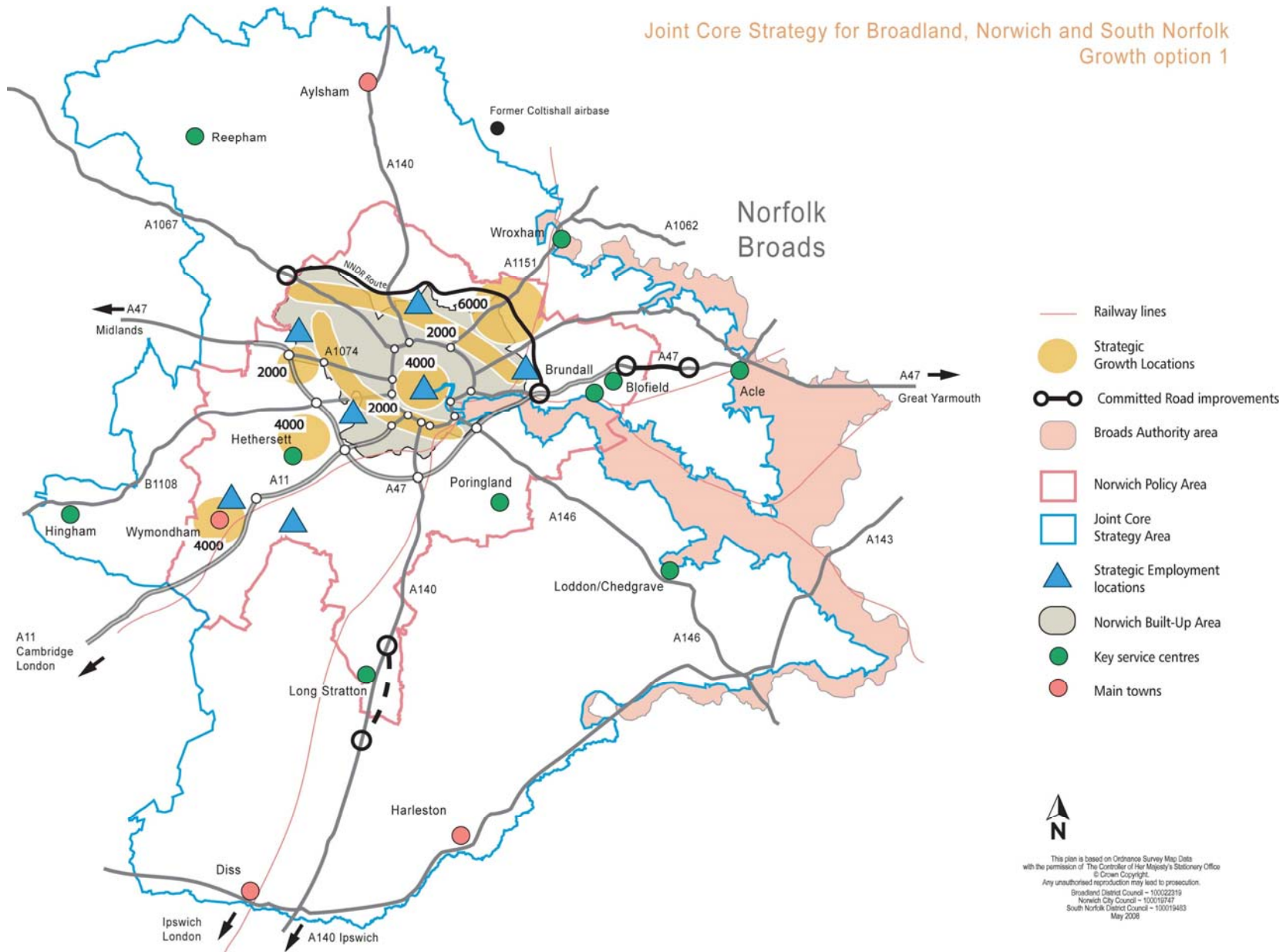
West

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

- around 2,000 dwellings at Costessey and Easton
- a new local centre at Easton
- secondary school provision will be provided by a combination of schools in the area at Costessey, Earlham and new provision at the south west growth location. Additional opportunities may be also provided at Easton College
- Green Infrastructure to provide enhanced public access to the Yare valley including Bawburgh lakes
- bus rapid transit to the city centre via Dereham Road
- bus and cycle links Norwich Research Park and to secondary schools (including the SW growth location)
- safe and direct cycle and pedestrian access to Longwater employment and retail area and the Bowthorpe employment area

(NB additional dwellings total to 24,000 i.e. 1,000 more than required to provide for contingency and flexibility. Further contingency and flexibility will be provided by efforts to encourage further brownfield opportunities and bringing forward larger sites more quickly. The strategy also identifies 8,000 dwellings (4.4 years supply) in large new communities for the post 2026 period).

Joint Core Strategy for Broadland, Norwich and South Norfolk Growth option 1



Appendix 2 – option two

Major growth at Hethersett and to the North East of Norwich inside and outside the Norwich Northern Distributor Road and moderate growth at Wymondham and Long Stratton

Key Dependencies

To implement the option significant highway improvements are required at the Longwater (A1074), Watton Road (B1108) and Thickthorn (A11) junctions on the A47 Norwich Southern Bypass) together with provision of the Norwich Northern Distributor Road which will also improve Postwick junction. Completion of a bypass is a prerequisite for the scale of growth identified in Long Stratton.

The primary public transport route from the south west will be along Newmarket road. In addition bus priority measures are needed along Hethersett lane crossing the A47 and linking with the Norwich Research Park, Hospital and University, supported by expansion of the existing Thickthorn Park and Ride site with improved access from A11 northbound. The growth in the north east will require the promotion of at least one bus priority route into the city centre which may be Gurney Road / Salhouse Road.

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

New secondary schools are needed to serve the new communities in the north east and, south west. The scale of growth in the other locations means the secondary provision will need to be met by enhancing existing facilities in Long Stratton and off-site expansion in Wymondham. New primary schools would be provided within the housing developments.

Additional infrastructure will need to be provided to overcome the constraint on electricity supply to the Longwater area.

Description of major growth locations

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

This location will deliver an urban extension extending either side of the Norwich Northern Distributor Road (NNDR). Delivery is dependent on the implementation of the NNDR. 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 6,000 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. The development will also require new local centres.
- a new secondary school with an initial phase to open within the first 5 years. To facilitate early provision the early phases of development will concentrate on family housing.

- Retention of existing important greenspaces and significant levels of heathland re-creation to provide stepping stones to link Mousehold Heath to the surrounding countryside. Historic parkland will be conserved.
- 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
- a new rail halt at Rackheath
- Permeability and community integration across the Norwich Northern Distributor Road and with existing communities.

South West Sector (Hethersett/Little Melton area)

This location will deliver a new country town providing

- at least 4,000 dwellings (rising to a total of at least 7,000 dwellings after 2026)
- a town centre based around an accessible “high street” designed to serve the new community and the immediate locality and not to draw trade from a wider area. The town centre will include retail, service and employment provision, a new library, healthcare and education facilities. The development will also require new local centres and be complemented by enhanced facilities in the existing villages.
- a new secondary school with an initial phase to open within the first five years (possibly delivered through the relocation and expansion of Hethersett High School)
- a new small scale business park closely integrated with the town
- extensive levels of green infrastructure to create a “Ketts Country” pastoral landscape of grass, wood, hedgerow and wetland habitat. This will include a new country park and significant landscape buffers to provide a setting for the town and to maintain important strategic gaps and the settings of Norwich and Wymondham
- Sustainable Drainage System (SuDS) – the underlying geology suggests this will also provide wetland habitat
- bus rapid transit to the city centre possibly via Newmarket Road
- safe and direct cycle routes and local bus services to Norwich Research Park, Wymondham and Longwater

Wymondham

This location will deliver expansion of the urban area to include

- 2,000 dwellings located in a number of sites around the town whilst maintaining the strategic gap to the north and northeast
- expansion of the town centre of a quality that will retain and enhance the distinctive character of the existing historic centre
- expanded secondary school provision, possibly through a free-standing sixth form 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 and exploiting any opportunities to maximise the use of rail connections
- safe and direct cycle and pedestrian routes to key locations in and around Wymondham including the town centre, the railway station and Gateway 11, and enhanced longer distance cycle access to Hethel, Hethersett and Norwich Research Park

West

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

- around 2,000 dwellings at Costessey and Easton
- a new local centre at Easton
- secondary school provision will be provided by a combination of schools in the area at Costessey, Earlham and new provision at the south west growth location. Additional opportunities may be also provided at Easton College
- Green Infrastructure to provide enhanced public access to the Yare valley including Bawburgh lakes
- bus rapid transit to the city centre via Dereham Road
- bus and cycle links to Norwich Research Park and to secondary schools (including the south west growth location)
- safe and direct cycle and pedestrian access to Longwater employment and retail area and the Bowthorpe employment area

Long Stratton

This location is dependent on the Long Stratton bypass and will provide:

- around 2,000 dwellings
- enhanced facilities and access to the town centre
- secondary school provision will be provided by the expansion of the existing school
- investment in strategic green Infrastructure corridor
- public transport improvements including 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
- additional local employment opportunities.

(NB additional dwellings total to 24,000 i.e. 1,000 more than required to provide for contingency and flexibility. Further contingency and flexibility will be provided by efforts to encourage further brownfield opportunities and bringing forward larger sites more quickly. The strategy also identifies 7,000 dwellings (almost 4 years supply) in large new communities for the post 2026 period).

Appendix 3 - option three

Major growth to the North East of Norwich inside and outside the Norwich Northern Distributor Road and to the south of Norwich in the Swainsthorpe, Mulbarton and Swardeston area and moderate growth at Wymondham and Long Stratton

Key Dependencies

To implement the option significant highway improvements are required at the Longwater (A1074), and Thickthorn (A11) and Harford (A140) junctions on the A47 Norwich Southern Bypass together with provision of the Norwich Northern Distributor Road (NNDR) which will also improve Postwick junction. Completion of a bypass is a prerequisite for the scale of growth identified in Long Stratton.

To facilitate the necessary public transport access from the south will need to be bus priority improvements on the approach to the A140/A47 Harford junction and B1113. Within the Norwich Southern Bypass, further bus priority will need to be introduced along the A140 Ipswich Road. Growth at Wymondham is likely to require expansion of the existing Thickthorn Park and Ride site with improved access from A11 northbound. The growth in the north east will require the promotion of at least one bus priority route into the city centre which may be Gurney Road / Salhouse Road.

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

A new secondary school is needed to serve the new community in the north east. The form and location secondary provision for growth in the south is yet to be determined. The scale of growth in the other locations means the secondary provision will need to be met by enhancing existing facilities in Long Stratton and off-site expansion in Wymondham. New primary schools would be provided within the housing developments.

Additional infrastructure will need to be provided to overcome the constraint on electricity supply to the Longwater area.

Description of major growth locations

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

This location will deliver an urban extension extending either side of the Norwich Northern Distributor Road (NNDR). Delivery is dependent on the implementation of the NNDR. 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 6,000 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. The development will also require new local centres.

- a new secondary school with an initial phase to open within the first 5 years. To facilitate early provision the early phases of development will concentrate on family housing.
- Retention of existing important greenspaces and significant levels of heathland recreation to provide stepping stones to link Mousehold Heath to the surrounding countryside. Historic parkland will be conserved.
- 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
- a new rail halt at Rackheath
- permeability and community integration across the Norwich Northern Distributor Road and with existing communities.

South Sector (Mangreen / Swardeston / Mulbarton / Swainsthorpe area)

This location will deliver a new ‘country town’ providing

- 4,500 dwellings (with the potential to expand after 2026)
- a town centre based around an accessible “high street” designed to serve the new community and the immediate locality and not to draw trade from a wider area. The town centre will include retail, service and employment provision, a new library, healthcare and education facilities. The development will also require new local centres and be complemented by enhanced facilities in the existing villages.
- new strategic business park of about 50 hectares to the north of the area to ensure access to the A140 and A47.
- a new secondary school with an initial phase to open within the first five years to serve new and existing communities
- enhanced levels of green infrastructure
- bus rapid transit to the city centre possibly via Ipswich Road
- safe and direct cycle routes to the city centre, the Norwich Research Park
- traffic will be managed to reduce impacts on the network of small roads to the south and west of the area.

Wymondham

This location will deliver expansion of the urban area to include:

- 2,000 dwellings located in a number of sites around the town whilst maintaining the strategic gap to the north and northeast
- expansion of the town centre of a quality that will retain and enhance the distinctive character of the existing historic centre
- expanded secondary school provision, possibly through a free-standing sixth form 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 and exploiting any opportunities to maximise the use of rail connections
- safe and direct cycle and pedestrian routes to key locations in and around Wymondham including the town centre, the railway station and Gateway 11, and enhanced longer distance cycle access to Hethel, Hethersett and Norwich Research Park

West

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

- around 1,000 dwellings at Costessey and Easton
- enhanced local services at Easton
- secondary school provision will be provided by a combination of schools in the area at Costessey, Hethersett and Earlham. Additional opportunities may be also provided at Easton College
- Green Infrastructure to provide enhanced public access to the Yare valley including Bawburgh lakes
- bus rapid transit to the city centre via Dereham Road
- bus and cycle links to 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

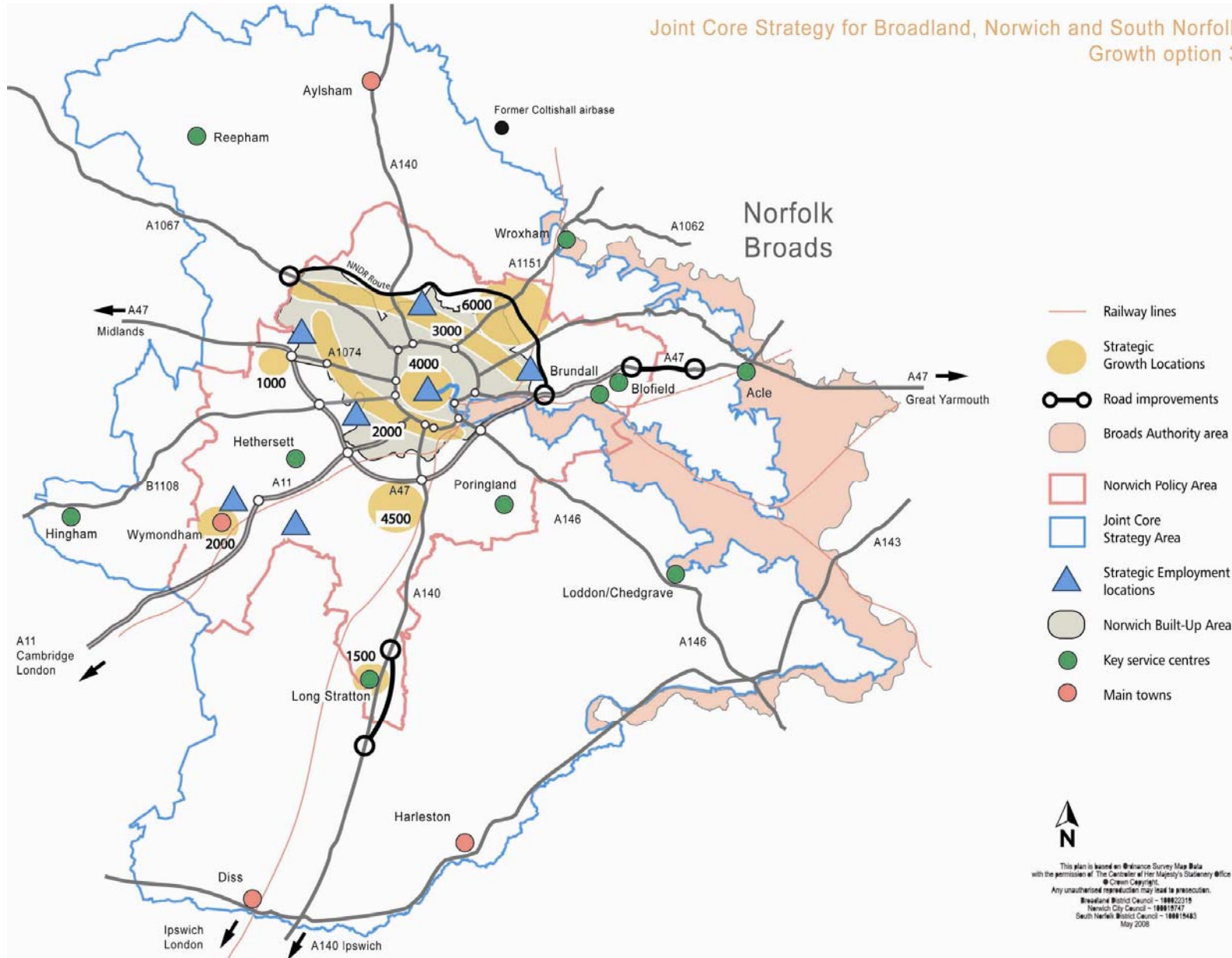
Long Stratton

This location is dependent on the Long Stratton bypass and will provide:

- around 1,500 dwellings
- enhanced facilities and access to the town centre
- secondary school provision will be provided by the expansion of the existing school
- investment in strategic green Infrastructure corridor
- public transport improvements including 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
- additional local employment opportunities.

(NB additional dwellings total to 24,000 i.e. 1,000 more than required to provide for contingency and flexibility. Further contingency and flexibility will be provided by efforts to encourage further brownfield opportunities and bringing forward larger sites more quickly. The strategy also identifies 4,000 dwellings (just over 2 years supply) in large new communities for the post 2026 period).

Joint Core Strategy for Broadland, Norwich and South Norfolk
Growth option 3



Appendix 4 - Definition of the Norwich Policy Area

The Norwich Policy Area is shown below:

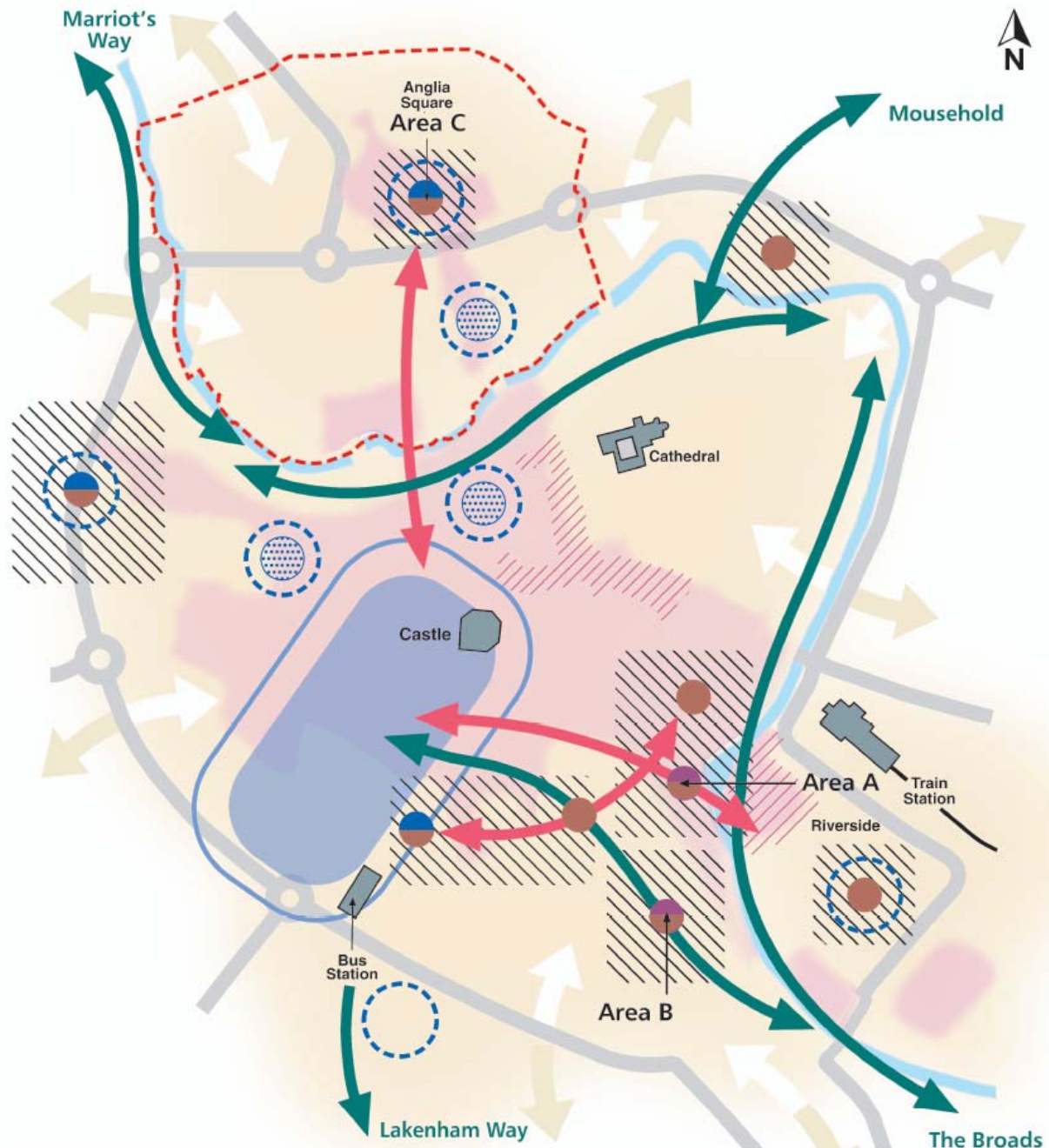


Definition of the Norwich Policy Area

All wards in the City of Norwich, and the following Parishes:

Bawburgh	Ketteringham
Beeston St Andrew	Kirby Bedon
Bixley	Little Melton
Blofield	Long Stratton
Bracon Ash	Marlingford and Colton
Bramerton	Mulbarton
Brundall	Newton Flotman
Caistor St Edmund	Old Catton
Colney	Poringland
Costessey	Postwick with Witton
Cringleford	Rackheath
Drayton	Salhouse
East Carleton	Spixworth
Easton	Sprowston
Flordon	Stoke Holy Cross
Framingham Earl	Surlingham
Framingham Pigot	Swainsthorpe
Great and Little Plumstead	Swardeston
Great Melton	Tasburgh
Hellesdon	Taverham
Hemblington	Tharston and Hapton
Hethersett	Thorpe St Andrew
Horsford	Thorpe St Andrew
Horsham St Faith and Newton St Faith	Trowse with Newton
Keswick	Wymondham (includes Spooner Row)

Appendix 5 – City Centre Key Diagram



CITY CENTRE KEY DIAGRAM

City Centre - Historic City and recent city centre expansion. Housing development to include both high density and family dwellings. Target = x dwellings	Enhanced retail function. Expansion of primary retail Area.	Areas of change. Mixed use development sites with improved public realm.
Northern City Centre. Developed as Area Action Plan.	Specialist shopping areas.	Main focus of change -residential
Leisure Areas. Promotion of tourism, the evening and visitor economy.	Other shopping areas.	Main focus of change -commercial
Late Night leisure Areas.	Enhanced principal Green Links	Main focus of change -retail
	Improved Public Realm links.	Split focus of change
0 100 200 300 400 500 metres		Enhanced transport links within and out of the City Centre in accordance with The Norwich Area Transportation Strategy.

NORWICH City Council

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Appendix 6

Supporting Documents

- Greater Norwich Employment Growth and Employment Sites and Premises Study
- Greater Norwich Water Cycle Study – stages 1 and 2a
- Greater Norwich Retail and Town Centres Study
- Green Infrastructure Study
- Feasibility Study for a Concert / Convention Hall
- Norwich Growth Area – Infrastructure Need and Funding Study
- Sustainability Appraisal
- Strategic Flood Risk Assessment
- Issues and Options consultation Report
- Technical Reg 25 consultation Report

All of the above are available on the GNDP's website at www.gndp.org.uk

Further studies planned:

- Renewable Energy study
- Greater Norwich Infrastructure Need and Funding Study
- Strategic Housing Land Availability Assessment
- Knowledge Economy Study

Appendix 7

Glossary

Accessible

Easy to travel to and enter by whatever means of movement is appropriate (including public transport, cycle, on foot or (for buildings) in a wheelchair or with limited mobility).

Adopt

Formally approve. Assume responsibility for future maintenance.

Affordable housing

Housing provided for sale, rent or shared equity at prices permanently below the current market rate, which people in housing need are able to afford. It is usually provided to meet a specific housing need which cannot be met by the housing available on the open market.

Ancient woodland

Land which has been woodland continuously since at least 1600AD and which has not been cleared other than for underwood or timber production.

Allocated

Land which has been identified on the current Local Plan Proposals Map (or Inset Map) for a specific form of development. Allocations will be made in future Development Plan Documents and shown on an updated Proposals Map.

Amenity

Those qualities of life enjoyed by people that can be influenced by the surrounding environment in which they live or work. "Residential amenity" includes for example a reasonable degree of privacy, freedom from noise nuisance, air pollution etc. normally expected at home.

Ancillary

Use or development of a different subsidiary use, but which is related to and often found in association with primary use or development.

Aquifer

Underground layer (stratum) of rock in which water naturally occurs. Water for human use may be extracted by means of wells and boreholes.

Backland

Area of land (often enclosed by other buildings) having no frontage or direct means of access onto a highway.

Biodiversity

The variety of life on earth or any given part of it.

Brownfield land, brownfield site

See previously developed land

Built environment

Surroundings which are generally built up in character. The collection of buildings, spaces and links between them which form such an area.

Business (b1) use

Use for light industry, offices (where the office does not provide a service directly to the visiting public) and research and development (as defined in the Use Classes Order). Light industry is industry which is capable of being carried out in a residential area without causing nuisance, including as a result of traffic movement.

City centre

The main commercial area of the city currently defined as the area shown on the inset map to the proposals map of the city of Norwich local plan.

Commercial centre

The centre of larger market towns and villages where there is a concentration of shops and other services which cater for customers for a group of nearby settlements. (see convenience goods and district centre).

Commitments

Development proposals, which are carried forward in this development plan document but already have planning permission or were allocated in the previously adopted local plans.

Commuted payment/sum

Either a payment made by a developer to the local planning authority (usually secured by means of planning obligation) to fund provision of a facility needed to serve a development, but to be built or provided elsewhere or in some way other than by the developer, or a one off payment by a developer to another body to enable it to adopt a facility. In this context the commuted payment provides funding for the long term maintenance of the facility.

Community facilities

Services available to residents in the immediate area to meet the day-to-day needs of the community, including village halls, post offices, doctors' and dentists' surgeries, recycling facilities, libraries and places of worship.

Comparison goods

Household or personal items which are more expensive and (often) larger than convenience goods and are usually purchased after comparing alternative models/types/styles and price of the item (e.g. clothes, furniture, electrical appliances). Such goods generally are used for some time.

Conservation area

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

Convenience goods

Items bought for everyday needs, including food and other groceries, newspapers, drink and tobacco and chemist's goods. Generally such goods are used or consumed over a relatively short period. Supermarkets are single level, self service stores, generally of 1,000 - 2500 square metres trading floor area, selling mainly food often with car parking.

Superstores are larger (generally over 2,500 square metres trading floor space) selling mainly food, but sometimes food and non food goods, with car parking.

County wildlife site

Wildlife habitat identified and designated as being of particular local interest of importance by Norfolk county council and the Norfolk wildlife trust but which is not of sufficient national merit to be declared as an SSSI.

Curtilage

The area of land associated with a building. The curtilage of a house is normally its garden and the curtilage of a commercial building its ancillary open areas such as for parking/services and landscaping. In development control the word has an important legal application as permitted development rights may pertain within a curtilage; and buildings within the curtilage of a listed building are also deemed to be listed. If, in a specific case, there is any doubt over the definition of a curtilage, the views of the planning authority should be sought.

Development

Defined in planning law as "the carrying out of building, engineering, mining or other operations in, on, over, or under land, or the making of a material change of use of any building or land" (see also permitted development).

Development Plan

A suite of plans guiding future development in the area. The development plan consists of the regional spatial strategy and locally prepared development plan documents.

Development Plan Documents

Locally prepared documents which form part of the development plan and which are therefore subject to independent examination before adoption.

Development brief

See supplementary planning documents.

District shopping centre

A group of shops, containing at least one supermarket or superstore (see convenience goods) and other services, providing for a catchment extending beyond the immediate locality. (see commercial centre and city centre).

East of England Development Agency (EEDA)

Government agency created in April 1999 to help further economic regeneration and prosperity in Eastern England (Norfolk, Suffolk, Cambridgeshire, Hertfordshire, Bedfordshire and Essex). EEDA administers a wide range of funding programmes including the market town initiative.

East of England Plan

Regional spatial strategy for the east of England region, prepared by the East of England regional assembly but ultimately approved by the secretary of state for communities and local government. It forms part of the development plan for the area along with locally prepared development plan documents, which must be in general conformity with it. (see regional spatial strategy).

Employment area

Industrial estate or other area that is used primarily for industrial, warehousing, office or other business uses falling within classes b1, b2 and b8 of the use classes order, and/or where such development is proposed.

Employment use

Use primarily for industrial, warehousing, office or other business uses falling within classes b1, b2 and b8 of the use classes order. Generally other forms of employment such as retail entertainment etc are covered by specific policies or policies for a specific area e.g. the city centre

Environmental statement

Written statement, required to be submitted by the applicant with certain kinds of planning application, which sets out the anticipated effects of the proposed development. Such statements deal with the full environment effects of major development proposals and include any mitigation measures needed under the town and country planning (environmental impact) regulations 1999. For certain developments an environmental statement is mandatory while for others it may be required by the local planning authority.

General permitted development order

The town and country planning (general permitted development) order 1995, a statutory order which sets out those kinds of development which do not need specific planning permission (permitted development). The local planning authority can make a legal order on land or premises (called an article 4 direction) or attach a condition to a planning permission, requiring permission to be obtained for particular types of development which would otherwise be allowed by the General Permitted Development Order.

Greenfield land (or site)

Land which has not previously been built on, including land in use for agriculture or forestry and land in built up areas used for outdoor sport and recreation (including public and private open space and allotments). Does not include residential garden land.

Grey water

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

Heritage

The collective value inherited and passed on from one generation to another through representative artefacts or remains; qualities which are worthwhile to preserve for posterity.

Infill development

Small scale development filling a gap within an otherwise built up frontage.

Infrastructure

The network of services to which it is usual for most buildings or activities to be connected. It includes physical services serving the particular development (eg gas, electricity and water supply; telephones, sewerage) and also includes networks of roads, public transport routes, footpaths etc as well as social infrastructure e.g. Meeting halls, schools medical facilities etc. And green infrastructure such as open space, accessible natural or semi natural green space or countryside.

Institution

Premises (not including residential) used for health care, crèche, day nursery or day centre, galleries, libraries, museum, exhibitions or worship. See also residential institution.

Joint use

Provision or use of a facility or open space (eg sports pitches, swimming pool) by different groups at different times, which includes some element of opening to the general public.

Legal agreement

See planning obligation

Listed building

A building of special historical and/or architectural interest considered worthy of special protection and included and described in the statutory list of such buildings published by the department of culture, media and sport. Alteration, demolition or extension of such a listed building requires special consent.

Local nature reserve

Area of botanical or wildlife interest where access and use by local people is encouraged through designation by the local authority.

Local shopping centre

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

Local Transport Plan

Statement of policy and programme for transport investment over a five year period, prepared by Norfolk County Council, and subject to annual monitoring and periodic review.

Mitigating measures

Any works or actions required to be carried out by developers to reduce the impact of the development on the surrounding environment or to address particular environmental effects which would otherwise make that development unacceptable.

Mode hierarchy

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

Monitoring

Regular collection and analysis of relevant information in order to assess the outcome and effectiveness of local plan policies and proposals and to identify whether they need to be reviewed or altered.

Norwich Policy Area

Part of the county which is centred on and strongly influenced by the presence of Norwich as a centre for employment, shopping and entertainment, generally comprising the fringe and first ring of large villages around the city of Norwich, but extending to Long Stratton and Wymondham.

Norwich Area Transportation Strategy

Statement of strategic transportation policy for Norwich and surrounding area, most recently adopted in 2004.

Norwich fringe

Area next to the city of Norwich, but lying in another administrative district which is predominantly developed, including open spaces encompassed within the developed area. For Broadland this includes the continuously built up parts of Hellesdon, Drayton, Taverham, Old Catton, Sprowston and Thorpe St Andrew and in South Norfolk it includes Colney, Costessey, Cringleford and Trowse.

Park and ride

Provision of parking areas at the edge of the built up area and linked by frequent bus (or other public transport) services to the city centre.

Permitted development

Certain categories of minor development as specified in the general permitted development order, which can be carried out without having to first obtain specific planning permission. This may include specified building guidelines or change of use (see use classes) see also general permitted development order.

Planning obligations

Binding legal agreements made between a developer and the local planning authority under section 106 of the town and country planning act 1990, to ensure that specific works are carried out, payments made or other actions undertaken which would otherwise be outside the scope of the planning permission. Often called section 106 obligations. The term legal agreements may embrace s106 obligations and also agreements under other legislation e.g. highways act or water resources act.

Previously developed land

Any land which is or was occupied by a permanent structure (excluding agricultural and forestry buildings) and associated fixed surface infrastructure, including the curtilage of (land attached to) buildings. Includes defence buildings and land used for mineral extraction or waste disposal when there is no requirement for subsequent restoration. Often called brownfield land.

Protected species

Any species (of wildlife etc) which, because of its rarity or threatened status is protected by statutory legislation (the wildlife and countryside act 1981 (as amended) and the conservation (natural habitats etc) regulations 1994).

Public rights of way

In this context, public rights of way means public footpaths and bridleways as defined in the countryside and rights of way act 2000. The phrase "rights of way" include the above and permissive routes where there is no legal right of way but access is permitted by the landowner.

(Public) utility provider

Any organisation which provides services and infrastructure commonly available to domestic and commercial premises and their occupants including gas, water, drainage, electricity telephone, cable tv and internet services, public transport, refuse collection, street lighting, sewerage etc.

Regional Spatial Strategy

Broad strategy setting out spatial planning policies for a region. It forms part of the development plan for the area along with locally prepared development plan documents, which must be in general conformity with it. The regional spatial strategy for this part of England is called the East of England Plan.

Renewable energy

In its widest definition, energy generated from sources which are non-finite or can be replenished. Includes solar power, wind energy, power generated from waste, biomass etc.

Residential institution

Residential establishment, (which may also provide medical care or other support) in which residents live communally with catering and housekeeping services provided centrally. Includes nursing homes, residential homes and also includes hostels where a significant element of care is involved but excludes sheltered and supported housing schemes where the dwelling units are self-contained. Also excludes hotels. See also institution.

Retail assessment/retail impact assessment

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

Retail warehouse

Large, single storey, warehouse building (usually over 1000 square metres gross) for the display and sale of household (normally bulky) goods e.g. carpets, furniture, electrical goods to the public. May be sited within a retail park or be free-standing.

Retail (warehouse) park

Group of three or more retail warehouses located together on the same site with shared access and car parking.

Rights of way

In this context, rights of way means public footpath and bridleways as defined in the countryside and rights of way act 2000. The phrase "rights of way" include the above and permissive routes where there is no legal right of way but access is permitted by the landowner.

Route hierarchy

The county council has categorised the roads in Norfolk according to their purpose and suitability for their purpose and has defined a network serving small parts of Norfolk (cells). The following categories are included in the plan: principal routes (routes of national importance) and main distributor routes (which provide essential cross county links).

Scheduled ancient monument

Ancient structure, usually unoccupied, above or below the ground, which is preserved by order of the secretary of state. Works affecting an ancient monument must be approved by the secretary of state.

Settlement limit

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

Sequential approach/test

Principle, adopted by some government planning guidance, of planning for new development so as to direct that development to the most accessible locations practicable, and thus to minimise the need to travel. Such an approach means that in selecting sites and assessing development proposals, the locations should be assessed according to an order of preference set out in the guidance concerned.

Shared equity

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

Street furniture

Collective term for permanent structures installed within the highway, including footways and pedestrian areas. Includes street lighting columns, signs, seats, litter bins, telephone kiosks, post boxes etc.

Structure plan

The part of the former development plan system which sets out the broad framework for development in Norfolk. The current structure plan prepared by Norfolk county was adopted in October 1999. It will be superseded by the East of England Plan, when adopted, though certain structure plan policies will be "saved" in the East of England Plan.

Site of Special Scientific Interest (SSSI)

Site or area designated as being of national importance because of its wildlife plants or flower species and/or unusual or typical geological features. SSSIs are identified by Natural England and have protected status under the wildlife and countryside act 1981.

Supermarket, superstore

See convenience goods.

Supplementary Planning Document (SPD)

Guidance published by the local planning authorities to provide further detailed information on how local plan policies are to applied or interpreted. SPD may be prepared jointly, particularly where a consistent policy approach is required over an area covered by more than one local planning authority. SPD may be concerned with a particular issue, or it may give more detailed guidance of the development of a specific site, covering a whole range of issues. This is frequently referred to as a development brief.

Sustainable development

The main dimensions of sustainable development as identified in the UK's strategy for sustainable development ('a better quality of life, a strategy for sustainable development' 1999) are as follows:

- Social progress which recognises the needs of everybody
- Effective protection of the environment
- Prudent use of natural resources
- The maintenance of high and stable levels of economic growth and employment.

Sustainable drainage system

Efficient drainage system which seeks to minimise wastage of water, including the use of appropriate groundcover to enable maximum penetration of clean water run-off into the ground and, where appropriate, recycling grey water within the development. Designed to minimise the impact of development on the natural water environment.

Traffic calming/management

A series of related measures taken in an area in order to reduce the intrusive effects of traffic, especially speed.

Travel assessment

An assessment that may be required in connection with major development proposals that looks at how people are likely to access the development and its effects on travel patterns. It will also look at how any undesirable consequences can be mitigated. It should consider how access on foot, by cycle or public transport can be promoted and how the demand for car parking can be minimised.

Urban Heat Island

An Urban Heat Island is a built-up area which is significantly warmer than the countryside surrounding it. The main cause of the urban heat island is modification of the land surface by urban development.

Use classes order

The town and country planning (use classes) order, 1987, a statutory order made under planning legislation, which groups land uses into different categories (called use classes). Change of within a use class and some changes between classes do not require planning permission. Some uses (known as sui generis) do not fall within any use class.

Windfall site

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



**For more information or if you require
this document in another format or
language, please phone:**

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