

Greater Norwich Local Plan

Document 1 – The Strategy

(Adoption Version for Councils, March 2024)

Greater Norwich Local Plan

DOCUMENT 1 THE STRATEGY

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	<p>Strategy for the areas of growth</p> <p>This section specifies where new housing and employment growth will be distributed, and any specific policies linked to each location. The areas covered are:</p> <p>Policy 7.1 Norwich Urban Area including the fringe parishes</p> <p>Policy 7.2 The Main Towns</p> <p>Policy 7.3 The Key Service Centres</p> <p>Policy 7.4 Village Clusters</p> <p>Policy 7.5 Self-build and custom build windfall housing development outside defined settlement boundaries</p>	96
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DOCUMENT 2 THE SITES (this is a separate document)

Site Allocations Document	<p>The Site Allocation Document includes maps and site allocation policies. It consists of:</p> <ol style="list-style-type: none"> 1. An introduction 2. Site allocations organised according to the settlement hierarchy by: Strategic Sites, Norwich urban area and the fringe parishes, Main Towns, Key Service Centres and Village Clusters in Broadland (see policies 1 and 7 for further details). 3. Gypsy and Traveller sites which are grouped together at the end of the document.
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DOCUMENT 3 THE MONITORING FRAMEWORK (this is a separate document)

Monitoring Framework Document	<p>Monitoring of the GNLP is based on the implementation of both the plan's policies and its objectives. The framework consists of plan and local contextual indicators for strategic policies in table 1, site progress indicators in table 2, and sustainability appraisal indicators in table 3.</p>
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FOREWORD

We have worked together across boundaries and political divides for eight years to create this Local Plan that will shape our lives for the better and enhance our place over twenty years.

Greater Norwich (Broadland, Norwich and South Norfolk district councils working in partnership with Norfolk County Council and the Broads Authority) has an excellent record of partnership working.

We were one of the first partnerships nationally to adopt a joint local plan, the Joint Core Strategy, in 2011 (only 16 areas have adopted joint plans in England). Since 2013, we have taken a successful and unique approach by pooling Community Infrastructure Levy income from developers to help to pay for the infrastructure improvements we need.

We have worked with all the Norfolk planning authorities and with infrastructure providers and environmental bodies using common data to plan together for our strategic needs across the county and with our neighbours in Suffolk. As a result, growth has been well-planned, with new infrastructure delivered to support it, whilst at the same time protecting and enhancing our special environment.

This plan, the Greater Norwich Local Plan (GNLP), builds on our extensive experience of joint working to identify where growth and new infrastructure is needed from 2018 to 2038. Our ambition is that the GNLP will make sure that our unique area continues to be well-planned, so that growth brings with it benefits for all and provides for a sustainable future. Plan adoption will keep us at the forefront of joint planning nationally which will help us to attract investment into the area, including Government funding.

The plan will deliver high-quality homes, along with a broad range of new jobs and supporting infrastructure, including green infrastructure, roads, schools, health care and broadband connectivity. The plan includes a range of policies which will ensure that the development is in the best locations to support our existing communities and to create thriving new communities, as well as making sure that development is well-designed, and is sustainable. We are focusing growth close to the places with the best facilities and connectivity. We are protecting the gaps between settlements whilst allowing our villages to grow in a measured way to sustain rural services.

The approach to growth set out in this plan means that we will build better, stronger, and greener. We have identified housing sites that will be sustainable in the long-term and provide homes for all, from young people looking for their first home through to meeting the needs of an ageing population. Government targets have led to around 45,000 new homes being provided for in the plan period to 2038. The good news is that over 8,700 of the homes we need were built between 2018 and 2022.

Our local economy has strong foundations. The plan will help us to play our part in the wider national push to a low carbon economy. To do this, the plan encourages economic growth in the right locations, providing opportunities for businesses to expand or relocate to our area. It encourages innovation and building on our strengths, particularly in the agri-tech and life sciences sectors, together with the growth of a wide range of economic sectors from advanced manufacturing to digital creative industries - each supported by an increasingly skilled workforce. Our plan will stimulate the creation of a strong, enterprising, productive, broad-based, and post-carbon economy.

Protecting our environment and habitats and creating new green spaces and green infrastructure links to provide new and improved habitat networks and biodiversity net gain for all development sites are also key considerations as we respond to climate change.

Collectively we stand ready to deliver on these far-reaching ambitions for all of us who live and work in Greater Norwich.

We believe the Greater Norwich Local Plan contains a blueprint which will help our area realise its potential. It will deliver the homes, jobs, infrastructure, environmental benefits, and low carbon growth which we need.

Councillor Susan Holland, Leader of Broadland District Council

Councillor Mike Stonard, Leader of Norwich City Council

(from March 6th 2024) Councillor Lord Fuller OBE, Leader of South Norfolk Council

March 2024

SECTION 1 – INTRODUCTION

What is a local plan?

1. All planning authorities must produce a local plan to guide growth in their area. In the Greater Norwich area, Broadland District Council, Norwich City Council and South Norfolk Council have worked together to produce this joint strategic plan, the Greater Norwich Local Plan (GNLP). This also includes working closely with Norfolk County Council and the Broads Authority.
2. The GNLP identifies the strategy for growth in this first part of the plan, the GNLP Strategy. The sites to deliver the strategy are in the second part of the plan, the GNLP Sites Plan. This is supported by amendments to the adopted Policies Map covering site allocations. The third part of the plan is its monitoring framework. The plan will be used to help to assess planning applications.
3. The plan runs from 2018 to 2038. It provides up-to-date policies to guide development in rapidly changing times and meets Government requirements set out in the National Planning Policy Framework (NPPF).
4. This plan has been prepared ahead of the likely implementation of the new system for plan-making Government has committed to introducing through the Levelling Up and Regeneration Act (LURA) and changes to the National Planning Policy Framework.
5. Therefore, the GNLP will play a key role in guiding the transition to the new planning system, helping to ensure sustainable housing and jobs growth in Greater Norwich.

Setting the scene – a vibrant place to live and work

6. The Greater Norwich economy draws on Norwich's role as the regional capital, the dynamism of other strategic employment locations such as Norwich Research Park, excellent higher education facilities including the University of East Anglia and Norwich University of the Arts, as well as rapidly improving transport links.
7. Our strengths also include the excellent quality of life on offer, our wonderful natural environment, and our heritage - from the vibrant and historic city centre of Norwich to our dynamic market towns and villages. Combined, these will play a pivotal role in Greater Norwich's economic success.
8. Covid-19 has had a major economic impact and there may be further impacts from Brexit. However, Greater Norwich is well-placed to bounce back and play its part in national economic recovery over the short, medium, and longer term. In putting this plan together, we must take a long-term view of our development needs to allow the housing, jobs, services and infrastructure we need to be provided at the right time and in the right places. Such a long-term plan-led approach is both good planning and required by Government.
9. The GNLP both continues and adds to the long-term and successful approach set from the second decade of the century in the Joint Core Strategy for Broadland, Norwich, and

South Norfolk (JCS), and provides an excellent basis for the new approach to strategic planning that the Government is introducing.

Planning to our strengths

10. Greater Norwich is recognised nationally as a key engine of growth and one of the fastest growing parts of the country. It is an area establishing itself as a leader in science, technology and advanced manufacturing with strong connections to Cambridge as part of the Cambridge Norwich Tech Corridor. We must continue to build on our strengths and are committed to help turn world class knowledge and ideas into world class jobs, particularly in life sciences and biotechnology, agri-tech, food and drink, information, and communication technology (ICT), digital creative industries and high-value engineering. These are all significant growth sectors, but we also need to support and boost other sectors underpinning our economy such as financial services, culture, and tourism.
11. To do this, we must make the most of our main strengths whilst also planning flexibly for new jobs, homes and infrastructure. The GNLP must also assist the move to a post-carbon economy and protect and enhance our many environmental assets. It needs to ensure that we can deliver well-designed new development to create attractive, sustainable, resilient, and inclusive new communities. This will ensure that Greater Norwich continues to be both a great place to live, work and visit, as well as a place capable of attracting new investment and jobs.
12. Making sure that jobs, infrastructure, and housing developments take place is key to the success of the GNLP. In recent years, significant new infrastructure such as the Broadland Northway road and public transport and cycling improvements have been delivered, with more planned, while jobs growth has been strong and there has been a major recent increase in housebuilding.

Planning flexibly for a changing world

13. We live in a world of rapid technological, economic, population and climate change. This provides both challenges and opportunities, with Greater Norwich in a strong position to make a major contribution to the UK's transition to a post-carbon economy and a world needing to recover from the Covid pandemic. Our world leading role at the forefront of food and health research at Norwich Research Park, fast growing digital creative industries in the city centre and high value engineering at Hethel are just some of the examples of how we are well placed to play a leading role in clean growth.
14. The proposed 2025 ban of heating new homes with fossil fuels, the proposed 2035 ban on petrol and diesel engines and the nation's 2050 commitment to achieving zero greenhouse gas emissions will be major factors affecting development through the plan period, particularly in relation to energy policy and transportation. It is therefore essential that we plan flexibly for this changing world.

How the GNLP fits in with other planning bodies and strategies

15. Our ambitions for delivering sustainable growth through the GNLP must reflect the Government's requirements for local plans set out in the NPPF. This, along with other national, regional, county, and local strategies, agreements, initiatives, and priorities, provide the context for development in Greater Norwich.

16. Projects of national significance, such as infrastructure linking offshore windfarms to the national grid and improvements to trunk roads (the A11 and A47 in Greater Norwich), are assessed at the national level.
17. At the regional level important strategies and initiatives include the New Anglia Local Enterprise Partnership's existing Norfolk and Suffolk Economic Strategy (NSES), the Norfolk and Suffolk Local Industrial Strategy, which builds on the NSES, and the Cambridge Norwich Tech Corridor initiative. These set the context for economic growth. In addition, regard has to be had to the East Inshore and East Offshore Marine Plans, produced by the Marine Management Organisation, as the area of these plans extends along the tidal rivers to New Mills in Norwich on the River Wensum, and to Trowse on the River Yare; though most of this area is within the Broads Authority Executive Area and so outside the area of the GNLP. The East Inshore and Offshore Marine Plans should be considered as a whole in decision-making processes.
18. At the county level, the Norfolk Strategic Planning Framework (NSPF) is an agreement between planning authorities on approaches to strategic infrastructure, housing and jobs numbers and common policy approaches. Importantly, the NSPF, along with agreements with neighbours in Suffolk, states that Greater Norwich will provide for all its housing and jobs growth needs within its own boundaries as will its neighbours. It also states that Greater Norwich City Deal growth requirements, agreed with Government in 2013, will be met through the GNLP. The NSPF and work with Suffolk authorities meet the Government's requirement for a Statement of Common Ground and the "Duty to Co-operate".
19. Transport priorities which influence the GNLP are set out in several other strategies including: the Norfolk Local Transport Plan; the Norwich Area Transportation Strategy; the adopted Transport for Norwich strategy and Transforming Cities, a national fund for sustainable transport improvements. These are in addition to national and regional rail and road investment strategies and programmes.
20. Norfolk County Council is the Minerals and Waste local authority. It is preparing a local plan review to consolidate its three current adopted plans into one and to extend its plan period to 2038. The GNLP therefore does not cover minerals and waste issues.
21. At the local level the district councils' visions, objectives, priorities and ambitions have influenced this strategy, mainly through the GNLP Vision and Objectives. These documents are the Norwich City Vision 2040 and Broadland and South Norfolk's Our Plan 2020 to 2024.

The GNLP and other local plan documents

22. The strategy to 2026, the JCS, along with Site Allocations Plans, Area Action Plans (AAPs) for the Growth Triangle, Long Stratton and Wymondham and Neighbourhood Plans in each of the three districts, already set out where a high proportion of the housing (74%) and jobs growth required by the GNLP to 2038 will be located.
23. The GNLP supersedes the JCS and the Site Allocations Plans in each of the three districts, except for the smaller villages in South Norfolk that will be addressed through a new South Norfolk Village Clusters Housing Allocations Local Plan and the Diss, Scole

and Burston area, for which a Neighbourhood Plan has been produced which allocates sites. The great majority of the undeveloped sites in the Site Allocations plans are re-allocated through the GNLP.

24. The GNLP does not replace existing adopted Area Action Plans (AAPs) for Long Stratton, Wymondham and the Growth Triangle (NEGT), though in some cases additional allocations have been made through the GNLP in these areas. The GNLP will be used in conjunction with the adopted AAPs, Development Management Plans for the three districts and Neighbourhood Plans.
25. Further detail on superseded and retained plans, including new allocations affecting the AAPs, is in appendix 3.
26. While the GNLP sets out plans for the additional growth needed to 2038 and identifies the best ways for establishing long-term growth, we also need to take account of the Government's commitment to simplified local plans and increasing housing supply, particularly in areas with high affordability pressures, which will assist in increasing home ownership and providing for affordable rents. The GNLP does this by setting a strategy that can be sustainably added to, providing for sufficient growth to both meet currently established needs and to set us on the path to meeting long-term housing needs.
27. This document proposes a broad locational strategy for sites and contains thematic strategic policies covering crucial issues such as supporting the economy, environmental protection and good design.
28. With the exception of sites in smaller villages in South Norfolk (see below) and the Diss area, the GNLP Sites document details the proposed sites for growth. This includes those that have already been identified which are being carried forward, together with new ones.
29. The GNLP promotes housing choice and supports economic activity within the rural parishes that surround market towns and key service centres. It also aims to provide a greater degree of opportunity for smaller builders to develop with their local supply chains and bespoke designs. Such development helps address rural housing need and demand and supports and sustains local services and facilities in the rural area, such as village schools, community venues, shops, pubs and bus services. Recently, the effects of the Covid-19 pandemic have strengthened the shift to 'working from home' and reduced the need to travel frequently to central locations to work. The wider availability of faster and more reliable broadband has resulted in a change in the desirability of more rural properties in village locations.
30. South Norfolk has twice as many parishes as neighbouring Broadland, more market town catchments (including around Beccles and Bungay in Suffolk), significantly less urban fringe, and a substantially larger rural territory. Rural South Norfolk includes two key strategic employment areas, at Hethel and Wymondham, and has a number of villages associated with the Cambridge Norwich Tech Corridor.
31. Consequently, South Norfolk Council is preparing a separate and complementary village clusters plan covering sites for small-scale housing in the rural parishes of South Norfolk that collectively form primary school clusters. The Broadland village clusters form part of this Greater Norwich Local Plan.

32. South Norfolk District Council is at an advanced stage with its Village Clusters Housing Allocations Local Plan. The Regulation 19 plan was published in early 2023, with focussed changes anticipated in mid-2024 and adoption in 2025. There is an aspiration for every village cluster to have new housing sites allocated, with a focus on smaller sites, and to be in accordance with the overarching GNLP strategy which identifies sites for a minimum of 1,200 additional homes on top of the existing commitment of 1,392 homes. Therefore, it is not one of the objectives of the GNLP to identify the village clusters in South Norfolk and consequential housing allocation sites in these areas.
33. The GNLP should be read as a whole for development proposals, so all relevant policies will be considered for planning applications.
34. All policies in the GNLP Strategy document are strategic. The GNLP Strategy and Sites documents identify and allocate strategic mixed-use/housing locations and sites, as well as locations and sites for employment, and provide for environmental protection and enhancement. Other allocations in the Sites document provide the housing sites and other sites to meet the strategic needs set out in the GNLP Strategy, without being strategic in themselves.
35. This means that the GNLP policies provide the strategic background for:
 - a. Existing local plan policies;
 - b. Future revisions to local plan documents and
 - c. Policies and proposals in Neighbourhood Plans, which should be in conformity with the GNLP.

SECTION 2 GREATER NORWICH PROFILE

Introduction

36. This spatial profile outlines the main social, economic, and environmental issues in Greater Norwich which provide context for the local plan's vision and objectives and policies. It identifies key trends and issues locally which the plan, where possible, aims to take account of and address.

Population

37. The Office for National Statistics (ONS) estimated total population of the three districts in 2018 was 409,000. The 2021 population was 418,000 in the Census. In 2018, 55% of the population lived in the Norwich urban area (see the glossary for the definition), around 10% lived in the market towns of Aylsham, Diss, Long Stratton, Harleston, and Wymondham, and around 35% lived in smaller towns and villages.
38. Parishes close to the city have a strong relationship with Norwich, while parts of the area look to the network of towns and larger villages to meet every day needs and provide employment.

Table 1 - Population of the largest settlements in Greater Norwich, 2021

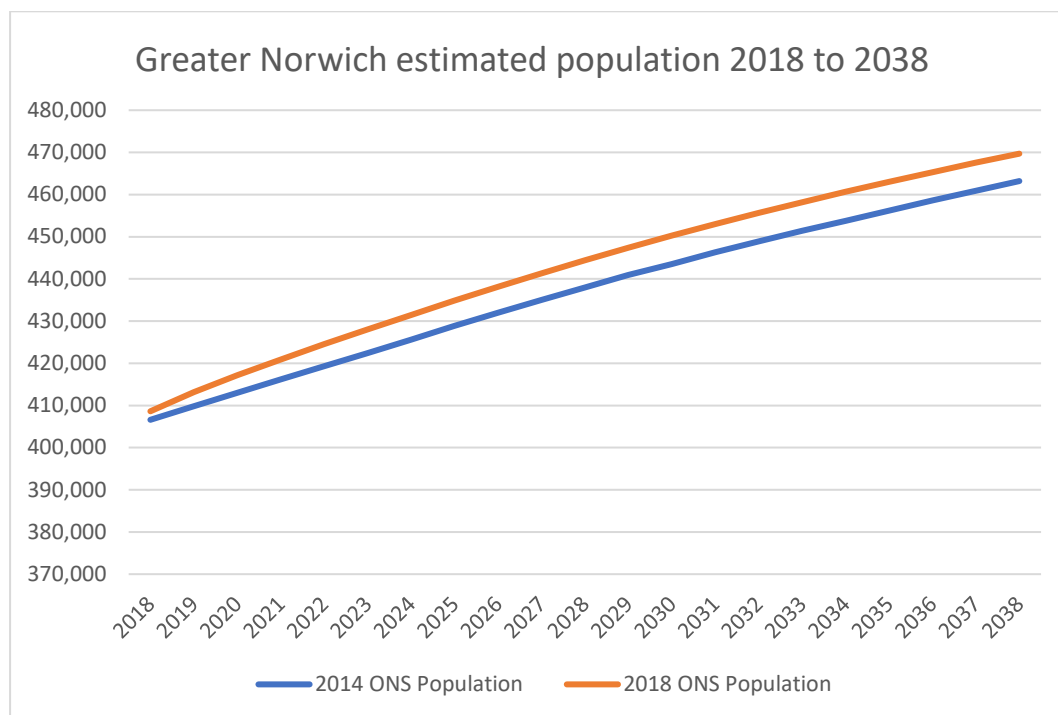
(ONS census 2021 using data which most closely relates to built-up areas, rounded to the nearest 100 people).

Settlement	Population 2021 census
Norwich urban area	235,000
Wymondham	17,500
Diss	9,600
Aylsham	7,200
Hethersett	7,200
Poringland area	7,100
Long Stratton	5,200
Harleston	5,100
Horsford	4,400
Brundall	4,400
Mulbarton	4,000
Loddon and Chedgrave	3,300
Acle	2,600
Blofield	2,700
Reepham	2,300
Hingham	2,300
Wroxham	1,700

39. Long-term trends underpin the need for the GNLP to plan for continued population growth. Census data shows that the numbers of people living in Greater Norwich rose steadily from 351,000 in 2001 to 381,000 in 2011 and 418,000 in 2021. This was due to both

natural increase, such as people living longer, and people moving into the area, largely from elsewhere in the United Kingdom.

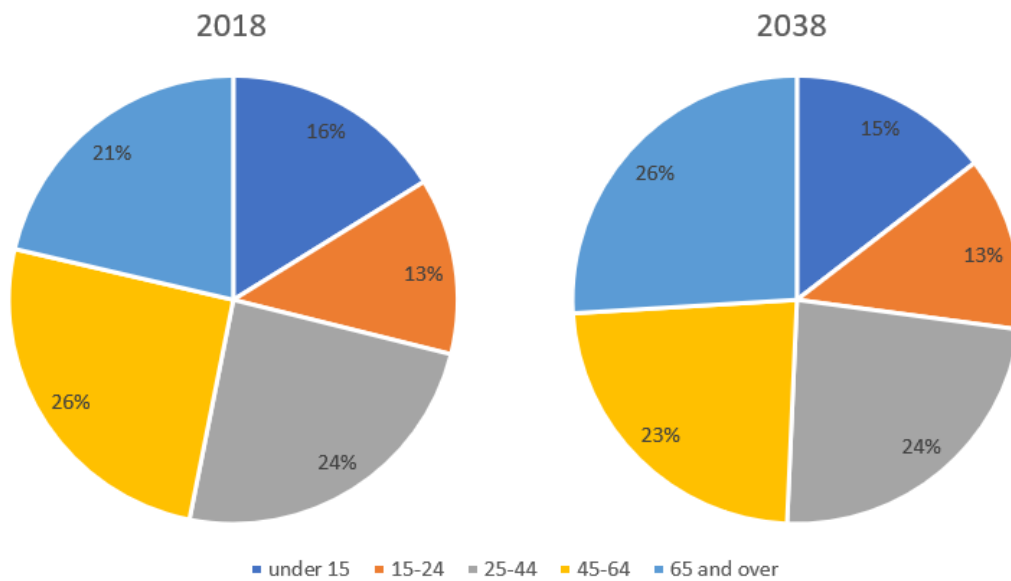
40. Estimates shown in the graph below are based on the ONS 2014 and 2018-based population projections. These suggest that increases will continue in the years up to 2038, with the population rising to between 463,000 and 470,000 by 2038. Our housing need calculation is derived from the standard methodology and its requirement to base it on 2014 based projections, and our targets reflect this, but we recognise the 2018-based projections are different and we have a plan with the flexibility to provide for this additional growth.



The Population Mix

41. The population of Greater Norwich has relatively high proportions of older people compared to national figures and this pattern is projected to increase to 2038 as shown in the charts below (source: ONS). Broadland and South Norfolk have proportions of older people significantly above the national average. Further growth of the older population will add to already significant pressure on residential and home care services, so it is important that the GNLP plans for changing housing needs.

Percentage of population by age group



42. Birth rates have declined in recent years, both locally and nationally. The birth rate in Greater Norwich fell from 11.3 in 2011 to 9.6 in 2018 reflecting the national pattern. The birth rate in England and Wales in 2018 was the lowest ever recorded.
43. However, there are higher than average proportions of young adults in Norwich and the pie charts above show that this trend is set to continue. This is largely due to the high and growing student population. Graduate retention in our area is good. But demographic changes mean more and more older people will be supported by fewer people of working age, therefore it is important that the plan helps to keep young people in our area by assisting in providing suitable jobs and housing.
44. While the overall proportion of minority ethnic residents is relatively low, census data shows there was a significant increase from 1.8% in the Greater Norwich area in 2001 to 7.3% in 2021. The number and proportion of minority ethnic residents are highest in Norwich, which saw an increase from 3.2% in 2001 to 12.9% in 2021.

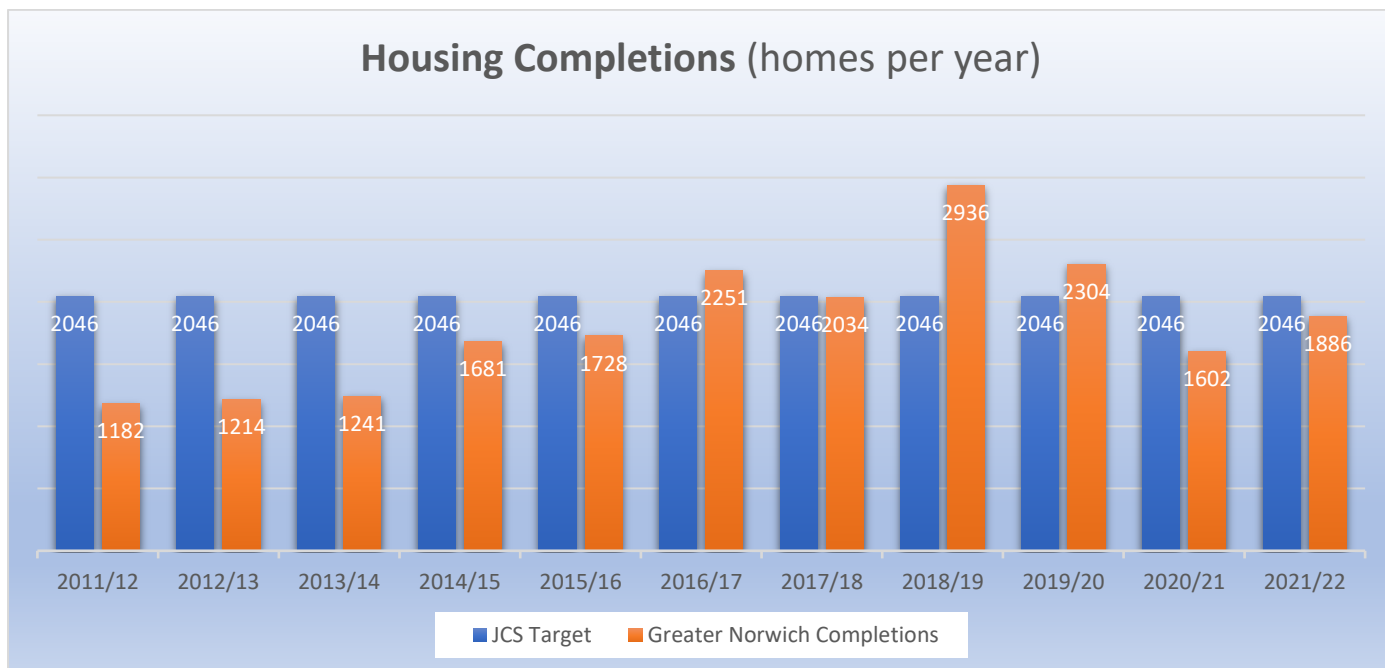
Health and Wellbeing

45. The health of people in Broadland and South Norfolk is generally better than the national average, but in Norwich it is markedly worse (source: ONS). The Index of Multiple Deprivation (IMD) shows that there is also marked variation within the city itself with life expectancy at birth being 10.9 years lower for men in the most deprived areas than in the least deprived.
46. The Greater Norwich authorities work with providers to help ensure required additional health care facilities are planned for. Service provision will need to be planned to take account of demographic changes, including the ageing population, and the integration of health services. The design of development should support technological changes as such changes are leading to different ways of providing health care such as on-line consultations.

47. Development will also need to be designed to include high-quality green infrastructure and community facilities to encourage healthy and active lifestyles, including healthy ageing and active retirement. Good quality housing and local access to facilities for all will be needed to reduce inequalities. This will assist in reducing health inequalities.
48. There are higher crime levels in inner urban wards, particularly in areas with a concentration of late-night drinking establishments. Overall, according to ONS data for 2019 crime rates in the Norfolk police force area remain relatively low (10th out of 43 for crime rate). Statistics relating to knife crime show Norfolk to be amongst the lowest in the country (9th lowest out of 43). However, Norwich experienced an increase in knife crime between 2016-18 to a rate of 10 per 10,000 people, compared to 1.1 per 10,000 in both Broadland and South Norfolk.
49. ONS statistics relating to drug related crime show Norfolk to be 25th out of 43 police areas in England and Wales in 2019. 2019 research from the Mayor of London found that Norfolk is the top county affected by London individuals linked (or suspected to be linked) to County Lines, with Norwich listed as the most prominent city.
50. It is important that the local plan ensures that new development is designed to minimise crime.

Housing

51. This GNLP needs to plan for additional housing needs above and beyond existing commitments based on evidence. It also needs to plan for changes in the types of homes we need. Several factors are driving this increase in the need for more and different types of housing including rising population levels, an increase in the number of older people, more younger people sharing homes and a limited supply of housing over much of the last decade.
52. Between adoption of the Joint Core Strategy (JCS) in 2011 and 2022, 89% of the housing target was delivered. Whilst housing completions were well below target in the early years of the JCS plan period, there was a generally a steady annual increase in completions, and except for 2020/21, delivery was around and above the JCS annual target in the most recent years (see the housing completions graph below).
53. From January 2019 to March 2022, the Greater Norwich authorities were able to demonstrate a five-year housing supply in accordance with the requirements of the NPPF. From March 2022, large parts of the Greater Norwich area were identified as being constrained by the requirement for Nutrient Neutrality. These constraints created uncertainty about the delivery of sites whilst the necessary nutrient neutrality mitigation schemes were developed. Consequently, for the purposes of decision making the Greater Norwich authorities did not seek to demonstrate a five-year housing supply from March 2022. Taking account of the progress that is being made in respect of the individual mitigation schemes and the development of the Norfolk Environmental Credits nutrient neutrality mitigation scheme, there is clear evidence that there will be a demonstrable five-year housing land supply, including the 10% buffer required by the NPPF, at adoption of the plan for the period 1 April 2023 to 31 March 2028.

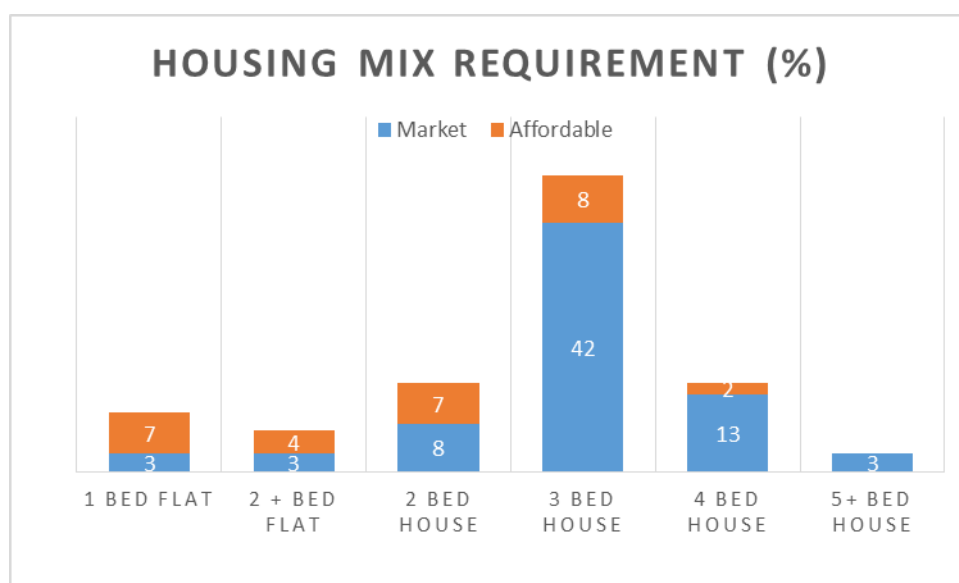


54. Part of the reason for the increase in housing delivery in 2018/19 is that changes in Government policy allowed new purpose-built student accommodation delivery to be included in the housing figures at a rate of 1 home per 2.5 student bedrooms. Between 2018 and 2022, annual monitoring reports show 1,340 new student bedrooms were delivered, the equivalent of 435 new homes. This reflects a growing trend in recent years for new student accommodation development, particularly at the University of East Anglia (UEA) and in the city centre. If, as currently planned, the UEA and the Norwich University of the Arts (NUA) expand further and some students continue to seek better quality accommodation, this trend could continue to 2038. Care Home bed spaces can also now be counted against housing need at a suitable discounted rate.
55. The contribution from housing delivered through change of use has also increased in recent years. A significant proportion of this has been delivered through permitted development, particularly through the conversion of offices in central Norwich. There is likely to be a continuing supply of dwellings from office conversions through the plan period. However, with the uncertainty around the impact of both Covid-19 and Brexit on the wider economy and on the demand for office space, and with a diminishing stock of buildings suitable for conversion, it is unclear whether the rate of supply will increase or decrease over time. Given the uncertainty, it is reasonable to assume that supply will continue at the same rate. Broadland and South Norfolk have had very low numbers of homes delivered through change of use.
56. Broadland and South Norfolk are dominated by owner occupied housing, whilst Norwich has a much higher percentage of social rented and private rented properties (see table 2 below). The figures for owner occupation compare to a national figure of 63%. The area's tenure mix has changed since 2001, with falls in home ownership and social renting and corresponding rises in the percentage of private rented properties across all three districts, mirroring the national picture. This trend seems likely to continue.

Table 2: Tenure mix of housing in Greater Norwich districts in 2018 (source ONS):

	Owner occupied	Private rented	Social rented
Broadland	79%	12%	9%
Norwich	39%	30%	31%
South Norfolk	76%	12%	12%

57. At the start of the plan period in 2018, ONS data showed the property price to earnings ratio was 9.2 in Broadland, 7 in Norwich and 8.8 in South Norfolk, compared to a national average of 7.8. Affordability is a major barrier to home ownership locally.
58. Local evidence identifies that 28% of the housing required from 2015 to 2038 should be affordable housing. It also shows that the mix of housing tenures required differs by the type of home as illustrated in the graph below. The highest requirement for general market housing is for three bed homes. Affordable housing needs can be different. The most up-to-date breakdown of affordable housing need across the three districts will be used by the individual local authorities when planning applications are being considered.



59. This plan seeks to address this by developing the required number, tenures and types of homes to meet this demand. The mix of requirements will change through the plan period as different needs are met by development.
60. Owing to the projected increase in the numbers of older people, local evidence in the Strategic Housing Market Assessment suggests that around 3,900 additional communal establishment places for over 75s will be required to 2038. The plan will need to have policies which specifically support the delivery of housing suitable for older people and support active retirement.
61. The provision of sites for Gypsies and Travellers consisted of 129 permanent pitches in 2022. These are on large sites at Swanton Road (Norwich), Roundwell (Costessey) and Harford Bridge (Keswick), and on several small sites around the area. There are 55 plots for Travelling Show People mainly at Hooper Lane in Norwich. There will be a need for some additional accommodation during the plan period.

62. The IMD shows there are some wards and more localised areas with high levels of deprivation in Norwich. Although the suburban and rural parts of Greater Norwich are relatively affluent, there are pockets of deprivation elsewhere too. It is important that inclusive growth and regeneration is supported through the GNLP to help to reduce deprivation.

The Economy

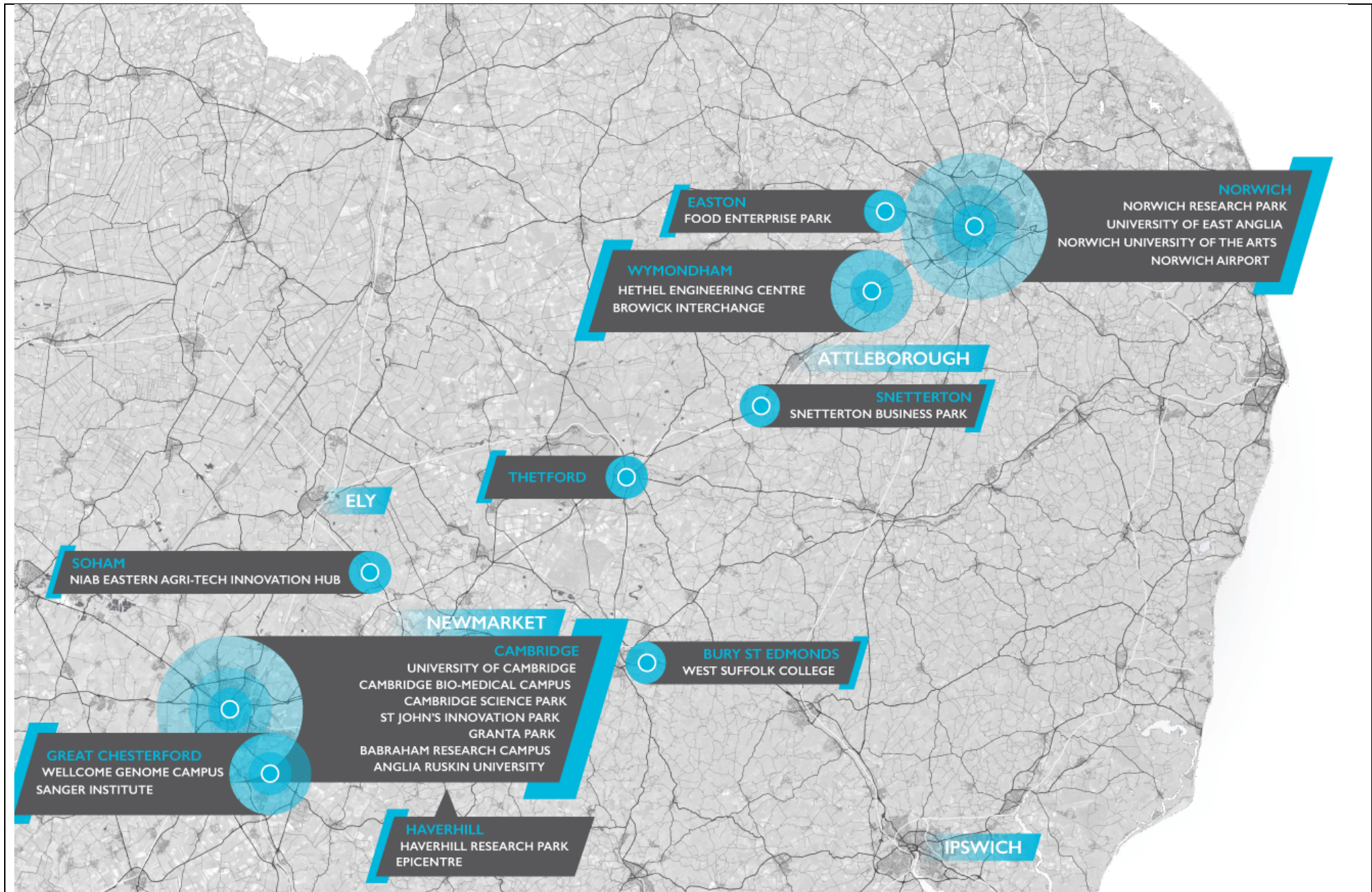
63. Greater Norwich is key to the region's economy with considerable potential for growth in world class knowledge intensive jobs. As a major part of the country's largest agri-food sector, and as a world leader in plant, microbial and climate change research, the growing economy of Greater Norwich is well-placed to make a major contribution to living with environmental change and ensuring food security. Advanced intelligent information technology businesses in Greater Norwich, along with the wider area's position as the world's leading provider of offshore wind energy, mean that the area can also play a key role in promoting energy security through sustainable sources. Taken together, this means that Greater Norwich is well equipped to make a significant contribution to the major environmental and economic challenges of the 21st century, developing a post-carbon economy locally which will contribute greatly to sustainable economic change nationally and internationally.
64. Strategic employment sites and competitive land and business lets, mainly those in and around the Norwich and Wymondham area, support the globally significant growth axis within the Cambridge Norwich Tech Corridor (as shown in map 1 below).
65. The vibrant, attractive city centre of Norwich is a nationally significant retail centre and a catalyst for economic growth across Greater Norwich, encouraging investment into the area. Market towns at Diss, Harleston and Aylsham and other local employment sites provide accessible employment for rural areas.
66. Between 2011-18 modelling shows a 14.6% rise in total employment (29,100 jobs). This included notable increases in jobs in the accommodation and food sectors, IT and communications, professional, scientific and technical professions, education and health, contributing to the 50% regional growth in Science and Research and Development employment since 2007 compared with 19% UK average. However, employment in agriculture, manufacturing and insurance fell.
67. Greater Norwich also strongly features most of the sectors identified by New Anglia LEP as having high growth potential regionally. These include: advanced manufacturing and engineering at Hethel; agri-tech, health and life sciences at the Norwich Research Park (NRP) and the Food Enterprise Park; and IT and communications and digital creative industries in the city centre. Greater Norwich's other strengths include financial services, tourism, retail, media and the arts. The area also benefits from a strong and growing tertiary education sector provided by UEA, NUA, City College Norwich and Easton College which contribute research expertise and a skilled workforce.

Highlights of the Greater Norwich economy

- a. The life-science sector has a skilled workforce of 15,000 in the Norwich cluster and the Norwich Research Park is the UK's largest site for research in food, health and life sciences.

- b. Agri-tech is a sector worth £3.6 billion and Easton College provides 5,000 students with training in the area which feed into the sector.
 - c. IT and communications and digital creative industries account for a sector worth £1.4 billion with over 100 companies in Norwich and a workforce of 7,500, including large numbers of graduates from the local universities.
 - d. The financial sector employs more than 11,500 people and contributes £1 billion to the local economy.
 - e. Greater Norwich boasts an extensive and varied leisure and culture offer. The tourism sector is worth £3 billion and the visitor economy supports 54,000 skilled workers thanks to the growing number of day visitors, currently estimated at 40 million per year, and 12 million overnight visitors. Visitor attractions include a wide variety of historic buildings, parks and museums, cultural festivals and other regular events, along with access to the Broads and the coast. Sports and leisure facilities include numerous attractive open spaces and routes for walking and cycling, a dry ski slope, the only Olympic sized swimming pool in the region, leisure centres, Norwich City Football Club, theatres, cinemas, music venues and restaurants and bars.
 - f. Retail remains the largest provider of employment in the area. Norwich is rated as the 13th best performing retail centre nationally and our market towns also have a strong local retail offer.
68. In December 2013, the Greater Norwich City Deal was signed, which is building on the area's leading status in science, technology and advanced manufacturing and focusses on enterprise, skills and infrastructure.
69. Employment rates in Greater Norwich compare favourably to national trends, with rates of claimants for Jobs Seekers Allowance and Universal Credit below regional and national levels.
70. Rural enterprises are important to the local economy and home working is increasing in significance. The proportion of micro-businesses employing up to nine people is above the national average in Broadland and South Norfolk. ONS data shows the signs are that new and small businesses can flourish and the survival rate of newly established enterprises is good.
71. The GNLP should support the growth of a wide ranging and changing economy, ranging from high tech businesses with the capacity for major growth through to smaller rural enterprises.

Overleaf – Map 1 The Cambridge Norwich Tech Corridor



Education and Social Mobility

72. Whilst tertiary education plays an important role in supporting a growing economy, in more deprived parts of the area educational attainment is low. Norwich has slightly lower than the national average percentage of people educated to NVQ4 level (first year of degree level). It also has above the national average level of 16-to 17-year-olds not in education, employment or training (NEETs) at 9.2%. Norwich performs particularly poorly for social mobility with an overall ranking of 294th out of 324 local authority areas in 2017.
73. The picture for education and social mobility in Broadland and South Norfolk is generally better. Broadland has the lowest levels of 16- to 18-year-olds who are NEET in the country at 3.3%, above the national average of residents educated to NVQ4 level, and higher levels of social mobility ranked at 93rd. South Norfolk has 3.9% of 16- to 18-year-olds who are NEET, is ranked 152nd in the social mobility index, but has lower than national average figures for percentage of the population educated to NVQ4 level.
74. The GNLP will need to plan for inclusive growth to help to address social mobility and educational attainment issues.
75. As of May 2019, there are 24 secondary and 149 primary schools in Greater Norwich. The GNLP will need to make provision for additional schools and school places to serve growth.

Infrastructure

76. Historically relatively poor strategic infrastructure links limited growth in the area. But recent and planned infrastructure improvements are set to assist growth (see map 2 below and the Key Diagram).

The Road Network

77. The A11 corridor is a major focus of growth, with the route providing key strategic access to London, Cambridge and much of the rest of the UK via the M11 and A14. Dualling was completed in 2014 and the Cambridge Norwich Tech Corridor initiative takes advantage of this to boost economic development.
78. The main east-west road link is the A47. It connects the area to Great Yarmouth and Lowestoft to the east. Both are coastal resorts and industrial towns with significant regeneration needs. The development of Eastport at Great Yarmouth provides access for offshore industries. To the west the A47 provides access to the Midlands, the North and to growth areas locally at Dereham and King's Lynn.

Map 2 Greater Norwich main transport links



79. Full dualling of the A47 route is promoted through the A47 Alliance, which brings together the business community, local authorities, MPs and stakeholders along the whole of the trunk road route between Peterborough and Lowestoft. The Government's Roads Investment Strategy is committed to A47 improvements within the Greater Norwich area with Blofield to North Burlingham dualling, Thickthorn A11/A47 junction improvements, and Easton to North Tuddenham dualling. Legal challenge to these schemes is ongoing.
80. Greater Norwich also includes two routes which form part of the Government's Major Road Network (MRN) - local non-trunk roads of national importance. Within the Greater Norwich area, this includes the A140 both north and south of Norwich (including the A1270 Broadland Northway, also known as the Norwich Northern Distributor Road) and the A146 connecting Norwich to Lowestoft. Working with Transport East, the sub-national transport body, the Long Stratton bypass has been identified as a regional MRN priority and given conditional approval for Government funding.
81. To the south, the A140 provides access to Ipswich and London and to Bury St. Edmunds and Cambridge from the south of the area. It also provides local links to Diss and Harleston and is almost entirely single carriageway. To ease congestion through Long Stratton and improve journey time reliability between Norwich and Ipswich, a bypass is planned to be delivered alongside 1,800 new homes and 9.5 ha of employment. Working with Transport East, the sub-national transport body, the Long Stratton bypass has been identified as a regional Major Road Network priority and given conditional approval for Government funding. Construction of the Long Stratton bypass could commence in spring 2024.
82. The A1270 Broadland Northway was opened in 2018. It has reduced congestion through the north of Norwich and improved access to the airport, coast and Broads. Related improvements to public transport in Norwich are an integral part of the scheme.
83. A preferred route for a dual carriageway "Norwich Western Link" between the A1270 and the A47 was confirmed in July 2019. The Department for Transport (DfT) approved the Strategic Outline Business Case in May 2020 giving the project conditional entry into its 'Large Local Majors' funding programme and awarding more than £1 million of development funding for the project in the 2020/21 financial year. An Outline Business Case (OBC) was submitted to the DfT in July 2021 and following development of the scheme, including refinement of the alignment, an addendum to the OBC was submitted to DfT in September 2022. Work is currently ongoing to develop a planning application for the scheme and a decision from DfT on the OBC is anticipated.

The Rail Network

84. The main rail services to and from Norwich provide direct access to Wymondham, Ely, Cambridge, the Midlands and the North and to Diss, Ipswich and London. Improvements including faster services to London and direct services to Stansted have been delivered. The east-west rail route linking directly to major growth areas around Milton Keynes and Oxford is a long-term aspiration, as well as Ely Junction capacity improvements to allow half hourly frequencies.
85. The Bittern and Wherry Lines provide local rail links and options for commuting from areas such as Great Yarmouth, Lowestoft, Brundall, Acle, North Walsham, Cromer and

Sheringham. New rolling stock has been delivered and this has helped deliver consistently high levels of performance, with punctuality regularly averaging more than 95% across the network. Norfolk County Council and Greater Anglia work together on identifying and delivering improvements at rail stations.

Airports and Ports

86. Norwich Airport is a catalyst for economic growth and saw an increase in passenger numbers in recent years up to 2020 when travel was severely restricted. 1.5 million people live within the catchment of Norwich Airport (a 90-minute drive). As well as the key scheduled daily service to Schiphol (Amsterdam) which provides a hub for links to over 1,000 international destinations, there is significant business from offshore industries, a wide range of holiday destinations and domestic flights. Other principal international connections are via Stansted Airport and ports at Felixstowe and Harwich. These ports are the gateway to exports of goods worth £2.9 billion every year.

The Bus Network

87. Norwich is served by a variety of bus companies and a Park and Ride service. Norfolk County Council has developed a Bus Service Improvement Plan (BSIP) for the whole county. It was just one of 31 local authorities to be awarded funding for the BSIP of £49.55 million over 3 years to deliver bus priority, new and enhanced bus services, travel hubs and interchanges and discounted fares. The plan will rebuild and improve passenger confidence in bus services, provide a green and sustainable transport offer, create a public transport network that customers choose first for most journeys over other modes of transport and will offer simple and affordable fares and ticketing. An enhanced partnership made up of Norfolk County Council and local bus operators will deliver the plan.
88. The Zero Emission Bus Regional Area (ZEBRA) scheme has also been introduced which will see 70 new zero emission buses come to Norwich in 2024 in partnership with First Bus.

The Cycle Network

89. Norwich has the highest level of walking and cycling in Norfolk. There is a good network of cycle routes linking settlements within Greater Norwich, including the Marriott's Way, which links the city to Reepham and Aylsham and the Norwich Pedalways providing cycle links across the city. The recently adopted Local Cycling and Walking Infrastructure Plan for the Greater Norwich area identifies further improvements that can be made to develop the cycle network and guides investment.
90. Norfolk has secured funding from Government's Active Travel Fund and Capability Fund to develop a countywide Local Walking and Infrastructure Plan (LCWIP) to deliver a variety of walking and cycling infrastructure schemes and behavioural change initiatives to enable more people to walk, wheel and cycle.
91. The Norwich, Hethersett and Wymondham area is host to the bike, e-bike and e-scooter scheme run by Beryl Bikes which increases access to active forms of transport and encourages modal shift and multi-modal journeys. The scheme has been hugely successful with 52% of riders using a Beryl vehicle to replace a car, van or taxi journey.

42% of riders used Beryl vehicles to connect to a train journey and 24% connecting with a bus journey in 2022.

Transport for Norwich and the Transforming Cities programme

92. Norwich has also been successful in securing a place in the Government's Transforming Cities programme which has brought significant investment to the transport networks in the city and surrounding areas. £6.1 million was secured from the fund in early 2019 and a further £32 million has been secured subsequently. The programme seeks to promote modal shift away from use of the private car in a time of rapidly changing vehicle technologies. Delivery has been good, with a number of key schemes fully delivered and further schemes progressing well in terms of consultation, design and securing the necessary approvals.
93. The Transport for Norwich Strategy guides development of future transport interventions and investment in and around the city. The network will continue to be developed to promote public transport use in growth areas such as Wymondham, the airport and Broadland Business Park. This will include the Park and Ride network around Norwich which continues to provide a high-quality public transport link to the city centre and the Norfolk and Norwich University Hospital.
94. Norwich has also been successful in being one of the three cities shortlisted through the Zero Emission Transport City Fund to work with government on identifying ways in which a city can transition to having zero emissions.
95. Transport improvements outside of the Transport for Norwich area are dealt with on a local basis. For example, Norfolk County Council has developed a number of Market Town Network Improvement Strategies (NIS). The Connecting Norfolk initiative also promotes increasing use of demand responsive transport services and car sharing in rural areas. The Travel Norfolk brand has also been developed to unify projects and campaigns for sustainable transport across the county, encouraging and enabling uptake of these modes.

Electric Vehicles

96. Norfolk County Council's Electric Vehicle (EV) Strategy was commissioned in 2020 to help identify areas of need within the county for EV charging infrastructure. Several projects linked to this are merging in Greater Norwich, including those benefitting from the Community Renewal Fund. In Norwich, a pilot project is underway to install on-street EV charging points within the city. This partnership involves Norwich City Council, Norfolk County Council and UK Power Networks, the regional electricity operator. Norfolk County Council has successfully bid into the government's Local Electric Vehicle Infrastructure programme to help the rollout of EV charging infrastructure into rural communities.

Digital infrastructure

97. There is variable access to high-speed broadband and mobile phone connectivity can be poor, particularly in rural areas. To help address this, the Better Broadband for Norfolk programme is a partnership funded through Norfolk County Council. To date it has helped improve superfast broadband coverage from 42% in 2012 to over 96%. Better Broadband for Norfolk is now focusing on gigabit capable broadband, which along with the

Government funded Project Gigabit programme, aims to now install gigabit capable broadband across rural Norfolk. Norfolk is in one of the first waves of Project Gigabit, with the contract awarded in June 2023. Its overall aim is to install gigabit capable broadband to 85% of the UK by 2025 and up to 100% by 2030.

98. The latest generation of mobile phone networks is 5G, with the rollout commenced from 2020. Norfolk County Council actively promotes Norfolk to the four network operators in order to accelerate improvements to the mobile network.

Emissions and Climate Change

99. Mitigating the effects of climate change within the Greater Norwich area is a cornerstone of the GNLP. This section looks at current activity around measuring air quality as well as future trends in emissions, rainfall and flooding levels.
100. There is an Air Quality Management Area (AQMA) which covers the whole of the city centre. Figures from 2019 show nitrogen dioxide and particulate matter pollution levels are on a downward trend. Improvements in air quality are being achieved by promoting public transport use and other initiatives, including encouraging active travel (walking and cycling). However, this remains an important issue with more work to be done. Monitoring is also in place in Long Stratton, supporting the need to bypass the settlement.
101. Per capita greenhouse gas emissions in 2020, at 5.3 tonnes CO₂ equivalent per year, are below the national average 5.6 tonnes CO₂ equivalent (source: Department for Business, Energy and Industrial Strategy). In recent years, they have declined in line with regional trends and slightly slower than national trends. However, they are above the national average in rural parts of the area, partly due to a greater reliance on car journeys.
102. Research by the world leading UEA quoting Met. Office projections provides estimates of how our climate is likely to change in the East of England up to 2040 in comparison with the 1981 to 2000 baseline. It projects higher temperatures, less rain in summer and wetter winters, indicating:
 - An increase in mean summer temperature of 1.2°C to 1.6°C.
 - An increase in mean winter temperature of 1.0°C to 1.3°C.
 - A decrease in mean summer precipitation of 1% to 13%.
 - An increase in mean winter precipitation of 5% to 8%.
103. Policies in the GNLP will need to contribute to national targets to reduce emissions, plan for transition to a post-carbon economy and ensure new development is adapted to a changed climate.

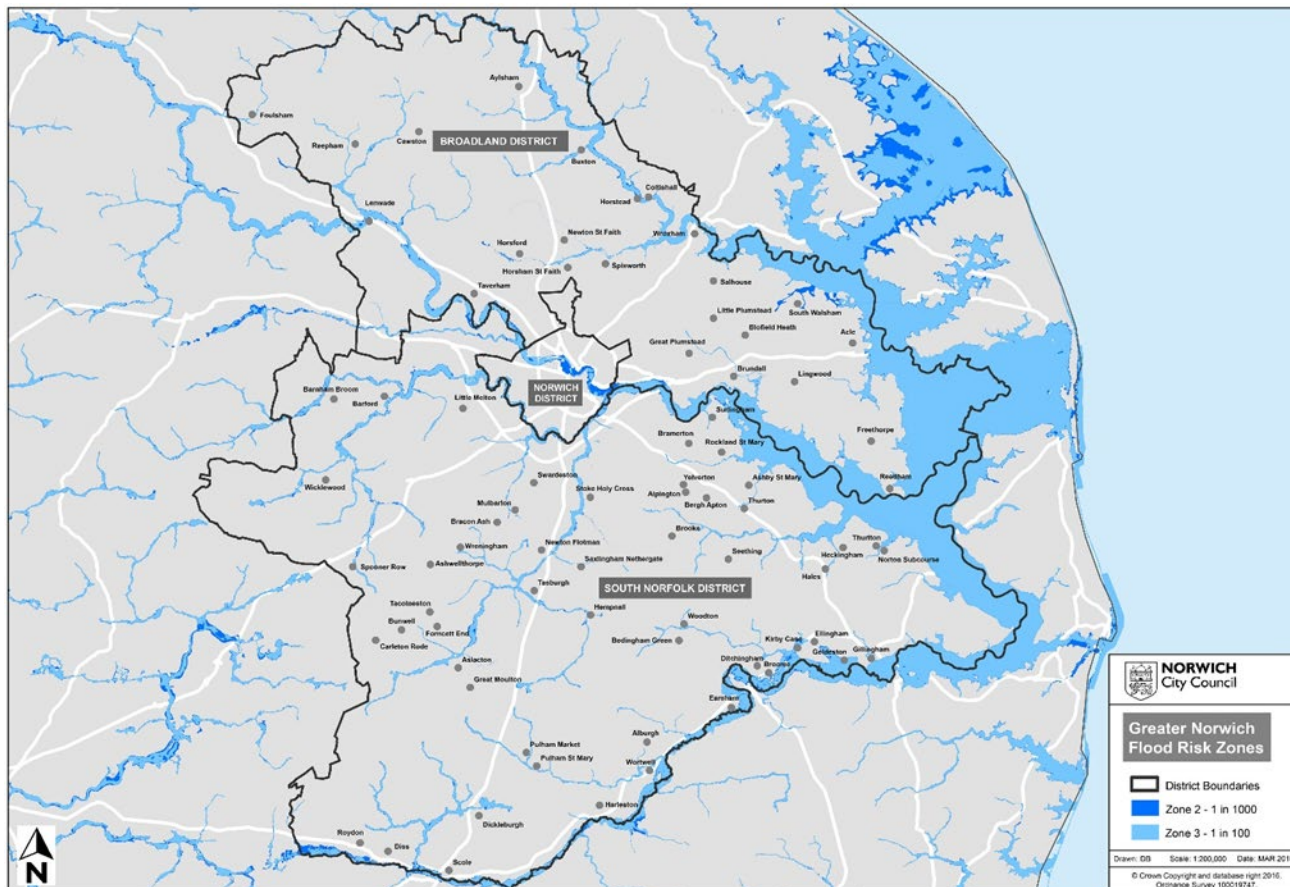
Flood Risk

104. The main inhabited area at risk of fluvial (river) flooding in Greater Norwich is in the Wensum valley covering parts of central Norwich (see map 3 below).
105. There are small-scale flood defences across Greater Norwich with more extensive defences by the River Wensum within The Close area of central Norwich and on the River Bure at Buxton. There are also flood defences within the neighbouring Broads Authority

planning area, with an extensive programme of improvements being implemented within the Broads.

106. Whilst the great majority of development in recent years has been away from areas of flood risk from rivers, recent development on brownfield sites to provide urban regeneration adjacent to the River Wensum in Norwich has been designed to withstand flood.
107. Measures to address surface water flood risk in areas at the greatest risk, including parts of Norwich and Drayton, have included maintenance of drainage systems, the introduction of detailed development management policies covering such areas and funding bids for mitigation works.
108. This plan will need to provide strategic level policies to address flood risk in new development, locating the great majority of development away from areas at risk of flood and promoting development which supports more natural functioning of the water environment.

Map 3 Fluvial and Tidal Flood Zones



Renewable Energy

109. Recent years have seen an increase in renewable energy generation locally, chiefly from solar power (both small and large-scale), with some wind and biomass developments. Our plan should support further development of decentralised, renewable and low carbon sources of energy in appropriate locations.

Environmental Assets

The Built and Historic Environment

110. Greater Norwich has a rich concentration of heritage assets. At its core is the City of Norwich, formerly England’s second city, with its two cathedrals and many other historic buildings, including the greatest number of medieval churches in northern Europe, monastic halls, former merchants’ houses, the city wall and industrial heritage. The city centre’s current street pattern still broadly reflects these historic influences.

111. The city is linked to a hinterland of settlements which also have a rich heritage reflecting the area’s relative prosperity and high density of settlement through history, particularly prior to the industrial revolution.

112. Market towns, villages and hamlets show a pattern of development that has built up over the centuries, with a wealth of medieval churches, including a number of round tower churches, farmsteads and historic halls. A number of areas of formal parkland, such as those at Raveningham and Blickling Halls, are designated by Historic England.

113. In total, there are around 5,800 listed buildings and 90 conservation areas. Scheduled monuments and significant archaeological potential and historic landscape character, as defined in assessments, add a further layer to this historic character. It is important that the plan has policies to protect and enhance heritage, including heritage at risk.

Table 3 – Numbers of Conservation Areas, Listed Buildings, Scheduled Monuments and Registered Parks and Gardens

Feature	Norwich	Broadland	South Norfolk	Greater Norwich
Conservation Areas	17	21	52	90
Listed Buildings	1,500	980	3,310	5,790
Scheduled Monuments	25	22	38	85
Registered Parks & Gardens (Historic England)	9	5	7	21
Historic Parks & Gardens (locally listed)	10	18	17	45

The Natural Environment

114. Greater Norwich has and neighbours a wealth of natural environmental assets designated for both habitat and species protection. Many of these are marshland, rivers or broads of international and national status classified as Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites for wetland importance. The internationally protected European sites subject to the Habitats Regulations in the Broads and elsewhere in Norfolk, including on the coast, could potentially be affected by growth in Greater Norwich (see map 4 below).
115. Water quality is a major issue for the sensitive wetland habitats and dealing with pollution brings particular challenges. Increased pressure from housing growth within Greater Norwich combined with an increase in already high visitor numbers may also have potentially negative impacts on some sites. The GNLP must ensure that development does not have a negative impact on internationally designated sites, including minimising visitor impact and protecting water quality. It is also important that locally designated habitats are protected and enhanced.
116. SACs in Greater Norwich itself include the Wensum chalk river valley and valleys and fens at Booton Common and Buxton Heath. There are also 45 nationally important Sites of Special Scientific Interest (SSSIs) designated for their biodiversity and geodiversity value. Pinebanks Pits in Thorpe St Andrew and Catton Chalk Pits are examples of sites designated for their geodiversity value.
117. In addition, Greater Norwich has large numbers of locally protected sites. There were 447 County Wildlife Sites covering around 4,700 hectares of land in 2018. Sites include valleys, meadows and wetlands, such as parts of the Bure, Waveney and Yare valleys, heaths such as Mousehold, grasslands including commons such as those at Hapton, Mulbarton and Salle, and an extensive network of hedgerows and woodlands spread across the area.

Map 4 - Major Habitat Sites in Norfolk

Habitat Sites in Norfolk

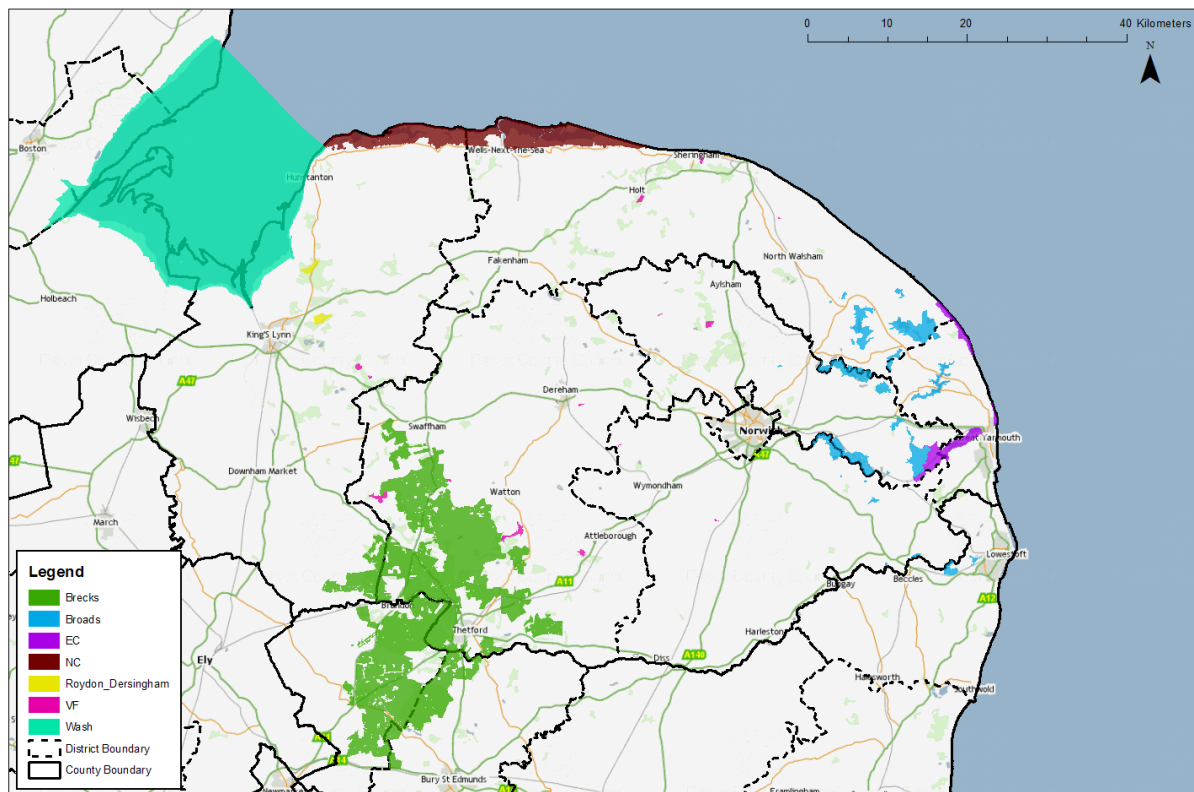


Table 4 - Numbers of internationally, nationally and locally designated nature conservation sites

Feature	Greater Norwich numbers
Special Areas of Conservation	3
Special Protection Areas	2
Ramsar Sites	2
Sites of Special Scientific Interest	45
National Nature Reserves	2
Local Nature Reserves	18
Roadside Nature Reserves	52
County Wildlife Sites	428

118. Long-term work is ongoing to improve and expand the green infrastructure network throughout Greater Norwich and beyond. Green infrastructure is vital to supporting biodiversity, enhancing natural capital and assisting the natural functioning of ecosystems, combating climate change, reducing pollution, helping to create attractive homes and

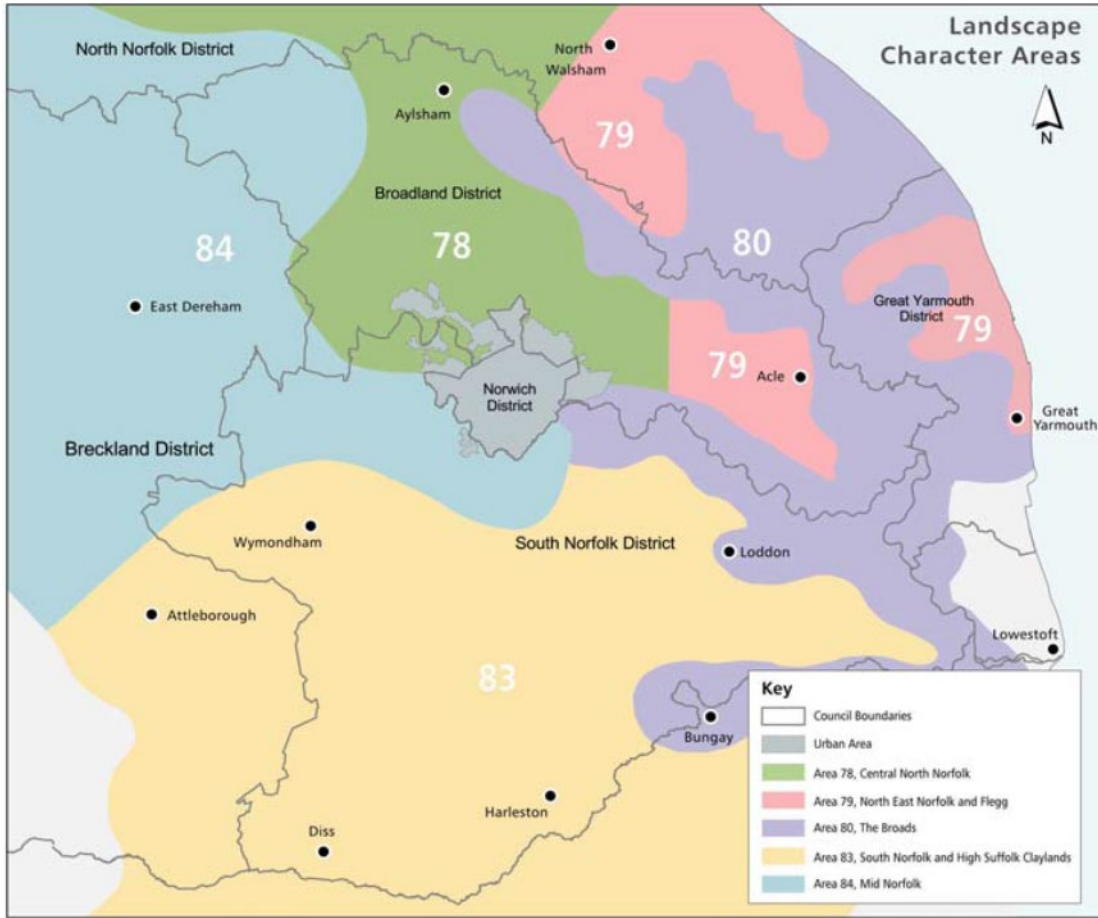
workplaces, enhancing landscapes, reducing flood risk and aiding active lifestyles and wellbeing.

119. As our area is located adjacent to the Broads and other areas of national and international importance, the aim is to provide sufficient high-quality green spaces to provide biodiversity buffer zones, promote active leisure and travel and provide alternative destinations to help manage visitor pressure on biodiversity.
120. Parks and other types of open space also play an important role in providing a network of locally accessible green and urban spaces.
121. Overall, the plan should promote the protection, enhancement and delivery of a network of habitats and a strategic green infrastructure network which addresses the scale of development proposed in the plan. It must be capable of protecting species, supporting habitats and delivering a wider range of environmental services to meet development needs.

Landscape

122. The varied landscape character areas identified by Natural England in and adjacent to Greater Norwich area consist of: the fens and marshes of the Broads to the east of Greater Norwich (area 80 on map 5 below); a more intimate landscape of small fields and hedgerows adjacent to the Broads, also in the east (area 79); rolling landscapes of varied geology including woodland, heath and former parkland estates in the west and north (areas 84 and 78) and an extensive open clay plateau in the south (area 83).
123. These nationally identified landscape character areas inform local landscape character studies. Locally significant landscapes include strategic gaps between settlements, river valleys (including the Wensum, Waveney, Bure, Tiffey, Tas and Chet), undeveloped approaches to Norwich and the setting of the Broads.
124. Greater Norwich does not have a nationally designated Green Belt. National policy is clear that new Green Belts should very rarely be established. Therefore this plan will need to carry forward policies for protecting our valued landscapes.

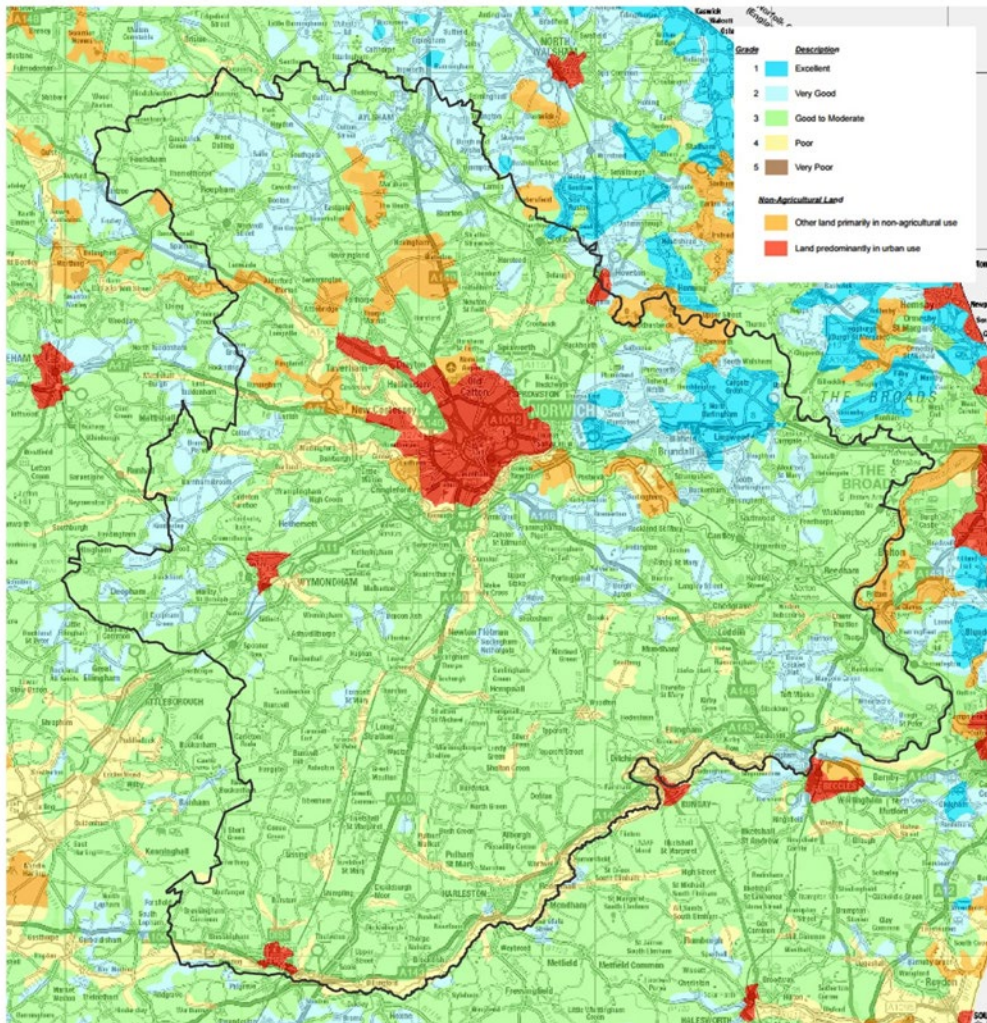
Map 5 - Natural England Landscape Character Areas



Soils

125. Large tracts of rural Greater Norwich are valuable for their agricultural land. As map 6 below shows, a high proportion of Greater Norwich's agricultural land is of high quality (grades 1-3), with the majority of the most valuable land being located between Norwich and Acle. Protecting high-quality soils is an important consideration both for supporting agriculture and shaping our rural landscape character. This will need to be balanced with development needs through the plan.

Map 6 - Agricultural land grading in Greater Norwich



Water

126. Water is supplied in Greater Norwich from groundwater sources and from the River Wensum.
127. Relatively low rainfall totals and extensive agricultural water use demand mean that the whole area is defined by the Environment Agency as suffering from serious water stress. Local planning policy and Anglian Water strategy place a focus on promoting water efficiency.

128. Overall, plan policies for the natural environment should aim to promote biodiversity net gain through development, reduce habitat fragmentation and address climate change and pollution issues.

SECTION 3 - THE VISION AND OBJECTIVES FOR GREATER NORWICH

129. The vision and objectives below set out what the GNLP aims to achieve for Greater Norwich to 2038.

The Vision for Greater Norwich in 2038

By promoting this Greater Norwich Local Plan our aim is that it will support growth of a diverse low carbon economy which will compete globally through its world class knowledge-intensive jobs in the Cambridge Norwich Tech Corridor.

As a result, by 2038 Greater Norwich will have vibrant, healthy, inclusive and growing communities supported by the delivery of new homes, infrastructure and an enhanced environment. Growth will make the best of Greater Norwich's distinct built, natural and historic environments, whilst protecting and enhancing them.

To achieve this, growth will be clean and resource efficient, with significantly reduced emissions to ensure that Greater Norwich plays a full part in meeting national commitments on tackling climate change and is moving towards a post-carbon economy. The focus on three high growth sectors: clean energy, agri-food and ICT/digital, along with the high environmental standards and significant further improvements to our extensive green infrastructure network promoted through this plan, will support Norfolk and Suffolk as the United Kingdom's clean growth region.

Economy

Generating the right levels of growth in the right places will help our local economy by stimulating economic investment, new infrastructure, new technologies and environmental improvements. This will improve access across Greater Norwich to services and jobs, and lead to better environmental quality.

Our plan will stimulate economic recovery leading to the creation of a strong, enterprising, productive and broad-based economy, and the growth of a wide range of economic sectors, supported by an increasingly skilled workforce. We will see a focus on our local strengths in knowledge intensive sectors. This will include significant growth in digital creative industries in the city centre and in health, life sciences, agri- and bio-technology at the Norwich Research Park and the Food Enterprise Park at Honingham, along with advanced manufacturing and engineering at Hethel. This clean growth will place Greater Norwich at the forefront of tackling the global challenges and opportunities of energy, environment, life sciences, genetics and climate change. Together these will strengthen our leading role nationally and internationally in these sectors which will be critical to moving towards the post-carbon economy.

Most of the jobs growth we expect to see will be delivered on key strategic sites in and around Norwich with good access to public transport, the major road network and a comprehensive cycling network. This will contribute to the growing national importance of the Cambridge Norwich Tech Corridor and strengthen Norwich's role as the regional capital.

The city centre will continue to play a significant role as the economic dynamo of the area by providing excellent retail and leisure facilities along with a broad range of cultural and tourism attractions and new jobs needed to support housing growth across the Greater Norwich area.

Parallel to this, the role of smaller scale employment sites elsewhere in the urban area, market towns and villages will help to deliver good access to jobs for all. New technologies and improved broadband and mobile phone infrastructure will also facilitate changes to the way we

work, including the growth of small-scale businesses, more working from home and remote working.

Communities

The growth of mixed, inclusive, resilient and sustainable communities will mean that our new communities will be well integrated with our existing communities and will be safe and attractive places to live. People of all ages will have good access to services and facilities including schools, health care, shops, leisure and community facilities and libraries – which will in turn reduce the need to travel. This will also help create communities in which people can interact socially, be independent and have the opportunity for healthy and active lifestyles. New technologies will provide more ways of travelling and accessing services and our new communities will be designed to make active travel and public transport the easiest travel choices.

Homes

High-quality new homes will be built to meet the growing and changing needs of Greater Norwich. There will be a variety of type, tenure and sizes of homes in the mixed and inclusive communities, catering for the needs of all as they change over time and providing both market and affordable homes to meet different needs in our urban and rural areas.

Our plan envisages delivering the right number of homes to meet a variety of housing needs for those living and working in Greater Norwich. These include the rising ageing population, families and younger people, single occupants and those looking to share a home with others. The needs of groups in our community such as Gypsies and Travellers, Travelling Show People and those who live in residential caravans will be provided for in accessible locations.

We plan to concentrate the building of new homes in and around Norwich and in the Cambridge Norwich Tech Corridor. In Norwich City Centre and other highly accessible and sustainable locations, higher density homes including flats will be built, providing particularly for the needs of younger people and including purpose-built student accommodation, whilst also meeting the needs of other members of our community. This will help to create lively and vibrant city and district centres, enabling people to access services and jobs easily and to travel sustainably.

Our suburbs, market towns and villages will also be vibrant places to live with good access to services and facilities, supported by new housing and jobs and changing technologies. Homes here will be built at appropriate densities to respect and enhance local character and to meet the needs of all in mixed communities.

New homes will be large enough to provide a good quality of life, with adaptable homes built to meet the varied and changing needs of our communities. Many homes across Greater Norwich will also be self and custom-built, along with live-work units.

Infrastructure

By 2038 our transport system will be enhanced by a combination of infrastructure improvements and new technologies. Connectivity will improve both within Greater Norwich and to other parts of the country and beyond. This will include better rail services to London, Cambridge, Stansted, Milton Keynes, Oxford and the West, growth at Norwich Airport and road improvements to the A11, A47, the Norwich Western Link and the A140.

Together these will provide greater travel choices and allow people to make the best use of evolving sustainable transport networks, particularly in the urban area. They will also continue to support Norwich's role as the regional capital and improve access to our rural areas.

The coming decades will see significant changes in how much and how people travel. This plan will help to reduce the impact of travel both by concentrating activities close to centres of population and by assisting an increase in home and remote working. Combined with technological improvements including the addition of new and different transport infrastructure, emissions from transport consequently will be significantly reduced.

For journeys that are still needed there will be a radical shift away from the use of the private car, with many people walking, cycling or using clean public transport. This will be especially evident in the Norwich urban area and the main towns with safe, attractive and well-designed routes for pedestrians and cyclists and fast, frequent and reliable public transport services. Electric vehicles will predominate throughout Greater Norwich and connected and autonomous vehicles (CAVs) will become more commonplace, initially with taxis and shared demand responsive buses and ultimately for buses, deliveries and private vehicles.

In addition, the delivery of improved telecommunications, broadband and utilities infrastructure throughout the area will both support businesses development, home working, carbon reductions and access to services while also reducing transport emissions.

Existing schools and health facilities will be expanded, and new facilities provided to serve growing communities, with greater use of technology to access some types of health care.

Delivery

We will achieve our vision for sustainable and inclusive growth by a variety of means. These include our proactive approach to co-ordinating development providers, organisations and agencies as well as through interventions in cases where the market cannot deliver infrastructure. The protection and enhancement of a high-quality environment will also have assisted delivery by attracting inward investment. Our GNLP will meet housing need by providing choice and flexibility so that homes will be delivered on allocated and windfall housing sites.

Environment

Greater efficiency in water and energy usage will minimise the need for new infrastructure, and further reductions in carbon emissions will be delivered through the increased use of sustainable local energy sources. New water efficient buildings will also contribute to the protection of our water resources and water quality, helping to ensure the protection of our rivers, the Broads and our other wetland habitats. Development will be carried out in such locations and ways so that rivers and other protected water sites are protected from pollution to ensure water quality does not deteriorate.

Air pollution levels will be reduced through a combination of better design and location of development, supported by technological changes. Improved air quality will mean that there will no longer be any Air Quality Management Areas in Greater Norwich.

This GNLP will protect and enhance the distinctive local characteristics of our city, towns and villages and their separate identities. The distinctive characteristics of our landscapes will also be protected and enhanced. This will be achieved by shaping high-quality, well

designed and beautiful new development with green infrastructure, with homes large enough to provide for a good quality of life.

Development will make efficient use of brownfield sites and minimise the loss of greenfield land.

The development of a multi-functional green infrastructure network will continue across Greater Norwich. This enhanced network will help our communities mitigate and adapt to the effects of climate change, by providing for biodiversity gain through improved and linked habitats, reducing flood risk and improving opportunities for active travel and leisure. Improved access to the countryside will be provided and the quality of our environmental assets will be enhanced. Visitor pressure on the Broads and other internationally and nationally protected sites will be reduced by new and improved green infrastructure both on and linked to developments, including delivery of the Broadland Country Park in Horsford.

Critically, our plan will have helped to achieve reductions in our greenhouse gas emissions to contribute to the national target to reduce all greenhouse gas emissions by 68% by 2030 and by 78% by 2035 compared to 1990 levels and the zero-emission target by 2050.

The Plan's Objectives

130. The wide-ranging vision for Greater Norwich above has helped us to establish the plan's objectives below. Together, the vision and objectives provide the context for the policies and monitoring indicators in this plan.

Economy

To support and promote clean growth and progress towards a post-carbon economy through the expansion of internationally important knowledge-based industries in the Cambridge Norwich Tech Corridor as part of a wider entrepreneurial, enterprising, creative, and broad-based economy with high productivity and a skilled workforce.

Communities

To grow vibrant, healthy communities giving people a high quality of life in well-designed developments with good access to jobs, services, and facilities, helping to close the gap between life chances in disadvantaged and other communities.

Homes

To enable delivery of high-quality homes of the right density, size, mix, type and tenure to meet people's needs throughout their lives and to make efficient use of land.

Infrastructure

To promote the timely delivery of infrastructure to support existing communities, growth, and modal shift in transport use; and to improve connectivity to allow access to economic and social opportunities.

Delivery

To promote the delivery of housing, jobs, and infrastructure to meet identified needs, supported by intervention mechanisms where the market is unable to deliver.

Environment

To protect and enhance the built, natural, and historic environments, make best use of natural resources, and to significantly reduce emissions to ensure that Greater Norwich is adapted to climate change and plays a full part in meeting national commitments to reduce all greenhouse gas emissions by 68% by 2030 and by 78% by 2035 compared to 1990 levels and to achieve net zero greenhouse gas emissions by 2050.

SECTION 4 – THE DELIVERY OF GROWTH AND ADDRESSING CLIMATE CHANGE

131. To achieve this plan’s visions and objectives it is essential that we deliver planned growth through an effective policy framework which will both help decarbonise development and assist in addressing climate change. The delivery and climate change statements below are not policies in themselves, but rather set out how the GNLP addresses these two key issues. These priorities are important in guiding the plan’s strategy and content.

DELIVERY

132. The GNLP is part of a wider package of joined up measures the councils are taking to work with the Government, New Anglia LEP, the development industry and service and infrastructure providers to fund and deliver the high-quality growth Greater Norwich needs.

133. The councils also work in partnership as the Greater Norwich Growth Board (GNGB), which oversees decisions on investment in infrastructure to support growth and deliver existing planning targets.

134. The statement below sets out how the GNLP prioritises the delivery of development.

DELIVERY STATEMENT

Delivery of inclusive growth and sustainable development are key priorities for the Greater Norwich Local Plan. Delivery of housing, jobs and infrastructure are interlinked and mutually supportive.

Growth offers the opportunity to strengthen Greater Norwich’s role as a key part of the national economy, with the Cambridge Norwich Tech Corridor becoming an increasingly important axis linking to two other nationally significant growth corridors, between London, Stansted and Cambridge and along the Cambridge - Milton Keynes - Oxford Arc.

The authorities will continue to work:

- **Through the Greater Norwich Growth Board (or any successor) to facilitate and coordinate delivery across the plan area.**
- **With the private sector to promote the area and to overcome constraints on housing and employment sites.**

Each of the authorities have development companies directly delivering homes and jobs. The Greater Norwich Growth Board will continue to review options for joint Special Purpose Vehicles.

Housing

The plan promotes a pro-active approach to delivery through only allocating housing sites where a reasonable prospect of delivery, taking account of policy requirements in this plan, can be evidenced.

In addition, delivery plans are required to be submitted with planning applications to guide ongoing contact with developers. Where delivery cannot be demonstrated to be in

accordance with agreed delivery plans for individual sites, the authorities will, as appropriate, make use of their legal powers to bring about strategically significant development, including compulsory purchase.

This plan also provides choice and flexibility by ensuring there are enough committed sites to accommodate 11% more homes than “need” should they be required to offset any non-delivery. Additional opportunities will be provided, particularly for small-scale growth at villages and on small brownfield sites across Greater Norwich, through additional windfall development.

Taken together, these measures will ensure that housing needs to 2038 will be fully met.

Economic development

To promote delivery of jobs, this plan provides choice and flexibility by providing for a wide range of type and size of employment sites. These include strategic sites capable of accommodating large-scale development and high growth knowledge-intensive sectors. Most key strategic sites are extensions of already successful developments. Norwich City Centre is the largest concentration of employment in Greater Norwich with potential to grow further and will be a focus of employment growth to support the delivery of housing and other development across the wider plan area.

Smaller scale and rural employment sites are less likely to be constrained by infrastructure requirements and will be supported in accessible and sustainable locations. Together, these varied sites provide for growth of both a broad based and a high value knowledge economy.

Economic development is also supported by policies that promote housing delivery, infrastructure and a high-quality environment. Other activities of the partners promote inclusive economic development, inward investment and skills.

Infrastructure

Infrastructure priorities benefit existing communities, support growth, improve connectivity and access to economic and social opportunities, and deliver sustainable and active travel choices to promote modal shift.

The Greater Norwich partners will continue to work to coordinate delivery with other providers including Highways England, Anglian Water, other transport and utilities companies, town and parish councils, Norfolk Constabulary and local health care providers. Infrastructure will be delivered through:

- On-site and off-site provision required of development through conditions or legal agreements;
- Pooled use of the Community Infrastructure Levy, or any successor source of infrastructure payment;
- Maximising opportunities to access Government and other sources of funding;
- Capital investment of public bodies and utilities companies; and
- Locally led delivery vehicles.

ADDRESSING CLIMATE CHANGE

135. The NPPF requires local plans such as this one to “*Support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts*” and to set strategic policies which address climate change mitigation and adaptation. In addition, the NSPF 2021 sets out how local plans in Norfolk should address climate change. The GNLP contains policies which cover all relevant aspects of the NPPF and NSPF including the location of development, access to services and facilities, active travel, electric vehicles, energy and water efficiency, flood risk, sustainable drainage, overheating and green infrastructure.

136. The climate change statement below sets out how the GNLP seizes the opportunities available locally to promote low carbon development and address climate change.

CLIMATE CHANGE STATEMENT

The way in which local plans such as this can support the transition to a post-carbon future is set out in joint Royal Town Planning Institute (RTPI) and Town and Country Planning Association (TCPA) guidance. Table 5 below shows how the measures the guidance identifies are addressed through the GNLP.

Table 5 GNLP coverage of climate change issues

Measure	GNLP coverage
Requiring the location and design of development to: <ol style="list-style-type: none"> 1. deliver the highest viable energy efficiency, including the use of decentralised energy; 2. reduce the need to travel, particularly by private car; 3. secure the highest possible share of trips made by sustainable travel. 	<u>Location of development: Policies 1 and 7</u> <p>The policies covering the location of development ensure that new housing will be close to every-day services and jobs. The great majority of the development is in urban areas and large villages, where sustainable access to services and jobs is best, thus reducing the need to travel and making it easier to walk, cycle and use public transport. Growth in villages is located where there is good access to services to support their retention. The distribution of the great majority of growth thus reduces the need to travel.</p>
	<u>Design of development: Policies 1, 2, 3 and 4</u> <p>Policy 2, in conjunction with other plan policies, requires development to be designed to minimise emissions. It is a broad strategic policy covering a wide range of design issues which is supported by the requirement for a Sustainability Statement to show how development will be low carbon. It also provides flexibility in what will undoubtedly be an era of rapid technological change to 2038 to ensure development seizes the broad range of opportunities to be designed to reduce emissions.</p> <p>To achieve this, development must be designed to promote local service provision, include green</p>

	<p>infrastructure and reduce the need to travel. It must promote the use of public transport and active travel, along with supporting electric vehicle use.</p> <p>The policy also requires development to be designed and orientated to minimise energy use, promote low carbon generation and resource, energy and water efficiency, including promoting recycling and solar gain and reducing overheating. By setting high standards for resource efficiency the plan contributes to the Local Industrial Strategy priority to make Norfolk and Suffolk the UK's clean growth region.</p>
<p>Support delivery of decentralised, renewable, and low-carbon energy generation and grid infrastructure.</p>	<p>Policies 2 and 4 promote improvements to the energy grid, the development of local, renewable, and low carbon energy networks to serve major new developments and an increase in free standing renewable energy generation, such as solar farms. As required by the NPPF, wind farm development needs to have local support so is encouraged through Neighbourhood Planning.</p>
<p>Shape places and secure new development to minimise vulnerability and provide resilience to impacts from climate change.</p>	<p>Policies 1, 2, 3, 4 and 7 support further development of the green infrastructure network which will provide for mitigation of and adaptation to climate change, including promoting biodiversity net gain and improved and linked habitats.</p> <p>In addition, the GNLP minimises flood risk through the location of development. Most of the development is located away from areas at risk of flooding from rivers. The exception is a small number of brownfield sites by the Rivers Wensum and Yare in the city centre and East Norwich where new development can create new quarters for the city and flood mitigation measures are required. Development in the small number of allocated sites which have some areas of surface water flood risk should be located away from the parts of the site at risk of flooding and all suitable developments are required to use sustainable drainage.</p>
<p>Encourage community-led initiatives such as the promotion of decentralised, renewable and low carbon energy use or securing land for local food sourcing.</p>	<p>Policy 2 encourages communities to promote sustainable energy locally through neighbourhood plans, including wind energy development where there is local support. The requirement for significant amounts of green infrastructure in new development promotes local food sourcing by providing allotments.</p>
<p>Increase sustainable transport use and local transport solutions.</p>	<p>Policies 2 and 4 support the further development of low carbon transport networks. This includes improved walking and cycling facilities, the promotion of bus travel, Park and Ride and rail use, increased use of electric vehicles and demand management measures.</p>

<p>Have an effective monitoring regime to ensure evidence on reducing carbon dioxide emissions, recorded against the Climate Change Act and other key national statutory and policy frameworks.</p>	<p>Carbon emissions in Greater Norwich will continue to be monitored using district wide figures produced by Government on transport, domestic and industrial emissions. Our ambition is to reduce per capita emissions and thereby contribute to meeting the national target to bring all greenhouse gas emissions to net zero by 2050, as well as helping to meet local targets, statements, and plans. Measures contained within the GNLP will enable further emissions reductions, continuing recent year-on-year trends.</p>
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SECTION 5 – THE STRATEGY

POLICY 1 THE SUSTAINABLE GROWTH STRATEGY

Introduction

137. This document meets the NPPF's primary purpose for a local plan by providing the planning strategy for the pattern, scale, and nature of sustainable development to meet growth needs in Greater Norwich from 2018 to 2038.
138. Achieving sustainable development is at the heart of the planning system. This means striving to meet social, economic, and environmental needs to provide a good quality of life for existing and future generations. As required by the NPPF, the strategy aligns growth and infrastructure needs with its main focus on the strategic growth area. It makes the best use of brownfield sites in the city, provides sustainable urban extensions and supports vibrant towns and villages. It will also improve the environment, including mitigating climate change and adapting to its effects. The aim is to retain and enhance the distinctive qualities of Greater Norwich and create environmentally sustainable, resilient, and socially inclusive communities. Therefore, as required by the NPPF, policy 1 promotes sustainable development.
139. It identifies growth and renewal areas on greenfield and brownfield sites and limits growth in areas for long-term protection.
140. Policy 1 sets out the broad strategic approach which is illustrated on the key diagram. It also provides the context for subsequent more detailed strategic locational, thematic and sites policies in the plan.
141. The strategy takes a flexible approach in what will be a time of rapid change in how we work, travel and live owing to expected technological, economic, and environmental changes. It aims to make the most of Greater Norwich's substantial economic growth potential to develop its leading role in the national economy and to meet housing need, whilst also protecting and enhancing the special environment of our area and promoting low carbon development.
142. The strategy meets national planning policy requirements, is informed by consultation feedback, and is based on an extensive evidence base covering a wide variety of issues including infrastructure needs, Habitats Regulations Assessment (HRA) considerations and Sustainability Appraisal (SA).
143. Policy 1 establishes that five-year housing land supply will be calculated across the whole of the three districts and commits the councils to reviewing the plan to comply with government requirements.

Employment Growth Needs

144. The NPPF requires local plans to set out an economic strategy.

145. Building on recent success in terms of the delivery of new jobs, the overall target for jobs growth is for an increase of 33,000 jobs from 2018 to 2038. This figure has been established through local trend-based evidence from the East of England Forecast Model.
146. Providing the right sites in the right places for sectors with the greatest economic potential will support continued growth and a vibrant economy. Economic evidence shows that:
- a. A range of sectors will drive economic and employment growth, many of which are within high value knowledge-intensive sectors that are increasingly important to the wider UK economy. Greater Norwich is home to several internationally recognised businesses and boasts a diverse property portfolio. Its increasingly entrepreneurial economy is underpinned by a strong foundation of academic and commercial research, making it well positioned nationally and internationally to compete for future business investment as part of the Cambridge Norwich Tech Corridor as well as continuing to grow its own business base.
 - b. Growth potential is greatest in five high impact sectors identified in the Norfolk and Suffolk Economic Strategy: advanced manufacturing and engineering; agri-tech; energy; ICT/digital culture and life sciences. Growth of these sectors will help Greater Norwich to play a key role nationally and internationally in assisting the transformation to a post-carbon economy.
 - c. The total amount of allocated and permitted employment land in 2018 is more than enough to provide for expected and promoted growth, so the policy does not make significant additional allocations of employment land beyond those already identified in existing local plan documents.
147. This plan therefore allocates employment sites totalling around 360 hectares including key strategic employment land in Norwich City Centre, the Norwich Airport area, Rackheath, Broadland Business Park, Broadland Gate, Norwich Research Park (NRP), Wymondham/Hethel, Longwater and the Food Enterprise Park. These are set out in the Key Diagram and in policy 1. The strategic employment locations provide for growth of all the key sectors and are supported by good quality infrastructure and nearby housing, either existing or planned.
148. Parts of the NRP have Enterprise Zone status with simplified planning rules, business rate discounts and superfast broadband designed to promote research-based business growth. The Food Enterprise Park has Food Enterprise Zone status and a Local Development Order on parts of the site to encourage and support food production, processing and agriculture through the co-location of commercial enterprises.
149. The key strategic sites contribute to the Cambridge Norwich Tech Corridor, supporting a globally significant axis between Cambridge University, UEA/NRP and their associated businesses. The Tech Corridor links to other significant growth corridors: London-Stansted-Cambridge and the Cambridge - Milton Keynes-Oxford Arc (CaMkOx).
150. Supporting and demonstrating a link to nationally significant growth corridors will assist in attracting inward investment and accessing funding opportunities as Government funding will be linked to the delivery of the Norfolk and Suffolk Economic Strategy and the emerging Local Industrial Strategy for Norfolk and Suffolk.

151. The GNLP also allocates land and allows for additional windfall delivery of smaller scale sites to provide for jobs growth elsewhere in the urban area, towns and villages, providing local job opportunities and supporting small-scale businesses and a vibrant rural economy.
152. Evidence shows that there is an underlying demand for good quality office growth and employment space in Norwich City Centre. The policies for the economy (policy 6) and for Norwich urban area (policy 7.1) address the need to ensure that high density employment uses are concentrated in highly accessible locations, particularly in the city centre, whilst at the same time recognising that there will be an increase in home and remote working during the plan period.

Housing Growth Needs

153. The existing housing commitment, sites which are allocated or have permission for housing development, is large and shapes the GNLP strategy. The existing allocations, including Site Allocation plans, Area Action Plans and Neighbourhood Plans, derive from the Joint Core Strategy (JCS). These allocations have been demonstrated to be sustainable and, except for later phases of some larger sites where delivery is unlikely before 2038, they are included in this strategy. This deliverable commitment, including uplift on existing allocations and homes delivered from the start of the plan period in April 2018 to April 2022, provides 68% of the total housing growth identified in this plan to 2038.
154. The Government produced a standard methodology for identifying local housing need in December 2020 which requires forecasts to be based on the 2014 household projections unless there are exceptional local circumstances. Consequently, this plan follows the required approach and local housing need derived from the 2014-based household projections is set out in row A of Table 6 below. This local housing need is the plan requirement against which land supply will be measured (see appendix 4).
155. To ensure the identified need can be met, it is normal practice to identify additional potential supply to buffer against under delivery, typically around 10%. Table 6 below sets out how the resulting total housing figure from 2018 to 2038 for the GNLP has been established using the standard methodology and including an 11% buffer to ensure delivery. This higher supply assists with the growth ambitions of the Norwich area and recognises higher rates in the 2018 based household projections.

Table 6 Establishing the Plan's total housing potential figure

	Number of Homes		Explanation
A	Local housing requirement (2018 to 2038)	40,541	The minimum local housing need figure has been identified using the Government's standard methodology using 2014-based projections. This figure forms the housing requirement for the plan.
B	Delivery 2018/2019 to 2021/2022	8,728	The number of homes built in 2018/2019, 2019/20, 2020/21 and 2021/22 (including student accommodation and housing for the elderly).

C	Existing commitment (at April 2022) to be delivered to 2038	34,668	The existing commitment is the undelivered sites which are already allocated and permitted at 01/04/2022. It includes forecast development from small sites of 9 or fewer homes and other windfall sites over the period 2023/24 to 2027/28. Delivery from allocated sites in this figure includes allocations made by this plan, the South Norfolk Village Clusters Housing Site Allocations Local Plan (1,200 dwellings) and the Diss and District Neighbourhood Plan (250 dwellings) and adopted development plan documents and area action plans.
D	Homes delivered through policy 7.5	795	Policy 7.5 provides for delivery of 3 self or custom build homes on small-scale sites within or adjacent to settlement boundaries or on small sites within recognisable groups of dwellings.
E	Windfall allowance	830	There is a limited reliance on windfall sites. Evidence provides an estimated 4,450 homes resulting from windfall development during the remainder of the plan period. As windfall delivery is likely to remain robustly high it is appropriate to include a limited proportion as part of total potential delivery.
F = B + C + D + E	Total Forecast Supply	45,041	The forecast housing supply for the plan consists of delivery (B), commitments and allocations (C), homes delivered through policy 7.5 (D) and the windfall allowance (E). This provides a buffer of 11% on the local housing requirement to mitigate any risk of non-delivery of sites to ensure delivery of local housing need.

156. In line with the above figures, policy 1 provides for around 45,000 new homes. This is the total provision in the plan and is **not** the need or requirement against which land supply will be measured (see appendix 4).
157. In addition to the allocations in this plan, a minimum of 1,200 of these homes will be allocated in the South Norfolk Village Clusters Housing Site Allocations document and more than 250 homes are provided through allocations in the Diss and District Neighbourhood Plan. These 1,450 homes are included in the allocations in Row D.
158. Policy 7.5 also allows for limited further development on sites of up to three homes to provide further opportunities for self and custom build during the plan period.

159. Windfall developments provide additional potential for housing delivery. Policy 1 supports appropriate windfall development, including sites in and adjacent to villages and small brownfield sites.
160. Based on previous local trends, the likely scale of windfall housing development is in the region of 3,400 dwellings in the remainder of the plan period to 2038. Windfall in the first five years of the plan following adoption is counted as part of the five-year land supply calculation. The table above shows that 30% of the estimated windfall delivery is counted as a windfall allowance for the remainder of the plan period from 2028/29 - 2038. Demand will determine whether windfall development is instead of, or in addition to, allocated growth.
161. The Government encourages authorities to consider higher levels of growth than that required to meet local housing need, particularly where there is the potential for significant economic growth. Our overall approach, including to windfalls and having a buffer, builds in flexibility to support higher than trend economic growth incorporating the Greater Norwich City Deal.
162. It also sets us on the path to the higher housing numbers which recent projections indicate will be required locally to address affordability issues. This provides continuity between the current and future direction of travel in Government policy to provide more housing to address needs.
163. National policy requires reviews of local plans to be completed no later than five years from their adoption, meaning that a rolling programme of plan making takes place. It currently seems likely that there will be a need to plan for further growth through the next local plan.
164. This plan identifies enough sustainable sites within and on the edge of settlements to meet currently assessed need for the plan period. A review of the local plan will need to assess options for longer term growth, including the potential for a sustainable new settlement or settlements.
165. A new settlement approach was considered in preparing this local plan but was rejected by the Partnership as being premature. The detailed exploratory work to consider options for a new settlement or settlements is intended to begin on adoption of this plan and will involve discussions with Government, agencies and partners along with public participation to inform the preparation of the next local plan.

The Growth Strategy

166. To ensure sustainable development, minimise carbon emissions, promote strong, resilient, inclusive and vibrant communities and meet other Government requirements set out in the NPPF, the strategy for the location of growth:
 - a. Maximises brownfield development and regeneration opportunities, which are mainly in Norwich. The brownfield/greenfield split for new homes in the plan is around 22%/78%.

- b. Broadly follows the settlement hierarchy set out in policy 1 (the Norwich urban area; main towns; key service centres and village clusters) in terms of scales of growth as this reflects access to services and jobs.
- c. Focusses most of the growth in locations with the best access to jobs, services and existing and planned infrastructure in and around the Norwich urban area and the Cambridge Norwich Tech corridor.
- d. Focusses reasonable levels of growth in the main towns, key service centres and village clusters to support a vibrant rural economy. The approach to village clusters is innovative. It reflects the way people access services in rural areas and enhances social sustainability by promoting appropriate growth in smaller villages. It will support local services, whilst at the same time protecting the character of the villages.
- e. Allocates strategic scale housing sites (750 dwellings +) in accessible locations.
- f. Allocates a significant number of medium scale and smaller scale sites in the urban area, towns and villages, providing a balanced range of site types to allow for choice, assist delivery and allow smaller scale developers and builders into the market. Overall, 12% of the homes allocated through the plan are on sites of no larger than 1 hectare, meeting NPPF requirements. More small-scale housing developments will be provided by policy 7.5 and through windfall development.
- g. Sets a minimum allocation size of 12-15 dwellings to ensure that a readily deliverable amount of affordable housing is provided on all allocated sites.

167. The strategy for the distribution of growth set in policy 1 takes account of the above principles, the scale of existing and deliverability of commitment and assessments of sites submitted to the GNLP.

168. The authorities will continue to work together through the Greater Norwich Growth Board to ensure necessary infrastructure to support growth is delivered. The programme for delivery of key infrastructure will be set out in the Greater Norwich Infrastructure Plan.

The Settlement Hierarchy

169. Housing growth is distributed in line with the following settlement hierarchy:

- I. The **Norwich urban area** which consists of **Norwich** and the built-up parts of the **fringe parishes** of Colney, Costessey, Cringleford, Drayton, Easton, Hellesdon, Old Catton, Sprowston, Taverham, Thorpe St. Andrew, Trowse and the remainder of the Growth Triangle.
- II. The **main towns** which are Aylsham, Diss (including part of Roydon), Long Stratton, Harleston and Wymondham.

III. The **key service centres** which are Acle, Blofield, Brundall, Hetherset, Hingham, Loddon/Chedgrave, Poringland/Framingham Earl, Reepham and Wroxham.

IV. **Village clusters** which cover the remainder of the Greater Norwich Local Plan area.

170. Table 7 below sets out the amount and proportion of growth in the different settlement hierarchy areas established by the strategy and provides estimates for homes there will be in each area in 2038.

Table 7 Housing growth 2018 to 2038 (figures rounded)

Area	Homes 2018	Homes 2038 (and increase)	Increase %	% of total housing growth
Norwich urban area	106,100	134,058 (+27,958)	26	62
Main towns	19,400	26,074 (+6,674)	34	15
Key service centres	15,900	19,712 (+ 3,812)	24	8
Village clusters	46,100	49,983 (+ 3,883)	8	9
Windfall + homes from policy 7.5 + small sites + forecast development from small sites of 9 or fewer homes	NA	2,714	NA	6
Total	187,500	232,541 (+ 45,041)	24	

The Strategic Growth Area

171. The strategy distributes around 70% of the growth in the “Strategic Growth Area”. This area is broadly defined on the Key Diagram and shown in map 7 to include:

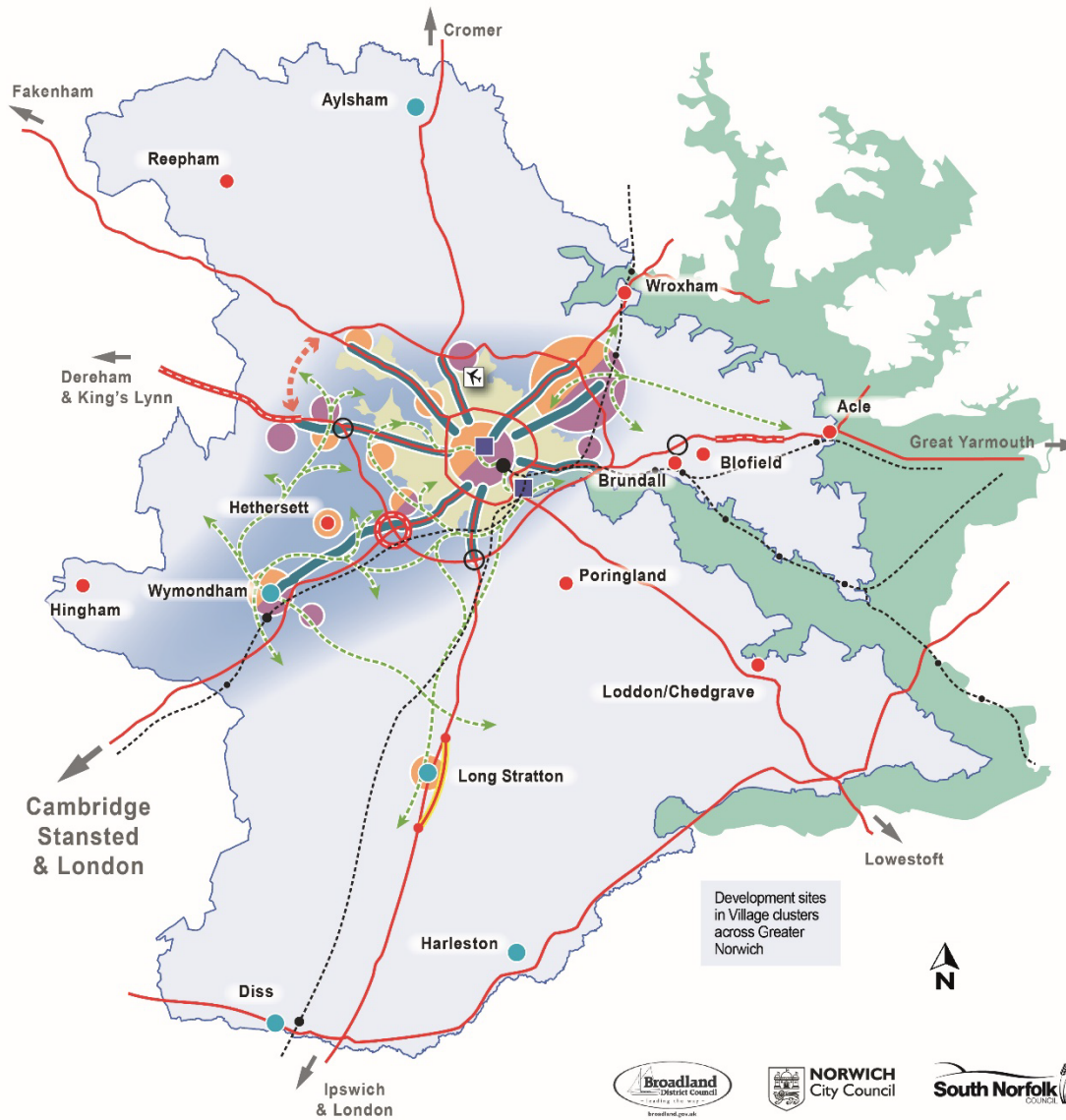
- The main Cambridge Norwich Tech Corridor area, including Norwich, the North-East Growth Triangle, the remainder of the Norwich Fringe, Hetherset and Wymondham.
- All the key strategic employment areas in the plan.
- All but one of the strategic scale housing growth locations (the exception is Long Stratton).
- High-quality public transport, road and cycling infrastructure (both existing and planned) and
- The great majority of brownfield sites in the area.

172. Identifying this area promotes the strategic economic strengths and sectors of Greater Norwich. By linking to other regional growth corridors, it places Greater Norwich firmly on the national stage for growth and accessing external funding.
173. With Norwich playing an anchoring role in the strategic growth area, it also recognises the role the city plays as a driver of the regional economy, supporting the vitality and regeneration of the city centre, including maximising the potential of brownfield sites.

The Key Diagram

174. Strategic local plans are required to include a Key Diagram which illustrates key elements of the strategy in the plan on an indicative map.

KEY DIAGRAM



Key Diagram

Key

- Area boundary
- Strategic growth area
- Broads Authority area (outside the GNLP area)

Settlement Hierarchy

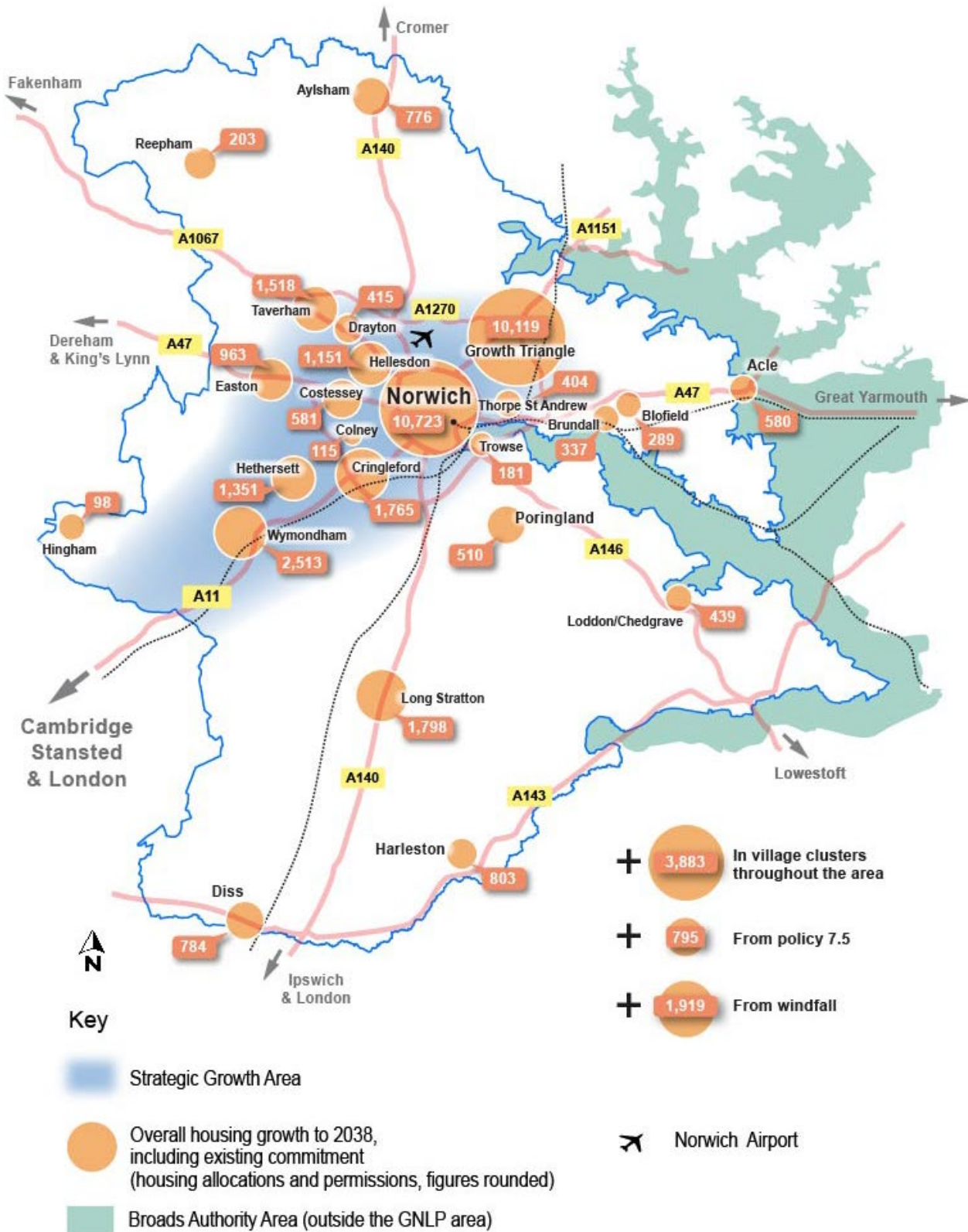
- Norwich urban area
 - Main towns
 - Key service centres
 - Strategic housing growth & associated facilities
 - Key strategic employment sites
 - Strategic regeneration areas
 - Long Stratton bypass
 - Western link road
 - Road Investment Strategy (RIS) schemes
 - Major junction improvements
 - Strategic bus corridors
 - Green infrastructure priority corridors supporting key growth locations (Other green infrastructure opportunities throughout the area)
 - A Roads
 - Railways and stations
 - Norwich Airport
- All remaining areas of Greater Norwich are part of a Village cluster.



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 Broadland District Council - 100022319
 Norwich City Council - 100019747
 South Norfolk District Council - 100019483

175. Map 7 below provides further detail for housing by illustrating the location and scale of housing growth allocated through the plan across Greater Norwich.

Map 7 Housing Growth Locations



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 Broadland District Council - 100022319
 Norwich City Council - 100019747
 South Norfolk District Council - 100019483



POLICY 1 – THE SUSTAINABLE GROWTH STRATEGY

Sustainable development and inclusive growth are supported by delivery of the following between 2018 and 2038:

- To meet the requirement for around 40,550 new homes, provision is made for a minimum of 45,041 new homes.
- To aid delivery of around 33,000 additional jobs and support key economic sectors, around 360 hectares of employment land is allocated, and employment opportunities are promoted at the local level.
- Supporting infrastructure will be provided in line with policies 2 and 4.
- Environmental protection and enhancement measures including further improvements to the green infrastructure network will be delivered.

The sustainable growth strategy is illustrated in the Key Diagram.

SETTLEMENT HIERARCHY

The settlement hierarchy is:

1. Norwich urban area (Norwich and Norwich Fringe) (see glossary for definition).
2. Main towns.
3. Key service centres.
4. Village clusters.

Growth is distributed in line with the settlement hierarchy to provide good access to services, employment, and infrastructure. It is provided through urban and rural regeneration, along with sustainable urban and village extensions.

Most of the housing, employment and infrastructure growth is focussed in the Strategic Growth Area illustrated on the Key Diagram. This includes Greater Norwich's part of the Cambridge Norwich Tech Corridor, including the Norwich urban area, Hethersett and Wymondham and key strategic jobs sites at Hethel and the Norwich Research Park. Growth is also focussed in towns and villages to support vibrant rural communities.

HOUSING

Housing commitments are located to meet the need for homes across the area, providing good access to services, facilities and jobs, supporting sustainable urban and rural living. Accordingly, housing commitments are distributed as follows:

Area	Completions 2018/19 - 2021/22 and deliverable commitment at 01/04/2022	Homes forecast to be delivered from allocated sites by March 2038	Total deliverable housing commitment 2018 - 2038
Norwich urban area	20,976	6,982	27,958

The main towns of Wymondham, Aylsham, Diss (with part of Roydon), Harleston and Long Stratton		5,035	1,639	6,674
The key service centres of Acle, Blofield, Brundall, Hethersett, Hingham, Loddon / Chedgrave, Poringland / Framingham Earl, Reepham and Wroxham		3,137	675	3,812
Village clusters	In the remaining parts of Broadland (see policy 7.4 and the GNLP Sites Plan for specific sites)	1,054	442	3,883
	In South Norfolk (see policy 7.4 and the South Norfolk Village Clusters Housing Site Allocations Local Plan for specific allocations)	1,187	A minimum of 1,200	
Forecast development from small sites of 9 or fewer homes and other windfall sites over the period 2023/24 to 2027/28		1,089	N/A	1,089
Allocations Total		32,478	10,938	43,416
Homes delivered though policy 7.5		NA		795
Windfall allowance for the period 2028/29 to 2037/38		NA		830
Overall Total				45,041

Policies 7.1 to 7.5 provide details on distribution and the Sites document provides individual site policies. Individual site policies for villages in South Norfolk will be in the South Norfolk Village Clusters Housing Site Allocations Local Plan.

To provide choice and aid delivery of housing, proposals for additional “windfall” housing growth will be considered acceptable in principle at appropriate scales and locations where they would not have a negative impact on the character and scale of the settlement, and subject to other local plan policies:

1. Within settlement boundaries in accordance with the above settlement hierarchy.
2. Elsewhere in village clusters, subject to the requirements of policy 7.4.
3. On sites of up to 3 self or custom build dwellings subject to the requirements of policy 7.5.

Plan review and five-year housing land supply

This plan will be reviewed in line with the requirements on the new plan-making system. Five-year housing land supply will be calculated across the whole of the three districts. Appendix 4 shows that the plan provides enough allocations to provide a five-year housing land supply.

ECONOMY

Key Strategic employment locations in the Key Diagram are protected from other forms of development and will support both a broad range of employment and key economic sectors as set out in policy 6. The key strategic locations are:

- Norwich City Centre.
- the Norwich Airport area.
- Browick Interchange, Wymondham.
- Longwater.
- Rackheath.
- Broadland Business Park.
- Broadland Gate.
- Norwich Research Park.
- Hethel and
- The Food Enterprise Park at Easton/Honingham.

In addition, smaller scale employment sites are allocated in urban areas, towns and large villages to provide local job opportunities, supporting small businesses and vibrant urban and rural economies.

INFRASTRUCTURE

The sustainable growth strategy will be supported by improvements to the transport system, green infrastructure and services as set out in policies 2, 3 and 4.

POLICY 2 - SUSTAINABLE COMMUNITIES

Introduction

176. The Sustainable Communities policy is wide ranging. It aims to ensure that the design of development is high quality, contributes to the establishment and maintenance of resilient and inclusive communities, promotes low carbon development and helps to address climate change. It is a key strategic policy, covering many aspects of the vision and objectives of the plan. Together with policy 3, which focuses on design taking account of historic and natural assets, the policy promotes well-designed places as required by section 12 of the NPPF.

177. The policy covers ten key social, economic and environmental issues which all developments must address through their design. These are set out in table 8 below. The table also references other relevant plan policies.

Table 8 - Key issues addressed by policy 2

Issue number in policy 2	Requirement and justification
<p>1. Access to services and facilities</p>	<p>The design of development and the local availability of services play an important role in determining how much and how people travel. This is particularly the case on larger sites where good design can significantly influence travel habits. Developments are therefore required to provide convenient, safe, and sustainable access to new on-site services and facilities or to existing facilities as appropriate. This reduces the need to travel and provides local access to services and facilities, supporting their viability. Layouts that encourage walking and cycling also help to support healthy lifestyles. Sport England’s Active Design document should be referred to. In addition, the policy requires sites to be designed to promote public transport use and accommodate parking without over dominating the site or providing a hazard. Strategic infrastructure is provided for through policy 4.</p>
<p>2. New technologies</p>	<p>This section of the policy requires development to make provision for the delivery of technology-based services and electric vehicle charging. Such a strategic approach is important for economic growth and will have environmental and social benefits, such as assisting in home working. The policy encourages developers to work with service providers on the delivery of a broad range of existing, developing and future technologies, with broadband, fibre optic and telecommunication networks a current focus. Developers must therefore ensure broadband infrastructure is provided for new developments. To do this, they should register new sites with broadband infrastructure providers. The preference is that all residential developments over 10 dwellings and all employment developments will provide Fibre to the Premises (FTTP) for high connection speeds. For smaller schemes, the expectation is that FTTP will be provided where practical. Where this is not possible, then non-Next Generation Access (NGA) technologies that can provide speeds more than 24Mbps should be delivered. The policy also supports the use of electric vehicles by requiring the provision of charging points.</p>
<p>3. Green infrastructure</p>	<p>Developments are required to provide on-site or off-site green infrastructure appropriate to their scale and location. The three main benefits of green</p>

	<p>infrastructure: biodiversity gain; the promotion of active travel and the reduction of flood risk, are key NPPF priorities. On-site provision will provide landscaping, street trees and other planting and will link and contribute to the further development of an area-wide green infrastructure network. This network, also promoted through policies 3 and 4, has now been in development in Greater Norwich for over a decade. Development of the green infrastructure network will be in accordance with existing and amended versions of the Greater Norwich Green Infrastructure Strategy and delivery plans, and other documents such as the River Wensum Strategy.</p>
4. Densities	<p>In line with the NPPF, developments are required through this policy to make effective use of land. To do this, the policy establishes minimum net densities for different parts of the area. It requires higher densities in the most sustainable locations. These are mainly in Norwich and, in particular, in the city centre where, dependent on design issues, high densities have and can be delivered. It also establishes a minimum density elsewhere to ensure the effective use of land. In determining the appropriate density for a development, regard will need to be had to design codes and the type and size of housing; for example, a greater number of 1- bedroom properties can be accommodated compared to 5-bedroom properties. The policy will be used with issue 5 below and with policy 3 which focuses on design taking account of historic and natural assets.</p>
5. Design	<p>Good design is key to sustainable development, place-making and helping to make development acceptable to communities. As a result, the NPPF requires local plans to support the creation of beautiful, well-designed places and buildings which respect and enhance local character. To achieve this, the policy requires development to take account of both existing and new design guidance. This allows for the development of area specific design guides, codes and masterplans which can reflect the wide range of development sites and opportunities in Greater Norwich.</p>
6. Inclusive and safe communities	<p>In line with the NPPF, this element of the policy covers social aspects of the design of development. It focuses on the promotion of resilient, safe and inclusive communities with good access to facilities, services and jobs which are designed to deter crime.</p>
7. Environmental protection	<p>This part of the policy covers a range of the environmental protection issues that new development must focus on. These are soil, air, water or noise pollution and land stability. To help achieve this, development should promote recycling, address ground conditions, protect surface and groundwater and separate un-neighbourly uses. The policy provides the strategic basis for more detailed policies and guidance.</p>
8. Flood risk	<p>Along with the overall strategy for growth, this element of the policy will ensure that flood risk is properly taken account of in the location of new development and that sustainable drainage is used. As evidenced by the Strategic Flood Risk Assessment, the great majority of development promoted through this plan avoids areas at risk of flood. Any mitigation required, mainly in parts of Norwich City Centre and East Norwich, will come forward as part of specific developments and will be guided by the level 2 Strategic Flood Risk Assessment.</p>
9. Water Efficiency	<p>Government policy expects local planning authorities to adopt proactive strategies to adapt to climate change, taking account of water supply and demand considerations. It allows local plans to set a higher standard of water efficiency than the Building Regulations where evidence justifies it. For housing development, only the higher Building Regulations standard for water prescribed by Government (110 litres per person per day) can be applied</p>

	<p>through local plans and more demanding standards cannot be set. For non-housing development, broadly equivalent standards can be required using BREEAM assessments.</p> <p>In Greater Norwich, evidence and justification on the need for water efficiency measures includes:</p> <ul style="list-style-type: none"> • The Environment Agency (EA) has identified Greater Norwich as water stressed both in its 'Water Stress Area Final Classification (2013) and in the 2021 classification update. These are the primary source of evidence which support a tighter water efficiency standard. • The need for water efficiency is particularly significant in Greater Norwich given its proximity to internationally protected water environments, including the River Wensum and the Broads. • Anglian Water's strategic approach to providing water supplies to meet growth needs includes a major focus on water efficiency measures. • The Norfolk Strategic Planning Framework and the key relevant organisations, the Environment Agency and Natural England, all support retaining this approach which has been in place in Greater Norwich since 2011. • The cost of such a policy is usually negligible. It can be easily achieved through a flexible variety of measures to suit different types of homes and buildings. The cheapest approach is the use of water efficient fixtures and fittings. Solutions can also include the use of greywater recycling and rainwater capture. It will have no effect on development viability and will lead to financial savings for householders and users of other developments, along with carbon emissions reductions. <p>Implementation of the standards for water efficiency will be supported by an updated advice note.</p>
<p>10. Energy</p>	<p>Point 10 of the policy requires development to be designed and orientated to minimise energy use and reduce the risk of overheating, an easily achievable and cost-effective means of promoting low carbon development. It also supports decarbonised energy supplies by promoting measures such as decentralised, renewable and low carbon energy generation, co-locating potential heat customer and suppliers, and battery storage.</p> <p>The Greater Norwich Energy Infrastructure Study (March 2019) shows that a positive approach to promoting energy efficiency and locally generated sustainable sources of energy, as well as promotion of the use of battery storage, is required to address local energy network capacity constraints and to ensure the timely delivery of growth.</p> <p>The study sets out that there are likely to be constraints on the electricity grid and recommends ways to avoid or reduce the costs of improved network connection which are relevant to all larger sites, and to those sites affected by grid constraints named in appendix 1. Measures to implement the policy, to be evidenced on a site-by-site basis through the Sustainability Statement, could include:</p> <ul style="list-style-type: none"> • Semi-islanded approaches including high levels of on-site, renewable or low carbon generation and batteries.

- Demand side responses, where on-site generation could be turned up or load reduced in response to network signals.
- Investment in infrastructure delivered through an Energy Services Company, which can then provide a steady revenue stream for those involved.

The NPPF requires a positive approach to large-scale renewable energy generation and the LEP strategy identifies energy as one of five high impact sectors with the potential for growth. Consequently, the policy positively supports such development, subject to the acceptability of wider impacts. In line with national policy, the exception is onshore wind energy development. No suitable sites for onshore wind energy have been submitted to the GNLP. The best way to display local support, as required by the NPPF, for onshore wind energy is through either a neighbourhood plan which requires a local referendum or through any other future local plan documents which may consider suitable sites.

Implementation

178. The policy will be implemented through:

- **Major developments being required to submit a Sustainability Statement.** This will be supported by supplementary planning guidance. The purpose of the statement is to show, on a site-by-site basis, how the varied aspects of the policy are addressed. The policy references use of national and local design guides and codes to ensure good urban design and encourages, but does not require, the use of the Building for a Healthy Life design tool, or any equivalents or future successors. This provides flexibility in how applicants produce their sustainability statements for housing developments. The policy also encourages master-planning using a community engagement process on larger sites 200 dwellings plus or 20,000 square metres for non-residential development. The purpose of this is to promote effective community engagement in the design of larger schemes. It also includes a requirement for Health Impact Assessments which will be provided for allocated sites of 500 dwellings plus, for non-allocated housing sites of 100 dwellings plus and for any housing proposal with a significant amount of housing for the elderly. These assessments will show how the health care needs of the new development will be provided for.
- **Housing developments of 100 dwellings or more being required to submit a Delivery Statement.** This statement is aimed at supporting timely delivery of development, a priority for this plan. It requires developers to set out the expected timing of the delivery of developments in their statements accompanying planning applications. Where delivery does not happen, it enables the local authorities to consider the use of legal powers to promote delivery, including compulsory purchase.
- **All minor developments also being subject to the policy's requirements.** This will be assessed on a case-by-case basis, taking account of site characteristics and proposed uses. Minor developments are not required to submit a Sustainability Statement. This is in line with the threshold for national requirements for Design and Access statements for major developments only and ensures that planning application submission requirements are proportionate.
- **Existing development management policies**, which detail some policy aspects such as environmental protection issues.

- **Supplementary Planning Documents and guidance.**

179. Potential applicants for planning permission for major developments are advised to contact Anglian Water Services in the early stages of producing a development scheme in order to ensure that there is adequate capacity, or capacity can be made available, in the wastewater network. The provision of capacity could affect the timing of development. In locations where there are known to be capacity issues the local authority will expect this engagement to have taken place and for it to be demonstrated that adequate capacity will be available to serve the development (see Appendix 1 Infrastructure Requirements for currently known locations with capacity issues). Applicants should also consider contacting Norfolk Constabulary for advice on crime and safety issues.
180. Overall, to foster sustainable, mixed and resilient communities, development should be high quality, contributing to delivering growth that is inclusive and meets identified needs, to enhancing the environment, to mitigating and adapting to climate change and to assisting in meeting national greenhouse gas emissions targets.

POLICY 2 – SUSTAINABLE COMMUNITIES

To contribute to the achievement of sustainable communities, development proposals should, where relevant, address the following matters:

1. Ensure safe and convenient access for all, including by non-car modes, to on-site and local services and facilities such as schools, health care, shops, recreation/leisure/community/faith facilities and libraries; encourage walking, cycling and public transport through the layout of development; and integrate parking to avoid it dominating the streetscape or being a hazard.
2. Make provision for accommodating technology-based services such as broadband, fibre optic networks, telecommunications and electric vehicle charging.
3. Create and contribute to multi-functional green infrastructure links, whether provided on-site or off-site, including through landscaping, street trees and other tree planting, taking account of local green infrastructure strategies and delivery plans.
4. Make efficient use of land with development densities taking account of accessibility and local character consideration. For residential development, it is expected that there will be minimum net densities of 40 dwellings per hectare in Norwich and 25 dwellings per hectare elsewhere in the Plan area. Higher densities are encouraged in and close to defined district and town centres, and in particular in the city centre. In the most accessible locations in Norwich, regard should be given to providing low or car-free housing in accordance with Policy DM32 of the Norwich Development Management Policies Local Plan.
5. Create beautiful, well-designed places and buildings which respect the character of the local area and seek to enhance it through appropriate design, having regard to any local design guidance (including design codes).
6. Promote an inclusive, resilient, and safe community through the provision of facilities and services commensurate with the scale and type of the development; and the design and layout of development reflecting best practice to deter crime.
7. Avoid risks of unacceptable levels of soil, air, water and noise pollution and/or land instability.
8. Avoid locating inappropriate development in areas at risk of flooding by applying the sequential and exceptions tests and ensuring that flood risk is not increased elsewhere. Sustainable drainage systems should be incorporated unless there is clear evidence that this would be inappropriate.
9. Ensure a high level of water efficiency. To achieve this:
 - i. Housing development will meet the Building Regulations part G (amended 2016) water efficiency higher optional standard, or any equivalent successor;
 - ii. Non-housing development will meet the BREEAM “Very Good” water efficiency standard, or any equivalent successor.
10. Protect water quality and ensure a low level of energy consumption. To achieve this development proposals should:

- i. Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption and the risk of overheating.**
- ii. Provide for the use of sustainable energy, local energy networks and battery storage where appropriate.**

Proposals for free standing decentralised, renewable and/or low carbon energy networks, except for wind energy schemes, will be supported subject to the acceptability of wider impacts.

Wind energy schemes will be supported where the proposal is in an area identified as suitable for wind energy development in the Development Plan i.e., within a Neighbourhood Plan or Development Plan Document; or in a Supplementary Planning Document, and consultation has been undertaken to identify planning impacts, these have been addressed, and the scheme has been demonstrated to have the support of the local community.

To assist this broad-based approach:

- i. Planning applications for major developments will be required to be accompanied by a Sustainability Statement (including Health Impact Assessments as appropriate) showing how development will address the above matters that are relevant to the proposal. Housing development should take account of the National Design Guide (and any subsequent related publications) and optionally making use of tools such as Building for a Healthy Life (or any successor). Flood risk assessments will be provided separately in accordance with the NPPF.**
- ii. Master-planning using a community engagement process, as agreed with the local planning authority, will be encouraged on larger sites and particularly for proposed developments of 200 dwellings or 20,000 square metres plus.**
- iii. Delivery plans are required with planning applications for 100 dwellings plus to set out the expected timing of the delivery of developments. Where delivery cannot be demonstrated to be in accordance with agreed delivery plans for individual sites, the authorities may make use, where necessary, of their legal powers to bring about strategically significant development, including compulsory purchase. In considering the use of such powers regard will be had to any change of circumstances that might affect delivery, particularly economic factors, and the Delivery Plan will need to be updated accordingly.**

POLICY 3 – ENVIRONMENTAL PROTECTION AND ENHANCEMENT

The Built and Historic Environment

181. The National Planning Policy Framework states that plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.
182. The Greater Norwich area has numerous heritage assets. Consequently, the historic environment is central to the character and quality of life of the Greater Norwich area and is a significant factor in its economic success through encouraging tourism and inward investment. Conserving and enhancing the historic environment will continue to reinforce what makes Greater Norwich an attractive place to live in, work and visit.
183. As well as the heritage assets that are easily visible, there are also those that are hidden below ground. As a long settled and productive area, Greater Norwich has a significant archaeological heritage which development can help to reveal.
184. As such, it is important to recognise that the historic character of the area is made up of a multitude of heritage assets. Individually, some may be more important than others, but even the lesser ones are important in contributing to overall character and quality. All the different elements of the historic environment need to be taken into consideration and conserved and enhanced where possible as part of the development of the area. Guidance for this can be obtained through a wide range of existing resources, such as historic landscape character assessments, conservation area appraisals, listed building and scheduled monuments information and archaeological records; but it is usually necessary to undertake a heritage impact assessment in accordance with guidelines produced by Historic England and local validation requirements to understand the impact of a proposal on the significance of a heritage asset. This would include the impact of development on the setting of a heritage asset, which can contribute to its significance, and can be undermined by proposals that have substantial mass or height that contrasts with neighbouring historic buildings and the wider area.
185. The strategic approach to heritage is first to consider the potential location of development, for example does the location itself “fit” well in relation to adjoining settlements, and does it avoid intruding in important views of heritage assets? This is addressed through the growth strategy set out in policy 1.
186. Following from this, the design of the development needs to respect the historic environment, be appropriate to its setting, seek to enhance the locality and provide measures to further the understanding of local heritage issues. Development should therefore draw upon existing historic character to lead to more positive change in the built and historic environment.
187. The aim should be to avoid harm to the historic environment. In certain cases, an element of harm to the historic environment resulting from development may be unavoidable. This will only be justified if the benefits of the development outweigh the harm, and the harm is kept to a minimum, taking into account the relative importance of the heritage assets in accordance with national policy.

188. The policy also includes a flexible approach to the use of heritage assets to achieve their retention whilst retaining their historic significance, and in this respect particular encouragement will be given to proposals for restoring those assets that are at risk of being lost. Historic significance potentially covers a broad range of issues such as artistic, aesthetic, architectural, cultural and social considerations.
189. The Greater Norwich Green Infrastructure Study provides information on designated Historic Environment assets in relation to green infrastructure provision.

The Natural Environment

190. Reflecting the Government's 25 Year Environment Plan, the NPPF places great weight on protecting and enhancing Greater Norwich's rich natural environment. It seeks to ensure that development not only avoids harm to natural environmental assets, but also encourages a local plan policy approach which actively protects, promotes and enhances biodiversity, so that development results in biodiversity net gain. Relevant legislation also has to be applied including the Water Framework Directive, which sets requirements to protect and improve the water environment, and the Habitats Regulations which set requirements to protect habitats and species.
191. The NPPF requires local plans to recognise the intrinsic character and beauty of the countryside and local landscape character. Accordingly, the policy requires development to respect local landscape character based on existing and any future landscape character assessments, avoiding harm to locally valued landscapes from inappropriate development. It continues the well-established approach in Greater Norwich of having strong landscape protection policies. To do this, it provides the continued strategic policy basis for more detailed, location specific development management policies covering the strategic gaps and landscape settings including river valleys, undeveloped approaches to Norwich and the setting of the Broads. This is the most suitable approach to landscape protection locally given that Greater Norwich does not have the exceptional circumstances required by Government to establish a Green Belt.
192. A key means of achieving biodiversity net gain is through the NPPF requirement that local plans *take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure*. The development of a multi-functional green infrastructure network was formalised locally through the Joint Core Strategy in 2011. It is essential that the network continues to be protected and developed further into the long term as green infrastructure aims to link fragmented habitats, allowing the movement of species and supporting biodiversity gain. It also has other benefits such as reducing flood risk and promoting active travel.
193. Tools such as the Defra biodiversity metric should be used to demonstrate the expected biodiversity net gain that will be achieved through development. A holistic approach to biodiversity gain should provide a range of biodiversity improvements.
194. Securing measurable gains for biodiversity is a national policy requirement and this is reflected in this policy. Any such gain needs to be significant in order to be credible which is why the policy requires a gain of at least 10% greater than the existing situation.

195. A Habitats Regulations Assessment (HRA) has been produced for the plan. It identifies in detail how internationally designated ecological habitats and wildlife sites in the wider area, including areas in the Broads and on the Norfolk coast, would potentially be impacted by recreational pressures likely to be generated by growth in Greater Norwich. The policy therefore sets a requirement that development mitigates impact on sites protected under the Habitats Regulations Directive.
196. The HRA identifies a range of mitigation measures to alleviate additional recreational pressure from additional growth planned in the Greater Norwich Local Plan. These include interventions at the sites themselves, providing suitable alternative natural green space (known as SANGS) and the implementation of a wider programme of green infrastructure improvements.
197. The HRA provides further information on SANGS, stating that this could take the form of a new country park containing woodland and waterbodies. This would be in addition to the new country park facilities which are already planned for the Growth Triangle.
198. The Joint Core Strategy identified the potential to create a new country park at Bawburgh Lakes to the west of Norwich. It would complement the existing country park to the east of the city at Whitlingham, with the parks linked by the Yare Valley green corridor. Its establishment remains desirable. However, the policy is not site-specific as other opportunities may be identified either through local green infrastructure strategies or through other means. For example, there are proposals being brought forward to develop the Broadland Country Park to the north-west of Horsford and new small-scale country parks, such as at Ladybelt Country Park in East Carleton, can provide valuable additional green infrastructure.
199. A Norfolk-wide study, the Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy, has been undertaken and has informed this Plan, including the approach to avoiding and mitigating the potential impacts on the most important protected wildlife sites (identified under the HRA Directive) that might arise from visitor pressure related to new residential developments. For the purposes of this policy, “residential development” excludes replacement dwellings, extensions to single dwellings and nursing homes. Based on the strategy, policy 3 sets out a two-pronged approach to avoidance and mitigation of impacts.
200. Firstly, a contribution of around £205 (plus allowance for inflation) from each new home is to be made towards direct mitigation measures on the protected sites.
201. Secondly, it seeks to avoid impacts on the protected sites through the provision of sufficient and suitable informal recreational greenspace elsewhere to reduce the number of visits to the protected sites. The Greater Norwich authorities currently have different informal recreational requirements on development set out in their Development Management policies local plans. These will continue to apply. The suitability of such greenspace will depend on a number of factors, including the size of the area, its accessibility and its quality, which together provide its attractiveness to users. However, as a guide and to ensure that adequate provision is made to reduce the impacts on the protected sites, this policy requires a minimum of 2 hectares per 1,000 population of suitable informal recreational greenspace to be provided by a residential development.

This figure has regard to the existing local standards, Natural England's Accessible Natural Greenspace standard and the Fields in Trust informal recreational space standard. In addition, the provision of the greenspace should reflect the standards set out in Natural England's Accessible Natural Greenspace standard.

202. The Norfolk Strategic Planning Framework includes county-wide policy objectives on environmental protection, landscape protection and biodiversity. Work supporting the NSPF includes a county-wide green infrastructure network map which provides the basis for more detailed mapping to support and inform local plans, including the GNLP. The updated green corridors map for Greater Norwich, including links to neighbouring areas, is in maps 8 A and B below.
203. The Greater Norwich Green Infrastructure Study outlines the existing green infrastructure, biodiversity and designated heritage assets for housing allocations within the area. It gives general comments about opportunities for potential enhancements of green infrastructure related to the allocations. Whilst this not intended to replace detailed site survey and design work, it is intended to assist the Development Management process. As well as being of importance for the natural environment, Green Infrastructure can have a role to play in enhancing and conserving the historic environment. It can be used to improve the setting of heritage assets and to improve access to it, likewise heritage assets can help contribute to the quality of green spaces by helping to create a sense of place and a tangible link with local history.
204. An updated Green Infrastructure Strategy is currently being produced. This should also be used to assist in identifying the most suitable green infrastructure provision to serve specific developments and contribute to the development of the network.
205. The policy therefore builds on the success of the JCS to ensure both continued long-term development of the green infrastructure network and that visitor pressure issues are addressed.
206. As the competent authority under the Habitats Regulations, the Greater Norwich local planning authorities must also ensure that development will have no negative impact on water quality through nutrient enrichment to internally protected habitat sites. As a result, policy 3 ensures that relevant developments will only be granted planning permission when there is certainty about the levels of nutrients which will be generated and mitigation so that the development will be nutrient neutral.
207. The relevant internationally protected habitat sites are designated under the Habitats Regulations Directive and are defined by Natural England and identified in the plan's HRA as being in an unfavourable condition in 2022.
208. The habitat sites are named in the policy. They are firstly the Wensum Special Area of Conservation (SAC), which is an internationally significant lowland chalk river that is currently affected by phosphorous enrichment. Secondly, the Broads SAC and the Broadland Ramsar consist of five separate Sites of Special Scientific Interest which include broads and fens, with some drained marshes. They contain rich and rare aquatic habitats and species which currently suffer from phosphorous and nitrogen enrichment.
209. The policy applies to development in the river catchments which could add pollutants to the protected habitats. The catchments cover the majority of Greater Norwich so that

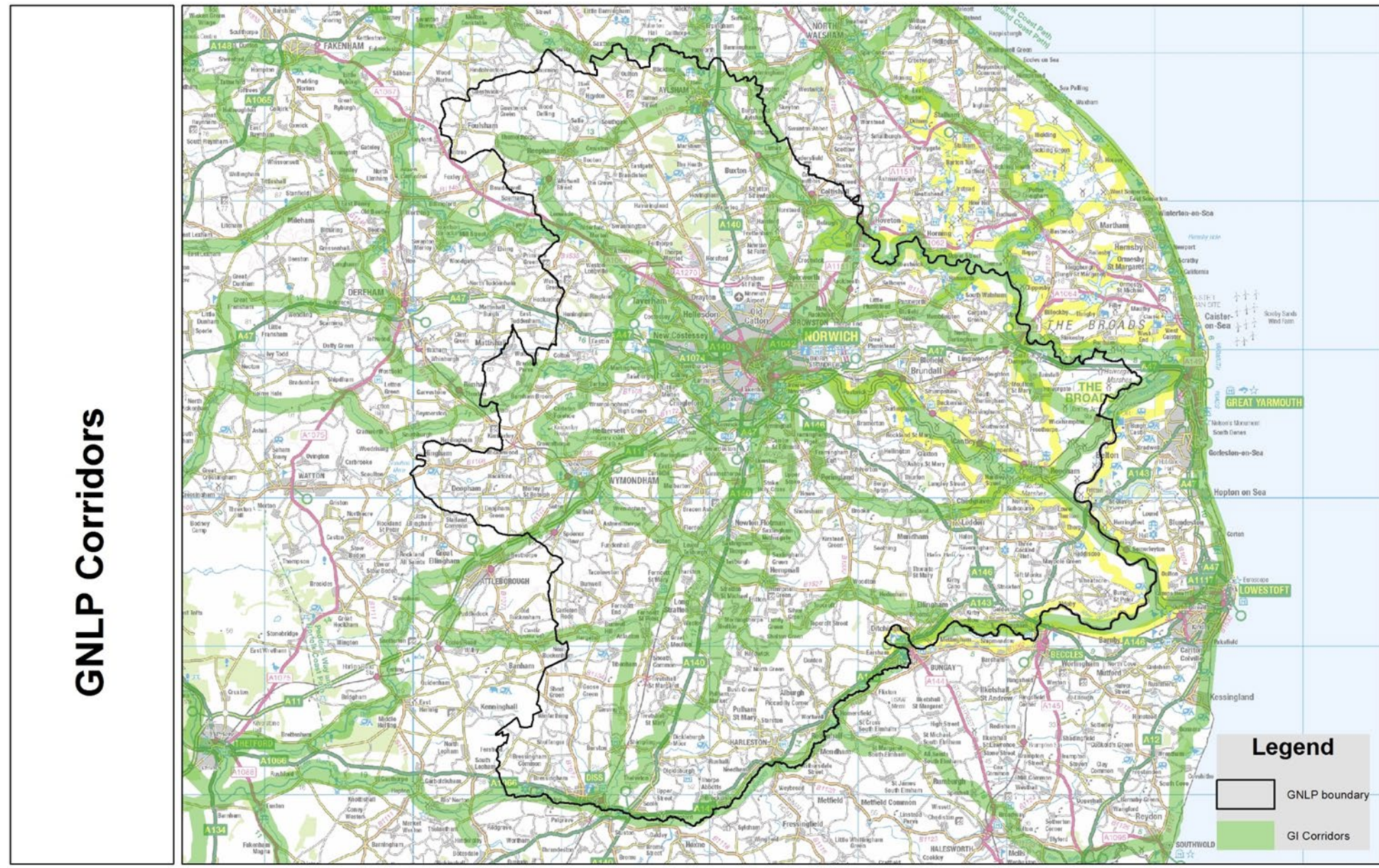
development in the Norwich urban area and the main towns of Aylsham, Long Stratton and Wymondham, along with many service villages and village clusters, is impacted. The exception which is not affected is the area around Diss, Harleston and the Waveney Valley, Loddon and Acle. The issue also impacts other local planning authorities in Norfolk (see map 9 below), with the main towns of Dereham and Fakenham outside Greater Norwich also being affected.

210. To comply with the Habitats Regulations and Natural England advice, the policy applies firstly to residential developments leading to an increase in overnight accommodation. This includes new homes, student accommodation and care homes. Secondly, the policy applies to some types of non-residential development. These are developments which may draw people from outside the catchments of the SACs because of their scale or type, developments which may generate unusual amounts of surface water, or which may contain unusual pollutants in their surface water run-off. Tourist attractions, along with some uses which will need to be considered on their own merits, fall into this category.
211. Policy 3 consequently requires evidence to be submitted to show that mitigation has been secured to achieve nutrient neutrality. The evidence must show that this mitigation will be implemented prior to the occupation of relevant developments. Nutrient neutrality solutions must be retained in perpetuity, though short-term measures can subsequently be replaced by long-term approaches.
212. Therefore, proposals that require on-site mitigation will need to provide a costed management and maintenance plan to ensure they will not adversely affect the integrity of sites in an unfavourable condition, or alternative and equivalent means of demonstrating that the integrity of such sites will not be adversely affected. The plans must cover the lifetime of the development and should be accompanied by a monitoring framework. Proposals using off-site credits will need to submit evidence of the agreement with a mitigation provider to purchase adequate credits with their planning application.
213. The policy states that the nutrient neutrality requirement only applies whilst the protected sites are in unfavourable condition. Regular monitoring by the national environmental bodies and report in this plan's monitoring framework will provide updates.
214. The Greater Norwich partnership is working with other Norfolk local planning authorities, Anglian Water, Natural England, and other stakeholders to assist developers in accessing a wide portfolio of mitigation opportunities suitable for different scales of housing and other relevant development. Reflecting the scale of the issue affecting the area which led to a long period in which planning permissions could not be granted for affected development, this work has been funded both by national government and the local planning authorities.
215. In addition to a calculator provided by Natural England, a local nutrient neutrality calculator, the Norfolk Budget Calculator, enables developers to identify the scale of mitigation requirements on a site-by-site basis.
216. Evidence on a wide portfolio of the most suitable measures for use in Norfolk has been produced by consultants Royal Haskoning. For many sites, different types of off-site or on-site mitigation measures will be used in combination. The off-site measures will mainly be delivered through a Joint Venture company, Norfolk Environmental Credits. The company brokers delivery of a variety of mitigation options between providers, such as

landowners and developers. It secures mitigation and then issues certificates confirming the credits that have been purchased. Developers must submit the certificates with their planning applications.

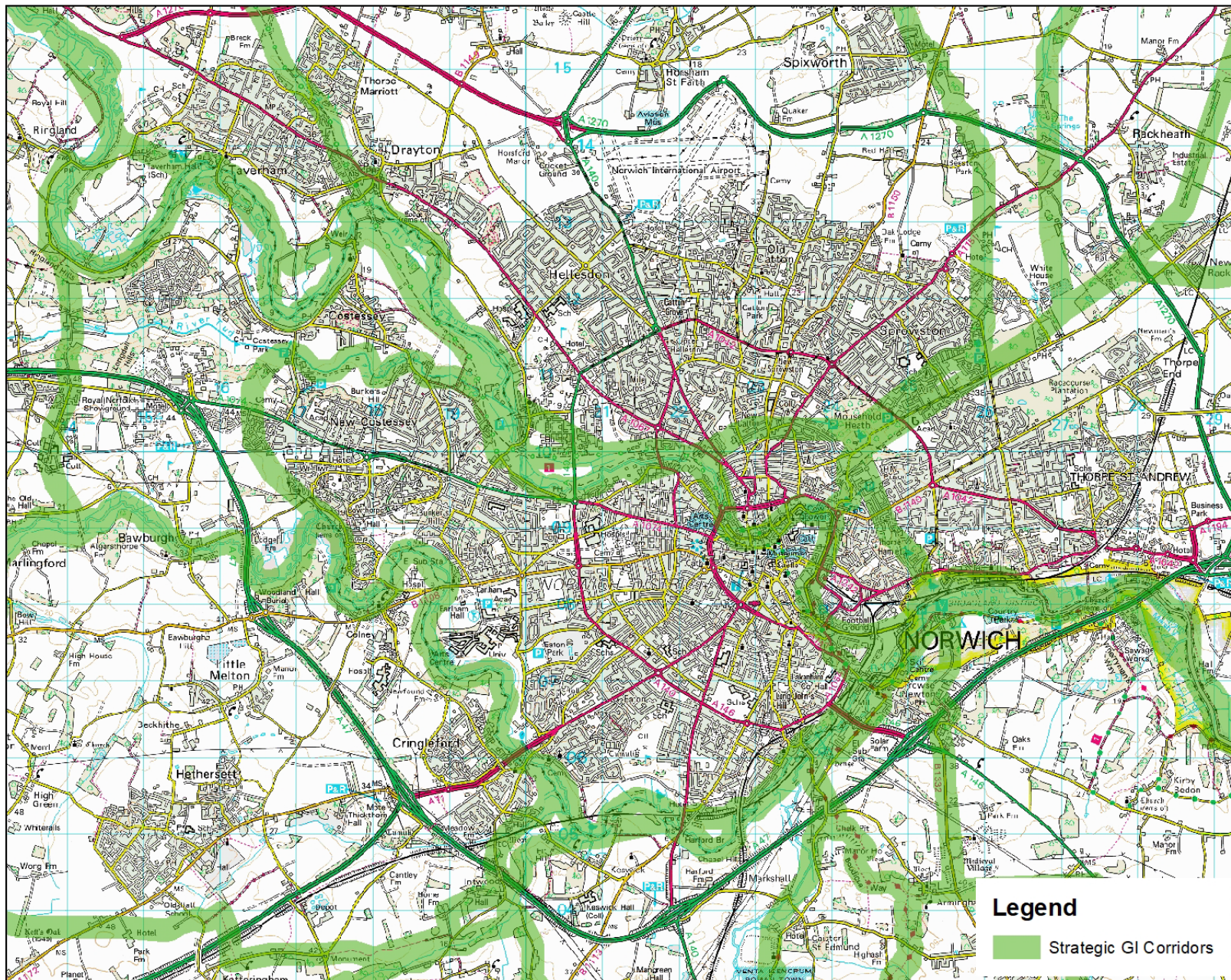
217. This portfolio of mitigation measures includes:
- Nature-based solutions such as silt traps.
 - Runoff management measures such as cover crops.
 - Wastewater management measures such as improvements to wastewater treatment works and
 - Demand management measures such as retrofitting water saving fixtures and fittings in existing properties.
218. Large-scale greenfield sites are generally able to provide dedicated on-site mitigation. It is estimated that around 60% of the homes in the plan will be on such sites. Some brownfield sites in Norwich will benefit from mitigation from a programme of retrofitting water efficiency measures in council housing. Therefore, the mitigation opportunities provided are of most importance to the developers of small and medium-scale greenfield sites and brownfield sites not benefitting from the retrofitting programme.
219. The portfolio of mitigation opportunities enables Habitats Regulations requirements to be addressed at a reasonable cost, limiting the impact on the viability of development. The Levelling Up and Regeneration Bill requires upgrades to Anglian Water's strategic wastewater treatment plants by 2030. This will lead to around a 36% reduction in phosphorus pollutants entering the watercourse from the treatment plants and a 65% reduction in nitrogen. The cost per dwelling of nutrient neutrality mitigation measures will be reduced once these improvements have been made.
220. Natural England will also provide off-site schemes and nutrient neutrality credits through nature and land-based solutions such as wetlands and woodlands. These will be medium to long-term solutions. These solutions will sit alongside mitigation options provided through Norfolk Environmental Credits. It is also expected that commercial providers will enter the nutrient neutrality market.
221. Government guidance on combining environmental credits for biodiversity net gain and nutrient mitigation has confirmed that "stacking" of environmental credits is permitted. This means that credits from the same activity on a piece of land can be sold separately for both biodiversity net gain and nutrient mitigation provided that the eligibility criteria for each market is met.
222. The impacts of nutrient neutrality requirements have been taken into account in the plan's housing delivery trajectory.

Map 8A Green Infrastructure (GI) Corridors in Greater Norwich



Map 8B GI Corridors in the Norwich Urban Area

GNLP Corridors



Map 9 Areas of Norfolk affected by Nutrient Neutrality



European protected sites requiring nutrient neutrality strategic solutions
**Component SSSIs of
 The Broads SAC**

Scale: 1:330,000

- Local Authorities
- SSSI subject to nutrient neutrality strategy
- Nutrient neutrality SSSI catchment

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POLICY 3 – ENVIRONMENTAL PROTECTION AND ENHANCEMENT

The Built and Historic Environment

The development strategy of the plan and the sites proposed for development reflect the area's settlement structure of the city, towns and villages, retaining the separate identities of individual settlements.

Development proposals should enhance the built and historic environment through:

- Being designed to create a distinct sense of place and enhance local character, taking account of local guidance such as conservation area appraisals and historic landscape character assessments.
- Avoiding harm to designated and non-designated heritage assets, including their setting, having regard to their level of significance in accordance with the requirements of the NPPF and relevant policies in other Development Plan Documents and Neighbourhood Plans.
- Providing a continued or new use for heritage assets whilst retaining their historic significance.
- Undertaking a heritage impact assessment if significant impacts to a heritage asset might arise.
- Where relevant, heritage interpretation measures should be provided to enhance the appreciation and understanding of local heritage assets.

The Natural Environment

Development proposals should enhance the natural environment through:

- Being designed to respect, conserve and enhance natural assets, taking account of local design and other guidance such as landscape character assessment;
- Avoiding harm to designated and non-designated assets of the natural environment, having regard to their level of significance (local, national, and international) in accordance with the requirements of the NPPF and relevant policies in other Development Plan Documents and Neighbourhood Plans.
- Following a hierarchy of seeking firstly to avoid impacts, mitigate for impacts so as to make them insignificant for biodiversity, or as a last resort compensate for losses that cannot be avoided or mitigated for. Adherence to the hierarchy should be demonstrated.
- Undertaking a relevant assessment (such as a landscape or ecological assessment) if impacts to a natural asset might arise.
- Provision of new, or conservation or enhancement of existing, green infrastructure to contribute (directly or indirectly) to the strategic green infrastructure network having regard to local green infrastructure strategies (identified indicatively in Maps 8A and 8B).
- Respecting landscape character and retaining important views and features, having regard to landscape character assessments and sensitive areas such as landscape settings, strategic gaps and green spaces identified in Local or Neighbourhood Plans, and to the importance of the nationally designated Broads Authority area and its setting.

In applying the above, regard will be given to the level of importance of the natural asset.

In addition, development will deliver net biodiversity gain through the provision of on-site or off-site natural features, creating new or enhancing existing green infrastructure

networks that have regard to local green infrastructure strategies. It should be demonstrated that the gain to biodiversity is a significant enhancement (at least a 10% gain) compared to the existing situation.

All residential development will address the potential visitor pressure caused by residents of the development that would detrimentally impact on sites protected under the Habitats Regulations through:

- The payment of a contribution towards the cost of mitigation measures at the protected sites and
- The provision or enhancement of adequate green infrastructure, either on the development site or nearby, to provide for the informal recreational needs of the residents as an alternative to visiting the protected sites. This will equate to a minimum of 2 hectares per 1,000 population and will reflect Natural England's Accessible Natural Greenspace Standard.

Any development that would be likely to have a significant effect on a European site, either alone or in combination with other plans or projects, will be subject to assessment under the Habitat Regulations at application stage. If it cannot be ascertained that there would be no adverse effects on site integrity the application will be refused unless it passes the tests set out in Regulation 62, and any necessary compensatory measures will need to be secured.

Within the catchments of the River Wensum Special Area of Conservation (SAC), The Broads SAC and the Broadland Ramsar:

- Residential development that results in an increase in the level of overnight stays; and
- Non-residential development that
- by virtue of its scale and type may draw people from outside the catchments of the SACs,
- and/or may generate unusual quantities of surface water,
- and/or, by virtue of the processes undertaken, may contain unusual pollutants within surface water run-off,

must provide evidence to enable the local planning authority to conclude through a Habitats Regulations Assessment that the proposal will not adversely affect the integrity of sites in an unfavourable condition.

POLICY 4 – STRATEGIC INFRASTRUCTURE

Introduction

223. The National Planning Policy Framework states that strategic policies should make provision for infrastructure for transport, water, energy, health, education and green infrastructure. This plan is supported by evidence in the Greater Norwich Local Plan Infrastructure Report (GNLPIR).
224. As set out in the vision and objectives and the Delivery Statement, delivery of new infrastructure is a priority for the plan. It provides benefits for new and existing communities and is essential to ensure growth is sustainable.
225. This policy focusses primarily on the timely delivery of strategic infrastructure to support growth. The infrastructure will be provided by a range of organisations and through a variety of funding sources as detailed in appendix 1. The appendix sets out infrastructure currently identified to support growth from organisations such as utilities companies and health care providers. Since these may be subject to change over time, the Greater Norwich Infrastructure Plan, which supports implementation of the GNLP, along with this plan's Annual Monitoring Report, will update the information in appendix 1 of this plan annually to take account of any changes.
226. As needs may change over time, particularly because of technological changes, the delivery of development will not necessarily be dependent on the specific infrastructure identified in the appendix.
227. To promote good local access to facilities, the policy also sets a requirement for development to provide or support local infrastructure, services and facilities. This can be directly through providing infrastructure or land, or indirectly through financial contributions which can include providing good access to existing services and facilities.
228. The policy therefore covers strategic transport, energy, water, health and education needs, with a cross reference to other policies in the plan which cover strategic green infrastructure and more local needs.

Transport

229. A well-functioning transport system and access to jobs, services and information is vital to the economy of the area and the well-being and quality of life for residents. Making the most of existing transport infrastructure and providing the additional infrastructure required to support growth will help support delivery of the GNLP. To support emissions reductions, it is also important to promote modal shift to active travel and clean public transport, and to support electric vehicle use in a time of rapid technological change.
230. Section 9 of the NPPF covers transport issues. It states that transport should be considered from the earliest stages of plan making to address the potential impacts of development, take advantage of existing and proposed infrastructure and new technology and promote public transport, walking and cycling. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce

congestion and emissions and improve air quality and public health. It also recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas.

231. National, regional and local (county) proposals for transport measures include consideration of the growth needs identified by local plans, integrating development with transport infrastructure needs. Central government plans for major roads and there are regional strategies for railways. County led strategies provide for locally significant transport infrastructure. The recognition of and support for transport improvements in the GNLP can be of considerable assistance in applying for funding. The policy consequently identifies and supports strategic and local transport improvements.
232. Trunk road (the A11 and A47) improvements are planned by Highways England. In October 2017 it announced a timetable for £300 million of A47 improvements which will dual parts of the road between Peterborough and Great Yarmouth. Contracts were awarded in September 2019 for the three schemes in Greater Norwich:
- Blofield to North Burlingham.
 - Thickthorn Junction.
 - North Tuddenham to Easton improvement.
233. The Government has also announced a Major Road Network (MRN). The MRN comprises local non-trunk roads of national importance and the announcement comes with a fund for improvement. Within the Greater Norwich area, this includes the A140 north and south of Norwich (including the A1270 Broadland Northway) and the A146 connecting Norwich to Lowestoft. Improvements to the A140 include the new roundabout to replace the Hempnall crossroads which was completed in late 2019. The A140 Long Stratton bypass has been given conditional approval by Government. Construction of the Long Stratton bypass could commence in Spring 2024.
234. Significant improvements to rail services have been delivered with more services, new trains and faster journeys across the network. This includes 90-minute journey times on some trains between Norwich and London and regular Norwich to Stansted Airport services via Cambridge. Long-term development of a direct rail link to Milton Keynes, Oxford and the West remains a priority.
235. Two new railway stations are planned for the area. The Growth Triangle Area Action Plan identifies the potential for new station sites on the Norwich to Sheringham line at Rackheath and Dussindale to serve these major employment and housing growth areas. Dussindale station has outline planning consent.
236. The Norfolk Local Transport Plan 2021 to 2036 (LTP) was adopted in 2022. It is the countywide strategy and policy framework for transport and is used as a guide for investment priorities, as well as being considered by other agencies when determining their planning or delivery decisions. It includes an Implementation Plan and supports the county council's commitment to achieving net zero by 2030.
237. The Transport for Norwich Strategy (TfN) was adopted in 2021. It aligns with the LTP, providing further detail for the Norwich area (which roughly equates to the Strategic Growth Area in this plan). TfN focuses on carbon reduction and better air quality, including measures to improve walking, cycling and public transport facilities to support

significant modal shift in the urban area during the plan period. This is required to assist in meeting national targets to achieve zero carbon development by 2050. The measures feature improvements to sustainable transport networks and interchanges, including Park and Ride enhancements. TfN also supports road improvements to enable the other measures, including the Long Stratton Bypass and the Norwich Western Link (see below).

238. The Norwich area was successful in securing a place in the Government's Transforming Cities Fund (TCF) programme, which is bringing in significant investment to the transport networks in the city and surrounding area. Just over £6m was secured through Tranche 1 of the TCF programme, with improvement schemes delivered during 2019/20. A further £32 million has been secured from government through Tranche 2, as well as £18m investment from First Eastern Counties, which is being used to deliver improvements to the transport network, public transport services and buses.
239. Norfolk County Council has identified the Norwich Western Link as one of its infrastructure priorities. A Preferred Route announcement was made in July 2019 and that route is shown on the Key Diagram. In May 2020 the DfT approved the Strategic Outline Business Case (SOBC) for the Norwich Western Link which gives the scheme conditional entry to the DfT's Large Local Majors project funding programme. Work continues to develop the scheme.
240. Transport improvements outside the Transport for Norwich area are dealt with on a local basis. The county council has completed a programme of Market Town Network Improvement Strategies (NIS). These strategies identify short, medium and long-term actions including the issues associated with long-term growth. Four strategies are in the GNLP area, these are Diss, Wroxham/Hoveton, Aylsham and Wymondham.
241. Policy 4 recognises that Greater Norwich is a mixed urban and rural area in which travel and access issues vary, with the use of the private car being particularly important to the rural economy. It is anticipated that the shift to electric and possibly hydrogen vehicles will assist in reducing emissions in rural areas.
242. Strategic transport improvements in policy 4 include rail and airport improvements, along with road improvements including dualling of the A47, the Long Stratton bypass and the Norwich Western Link.
243. The policy also supports the TfN strategy and identifies this as the detailed means by which transport improvements across the urban area of Norwich will be developed and delivered, including encouraging walking and cycling, and improving public transport.
244. The GNLP authorities will support the transport infrastructure improvements provided that their promoters and the relevant competent authority are able to demonstrate that they would not conflict with other policies of the plan and where there would be no adverse effect on the integrity of sites protected under the Habitats Regulations Directive.

Other Strategic Infrastructure

Energy

245. The Greater Norwich Energy Infrastructure Study (March 2019) concludes that failure to address local energy constraints through local plan policy could threaten the delivery of growth in this plan. These result partly from regulatory barriers to network operators investing in new energy supply infrastructure. Reflecting the requirements of the NPPF, the study highlights the importance of having both positive energy efficiency policies and policies to promote sustainable energy development. This will help both to address climate change and to overcome network constraints.
246. The policy reflects the recommendations of the study in relation to improving network supply capacity. Policy 2 reflects its recommendations through policies which aim to reduce the carbon emissions, promote local energy networks, and minimise energy demand in new developments.
247. Therefore, the policy commits the Greater Norwich authorities to lobbying for improvements to the capacity of the energy supply network by the service provider UK Power Networks to ensure improvements are delivered to serve growth needs and/or to innovative approaches which could offset the need for capacity improvements. It particularly highlights the substations at which the study identifies capacity concerns. These are at Sprowston, Peachman Way (Broadland Business Park), Earlham and Cringleford.

Water

248. Water supply and disposal infrastructure in Greater Norwich is provided by Anglian Water. Strategic plans which take account of planned growth and climate change and are subject to Habitats Regulation Assessment (HRA) are in place and are being updated for both water supply and disposal.
249. Water supply in Greater Norwich is from groundwater sources and from a river intake from the Wensum. There has been significant recent investment in the river intake to protect water quality in this internationally designated chalk river habitat.
250. The Water Resources Management Plan (WRMP) does not require additional spending on water supply infrastructure to serve growth in Greater Norwich. However, the WRMP includes new potable water transfers to be funded by Anglian Water through customer bills. Anglian Water would also expect developers to pay appropriate charges for the required connections to the water supply network. Investment is planned to transfer water from the Norwich and the Broads water resource zone (WRZ) to the neighbouring Happisburgh and Norfolk Rural North WRZs. As a result, the policy does not cover water supply infrastructure as investment is not required to support the growth promoted in this plan. The WRMP is reviewed on a continuous basis and a new plan is being prepared for 2024. Anglian Water are also preparing a Drainage and Wastewater Management Plan in partnership with stakeholders to inform the next 2024 business plan.
251. The strategic focus for water supplies throughout the Anglian Water area, which covers much of eastern England, is to promote demand management and leakage reduction, along with a strategic grid to serve other parts of East Anglia and Lincolnshire. This is in line with the pioneering long-term approach taken in Greater Norwich. Water efficiency is now required by the Norfolk Strategic Planning Framework for local plans across the

county (see policy 2 of this plan). Water Resources East has recently been formed to co-ordinate between water companies and others involved with water resources.

252. To address growth needs in Greater Norwich Anglian Water's Water Recycling Long-Term Plan (2019) identifies the Yare Valley Sewer as one of the two strategic sewer investment requirements in its whole area. Increasing capacity at Whitlingham Water Recycling Centre (WRC) is also a strategic priority in Anglian Water's plan.
253. In line with the long-term approach taken in Greater Norwich, and as required by the NSPF and policy 2 of this plan, Anglian Water also promotes the use of sustainable drainage (SuDS) which have benefits to the environment and communities.
254. Smaller scale measures to address growth needs for Acle, Aylsham, Belaugh and Wymondham WRCs are planned through Anglian Water's water recycling plan. These are to improve capacity and protect water quality and are referenced in appendix 1. Improved monitoring of foul flows within the network is also planned.
255. Funding for water infrastructure improvements is provided through developer charges directly for connections to water supply network and foul sewerage networks. Taking account of the above evidence, the policy therefore commits the Greater Norwich authorities to lobbying for the timely delivery of improvements to the waste-water network by Anglian Water.
256. To ensure that development does not have a detrimental impact on the water environment, particularly in relation to water quality and the potential for impacts on the water-based sites protected under the Habitats Regulations Directive, major development will be dependent on the water infrastructure being capable of accommodating the development or being able to be made so.
257. The Greater Norwich Water Cycle Study provides further information on these issues.

Education

258. Norfolk County Council is responsible for planning for education infrastructure. Evidence in the GNLPIR shows that school capacity to serve growth will be met both by improvements to existing schools and through new schools being provided.
259. As a rule, if a new development is likely to generate enough children to fill a new school, Norfolk County Council asks developers for the full cost of building that school. A pro rata contribution of the full cost is requested if numbers of children are calculated to be less than 420, a two-form entry primary school. With the current CIL approach locally, only land can be secured through a S106 agreement, and the build cost of the new school is claimed through CIL.
260. Appendix 1 provides details of new schools to serve growth. Sites in this plan and other local plan documents include locations for new schools. The requirement for a new high school in the North-East growth area is specifically identified in policy 4 due to its strategic significance.
261. The policy provides flexibility for the provision of new schools to take account of changing circumstances and allow for the timely delivery of schools when and where they are

required. The information in appendix 1 will be updated annually through the Greater Norwich Infrastructure Plan (GNIP), or any successor, to ensure that it is up to date.

Health Care

262. Forward planning for healthcare services is a high priority. The Greater Norwich Local Plan Infrastructure Report is informed by the Norfolk and Waveney Integrated Care System (ICS). The ICS Estates Strategy has been produced in collaboration with the local Clinical Commissioning Groups (Norwich, North Norfolk, and South Norfolk) and NHS Foundation Trusts (Norfolk and Norwich University Hospital, Norfolk Community Health and Care and the Norfolk and Suffolk trusts).
263. The ICS Estates Strategy identifies a range of potential funding sources to provide for growth requirements, including loans, disposals, and partnerships. Any additional contributions secured through planning obligations will need to take account of development viability; be necessary to make the development acceptable in planning terms; be directly related to the development; and be fairly and reasonably related in scale and kind to the development. Potential contributions to the provision of health care will need to be balanced against requirements for other essential infrastructure and community benefits like affordable housing.
264. Appendix 1 of this strategy includes health care projects identified through the ICS Estates Strategy.

POLICY 4 - STRATEGIC INFRASTRUCTURE

Strategic infrastructure improvements will be undertaken to support timely delivery of the Greater Norwich Local Plan and the wider growth needs of the area. Key elements will be:

Transport

Transport improvements will support and embrace new technologies and develop the role of Norwich as the regional capital, support strategic growth in the Cambridge Norwich Tech Corridor, improve access to market towns and rural areas and promote sustainable and active transport.

Transport infrastructure will be brought forward to support the development aims of this plan. A considerable shift towards non-car modes will be promoted in the Norwich urban area over the plan period. High density growth will be focussed in locations with good access to improved sustainable transport networks and interchanges in Norwich, creating a virtuous cycle where clean transport is prioritised, less use is made of cars and space is used more efficiently and attractively.

This will be achieved by:

- **Having regard to the Transport for Norwich Strategy including consideration of its aims to:**
 - Reduce carbon emissions and improve air quality,
 - Significantly improve the bus, cycling and walking networks to promote modal shift.
 - Develop the role of the park and ride system.
 - Change attitudes to travel.
- **Continuing to improve public transport accessibility to and between main towns and key service centres, taking account of Norfolk County Council's market towns network improvement strategies.**
- **Promoting regional connectivity recognising the work already underway on:**
 - Enhancement of rail services, including improved journey times and reliability to London and Cambridge, supporting the East-West Rail link and innovative use of the local rail network.
 - Improvements to the A47, including delivery of the Blofield to North Burlingham, Thickthorn and North Tuddenham to Easton improvements being progressed by National Highways.
 - The Norwich Western Link being progressed by Norfolk County Council.
 - Enhancement of the Major Road Network including provision of the A140 Long Stratton bypass being progressed by Norfolk County Council.
 - Protection of the function of strategic transport routes (corridors of movement).
 - Continued investigation of and support for rail freight opportunities.
 - Supporting the growth and regional significance of Norwich Airport for both leisure and business travel to destinations across the UK and beyond.

Other Strategic Infrastructure

The Greater Norwich local authorities and partners including utility companies will work together in relation to the timely delivery of improvements to infrastructure, including that set out in appendix 1 and to:

- **The energy supply network including increased capacity at primary substations at Cringleford, Peachman Way, Sprowston and Earlham Grid Local and/or innovative smart solutions to offset the need for reinforcement.**
- **Water supply and sewerage network improvements including the waste-water network at Whitlingham water recycling centre, the Yare Valley sewer and elsewhere to protect water quality and designated habitats.**
- **Health care infrastructure.**
- **Police infrastructure.**

School capacity will be increased to provide for growth by improvements to existing schools and the provision of new schools as required, including primary schools on strategic development sites and a new high school in the North-East growth area as identified in appendix 1.

In line with other policies in this plan, a multi-functional strategic green infrastructure network will be further developed as set out in maps 8A and B and in green infrastructure strategy updates.

On-site and local infrastructure, services and facilities

Development proposals will provide on-site services and facilities and support local infrastructure capacity improvements through on-site provision, providing land and developer contributions.

POLICY 5 – HOMES

265. The NPPF states that the Government's objective is to significantly boost the supply of homes. The GNLP addresses this through the housing strategy in policies 1 and 7 and the housing allocations in the Sites document.
266. The NPPF also states that major housing developments should meet the need for affordable housing on-site, with at least 10% of the affordable homes available for affordable home ownership. The NPPF puts the emphasis on local plans to identify the amount of affordable housing needed. It also requires local plans to provide a mix of property types and sizes and a variety of affordable housing tenures, as well as meeting the needs of all groups in the community.
267. To achieve the above and based on local housing evidence, the policy encourages the provision of a full range of type, tenure, and cost of housing to meet the varied housing needs of our community. It also includes minimum space standards and requirements for adaptable homes to provide an improved quality of life and meet the needs of an ageing population.
268. The policy is flexible in relation to affordable housing sizes, types and tenures to allow differing needs to be met in the three districts on a site-by-site basis based on the most up-to-date evidence. The policy is pragmatic and adaptable, enabling the most up-to-date evidence on housing need to be used.
269. The policy sets a general requirement for on-site affordable housing provision of 33% on sites that show better viability based on local evidence, with a lower requirement in Norwich City Centre. This is based on:
- The Strategic Housing Market Assessment 2017 which identifies a need for 11,030 affordable homes in Greater Norwich from 2015 to 2038, 28% of the total housing need identified at that point.
 - Under national policy, small sites under 10 dwellings are not required to provide affordable housing. Larger sites will therefore have to ensure that overall affordable housing need is delivered.
 - The most recent viability study findings which conclude that centrally located brownfield sites which have higher development costs which affect viability are generally able to provide 28% affordable housing. In addition, the introduction by the Government of Vacant Building Credit enables existing vacant floorspace on a site to be discounted in order to lower the affordable housing requirement, with the aim of incentivising development on brownfield sites.
 - Some specific sites have very high costs associated with development. These are allocated with lower affordable housing requirements.
270. As national planning guidance makes it clear that where applicants can demonstrate particular circumstances that justify the need for a viability assessment at the planning application stage, the policy provides some flexibility on this point for sites where exceptional costs are more likely.
271. The successful approach of preventing subdivision of sites currently in use in Norwich is applied to the whole area through the policy.

272. Development proposals should consider the need for wheelchair adapted homes which meet the Building Regulation M4 (3) standard or any successor. This is not set as a policy requirement but is encouraged within Greater Norwich where viable.
273. Based on local evidence of need, viability and timing and to ensure that new housing provides for a good quality of life, the policy requires housing development across Greater Norwich to meet nationally defined minimum space standards for different types of homes.
274. An increasing proportion of the population is over 65 or disabled, increasing the demand for supported accommodation such as sheltered housing, extra care housing and care homes, residential care and supported living. The local plan seeks to assist Norfolk County Council's aim to reduce residential care home and nursing home dependency and support people to remain more independent in their own homes or in supported housing.
275. The policy therefore supports the provision of housing to meet the needs of older people and others with support needs, including sheltered housing, residential/nursing care accommodation and extra care housing. Norfolk County Council's 2018 strategy "Homes for Norfolk" identifies the need for 2,842 additional extra care units by 2028. County wide evidence produced by Three Dragons has identified the need for 3,857 specialist retirement units (sheltered, age restricted or extra care housing) in Greater Norwich between 2020 and 2038.
276. To help to provide for this need, the plan contains a specific allocation for a specialised development for active ageing at Colney Hall and site allocations with an element of specialist housing in the policy (Taverham, Aylsham, Harleston and Barrack Street, Norwich). In addition, policy 5 supports delivery of older peoples' and supported accommodation on housing sites with good access to local services including on sites allocated for residential use. The aim of this is to integrate older people and others with supported housing needs with the wider community, assisting active retirement and community cohesion. Development Management officers will ensure that the need for specialist housing for the elderly and other needs is considered on all housing schemes and advise applicants on the most up-to-date evidence of need.
277. The policy includes a local requirement to adhere to the national optional Building Regulation standard for adaptable homes. To achieve this 20% of homes on major developments must be designed to be adaptable to meet changing needs over time, enabling people to stay in their homes for longer.
278. The policy provides for the accommodation needs of Gypsies and Travellers by setting criteria by which windfall planning applications can be approved, and the plan includes site allocation policies. In combination, this flexible approach will ensure that at least a further 52 pitches will be developed between 2022 and 2038 to meet the needs of Gypsies and Travellers.
279. The plan allocates 7 deliverable sites that will provide 38 pitches to meet the need for 30 pitches over the 5-year period between April 2022 and March 2027. These allocated sites, which are distributed around the Greater Norwich area, are in Carleton Rode (2 sites), Cawston, Foulsham, Hevingham, Stratton Strawless and Wymondham.

280. To address the need for 10 pitches over years 6 to 10 of the plan period from April 2027 to March 2032, a developable site is allocated for 10 pitches at Ketteringham Depot. The Ketteringham Depot site, which is currently owned and operated by South Norfolk Council for its household waste collection service, is due to be vacated. This site provides the opportunity for public investment from Homes England and the construction of new pitches by a registered housing provider.
281. Windfall proposals for new pitches for Gypsies and Travellers can come forward at any time in the plan period. Windfall delivery of at least 12 pitches is anticipated to March 2038.
282. The allocation of specific sites for 38 pitches in the initial 5-year period, the allocation of Ketteringham Depot for 10 pitches to be delivered by March 2032, and the allowance of 12 windfall pitches equals a total of 60 pitches. This provides a buffer against the need for 52 pitches to accommodate Gypsies and Travellers.
283. The policy also allows for Travelling Show People and Residential Caravan needs to be met through market-led solutions through the criteria-based policy. The Partnership will work with the Showmen's Guild of Great Britain (Eastern Region) to address the need for 43 plots over the plan period to 2038. The Broads Authority plans for the needs for residents of houseboats in the area.
284. The policy also aims to ensure that Purpose-Built Student Accommodation (PBSA) is provided to meet growing needs at the University of East Anglia (UEA) and in other locations with good access to the educational facilities they will serve, including Norwich University of the Arts. The policy content and the sites allocated for student accommodation on the campus of the UEA will have regard to the UEA Development Framework Strategy, or successor documents.
285. Away from the UEA campus, PBSA is required to provide an affordable housing contribution. This contribution to affordable housing is to be through a commuted sum. The methodology for calculating the commuted sum will be set out in a new Supplementary Planning Document to be adopted after the adoption of the GNLP.
286. Local authorities are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom-build housing. In April 2022, there were 723 people on the registers in Greater Norwich.
287. In line with the Right to Build and the NPPF, self and custom-build housing delivery is promoted through the GNLP on a range of sites. This policy sets a requirement for larger sites to provide self and custom-build plots. The thresholds have been set to ensure that plots are provided across Greater Norwich. Policies 7.4 and 7.5 also promote self and custom-build on smaller scale windfall sites. Overall, this comprehensive approach will increase the supply of housing in urban and rural areas and provide opportunities for small and medium enterprises to build houses, as well as for self and custom-build.
288. Other potential means of helping to provide for local housing needs are through the provision of live-work units and through community led housing initiatives, such as might be provided by a Community Land Trust. Such initiatives will need to be in appropriate locations.

POLICY 5 – HOMES

Residential proposals should address the need for homes for all sectors of the community having regard to the latest housing evidence, including a variety of homes in terms of tenure and cost. New homes should provide for a good quality of life in mixed and inclusive communities and major development proposals should provide adaptable homes to meet varied and changing needs.

This will be achieved as follows:

Affordable Housing

Major residential development proposals will provide:

- At least 33% affordable housing on-site across the plan area, except in Norwich City Centre (as defined in map 10) where the requirement is at least 28%, or where:
 - a) the site is allocated in a Neighbourhood Plan for a different percentage of affordable housing, or
 - b) the applicant can demonstrate that particular circumstances justify the need for a viability assessment at decision-making stage.
- Affordable housing on-site except where exceptional circumstances justify off-site provision.
- A mix of affordable housing sizes, types, and tenures in agreement with the local authority, taking account of the most up-to-date local evidence of housing need.
- Affordable housing of at least equivalent quality to the market homes on-site.

The sub-division of a site to avoid affordable housing provision will not be permitted.

Space Standards

All housing development proposals must meet the Government's Nationally Described Space Standard for internal space or any successor.

Accessible and Specialist Housing

Development proposals providing specialist housing options for older people's accommodation and others with support needs, including sheltered housing, supported housing, extra care housing and residential/nursing care homes will be permitted on sites with good access to local services including on sites allocated for residential use unless there are significant adverse impacts that justify a refusal of planning permission.

The identification by Norfolk County Council of a strategic need for specialist housing which the proposal can address will be a material consideration.

To meet changing needs by providing accessible and adaptable homes, proposals for major housing development are required to provide at least 20% of homes to the Building Regulation M4(2) standard or any successor.

Gypsies and Travellers, Travelling Show People and Residential Caravans

Planning applications that result in the loss of authorised pitches or plots will not be permitted unless:

- Replacement pitches or plots are provided or
- It is demonstrated that the pitches or plots are no longer needed.

The need for 52 pitches for Gypsies and Travellers will be provided for by:

- Allocations in the Sites Plan for a minimum of 30 deliverable pitches,

Sites	Pitches
Land north of Shortthorn Road, Stratton Strawless	4
Romany Meadow, The Turnpike, Carleton Rode	6
Land off Upgate Street, Carleton Rode	4
Land at the Oaks, Reepham Road, Foulsham	5
Land at Strayground Lane, Wymondham	12
Land off Brick Kiln Road, Hevingham	5
Land off Buxton Road, Eastgate, Cawston	2
Total Pitches	38

- An allocation for approximately 10 developable pitches at Ketteringham Depot and
- The anticipated delivery of at least 12 windfall pitches.

The need for 43 Travelling Showpeople plots will be provided through windfall proposals.

Windfall proposals for new Travelling Showpeople plots, pitches for Gypsies and Travellers and for residential caravans can be within or outside settlement boundaries. Subject to meeting other policies in the development plan, proposals will be permitted where the site:

- Is within reasonable travelling distance of schools, services and shops, preferably by foot, cycle or public transport.
- Has suitable vehicular access.
- Provides for appropriate landscaping.
- Is of a scale which is in keeping with its surroundings and
- For Travelling Showpeople plots, provides necessary storage for equipment.

For transit pitches providing temporary accommodation the following additional criteria apply:

- The site is conveniently accessible to the main 'A' and 'B' class road network and
- An agreement is in place for satisfactory site management, including the maximum period and frequency of stay.

Purpose-built Student Accommodation

Development proposals for purpose-built student accommodation at the UEA campus will have regard to the UEA Development Framework Strategy (DFS) or any successor documents. Purpose-built student accommodation within the boundaries of the UEA campus will not be required to provide an on-site or commuted sum contribution to affordable housing.

Away from the UEA campus, proposals for purpose-built student accommodation will be supported where the need for the development is justified by the current or proposed size of Norwich's higher educational institutions and the proposal will:

- Be in a location otherwise suitable for residential development with sustainable access to the institutions served.
- Be of a scale large enough so that services and amenities are provided on-site to ensure high standards of student welfare.
- Contribute to a mixed and inclusive neighbourhood, not dominating existing residential communities.
- Provide a mix of accommodation types to meet a range of needs in the student accommodation market and
- Be required to pay a commuted sum sufficient to provide an off-site policy compliant level of affordable housing for which a supplementary planning document will give more detailed guidance on the methodology for calculating equivalent dwellings from student accommodation.

All consents will be restricted so the use of the accommodation is secured for students only.

Self/Custom-Build

Except for flats and in other schemes where it would be clearly impractical, at least 5% of plots on residential proposals of 40 dwellings or more should provide serviced self/custom-build plots unless:

- A lack of need for such plots can be demonstrated or
- Plots have been marketed for 12 months and have not been sold.

POLICY 6 – THE ECONOMY (INCLUDING RETAIL)

289. This local plan aims to deliver inclusive economic growth. It supports and delivers the ambitions of the New Anglia LEP's Norfolk and Suffolk Economic Strategy and Local Industrial Strategy, the Cambridge Norwich Tech Corridor initiative, and the enhanced growth outlined in the Greater Norwich City Deal. In a time of significant economic uncertainty and change, the policies aim to provide an appropriate balance between certainty and flexibility to inform investment decisions and encourage economic development.
290. The Norfolk and Suffolk Economic Strategy (NSES) recognises Norwich and Greater Norwich as one of six "priority places". Greater Norwich is also a key location within two other priority places; the A47 corridor and the Cambridge-Norwich corridor. The NSES identifies nine key economic sectors of:
- Energy.
 - Life sciences and biotech.
 - ICT, tech and digital creative.
 - Advanced agriculture, food and drink.
 - Visitor economy, tourism and culture.
 - Financial services and insurance.
 - Transport, freight and logistics.
 - Construction and development.
 - Advanced manufacturing and engineering.
291. The promotion of Norfolk and Suffolk as the "UK's clean growth region" sits at the heart of New Anglia's Local Industrial Strategy (LIS). It focusses on three high growth sectors: clean energy, agri-food and ICT/digital. All the NSES and LIS sectors are represented in Greater Norwich and relevant businesses are found throughout the area. In addition, there are important concentrations of the LIS priority sectors in strategic employment locations: Norwich Airport plays a key role in servicing the off-shore energy industry; Norwich Research Park and the Food Enterprise Park are crucial to the success of the agri-food sector and the city centre is home to a growing ICT/digital cluster. The high environmental standards promoted through this local plan will support the recognition of the area as the UK's Clean Growth region.
292. The Cambridge Norwich Tech Corridor (CNTC) is an extension of both the Oxford Cambridge Arc and the London Stansted Cambridge corridor. The A11 coupled with Cambridge to Norwich train services provide the linking transport infrastructure. Greater Norwich includes key economic assets supporting the CNTC – notably Norwich and its city centre, the Norwich Research Park (including UEA and the Norfolk and Norwich University Hospital (NNUH)), the Food Enterprise Park, Norwich Airport and Hethel Engineering Centre.
293. Evidence in the Employment, Town Centre and Retail study (GVA 2017), updated in the Greater Norwich Employment Land addendum: Avison Young: 2020, investigated both "business as usual" and the potential for enhanced economic growth. It demonstrates that committed employment land is more than sufficient in quantity and quality to meet the potential for enhanced growth. The Avison Young addendum forecasts growth of around 33,000 jobs in the period 2020 to 2038. While the plan provides for significantly more

employment land than is required for this scale of jobs growth, there are a range of justifying factors:

- a. Over 280 hectares of our supply is on key strategic sites, with several targeted at particular sectors such as NRP, Hethel and the airport area. These sites are not suitable for reallocation to other uses.
- b. The remainder is dispersed across the area providing important local opportunities. The evidence focusses on B-class uses (as defined pre-2020) and employment land will also be used for non-B-class employment such as gyms, waste recycling centres, vehicle sales and fuel forecourts; or supporting uses such as cafés and restaurants.
- c. The scale and range of our employment allocations facilitates choice and flexibility, provides for growth in the longer term and supports more ambitious levels of jobs growth if demand can be stimulated.

294. The enhanced growth scenario forecasts around 45,000 jobs in the period 2015 to 2036. In the period 2015 to 2018 the East of England Forecasting Model (EEFM) suggests that around 15,000 jobs were delivered. This leaves the enhanced growth potential for around 30,000 jobs in the period 2018 to 2036. This is an uplift of around 8,000 on the EEFM business as usual forecast and is consistent with City Deal ambitions. Since the evidence was produced the local plan period has been extended to 2038 and, based on the EEFM, the target is extended to 33,000 jobs 2018 to 2038.
295. The policies of this plan seek to grow the local economy in a sustainable way to support jobs and inclusive economic growth in both urban and rural locations. This will:
- Provide jobs and services for a rising population and develop Greater Norwich's role as an engine of the regional economy.
 - Facilitate enhanced growth potential with a target of at least 33,000 additional jobs in the period 2020-2038.
 - Support the key sectors identified in the NSES and LIS and help increase the proportion of higher value, knowledge economy jobs, while ensuring that opportunities are available for development that can support all types and levels of jobs in all sectors of the economy and for all the workforce.
 - Be supported by investment strategies that focus on overcoming constraints to the release and development of key employment sites.
296. Policy 2 promotes the provision of enhanced broadband throughout the area and this will support businesses directly and support home working. Implementation of the policy will also see employment development contribute to the green infrastructure network as appropriate.
297. The Norwich urban area and in particular the city centre has a key role to play in providing the employment needed to support the housing growth proposed across the Greater Norwich area through significant employment generation in the city centre. Evidence shows that Norwich's economic dynamism underpins the regional economy; if Norwich's economy flourishes, it will benefit the adjoining rural settlements in the county and beyond. A key part of retaining and growing employment in the city centre will be to reverse the loss of office accommodation in the city centre, as required by policy 1 of this plan, which has experienced a 29% reduction since the start of the Joint Core Strategy plan period in 2008.

298. Although the Employment Town Centre and Retail study (GVA 2017) and the Avison Young 2020 addendum conclude that Greater Norwich has enough employment land overall, most of this is out-of-centre and is neither the preferred location for some growth sectors nor the most sustainable place for high intensity employment / office growth. The report highlights key trends in employment activity including a re-urbanisation of business activity back to locations that can offer a broader range of services to employees, and the rise in new start-ups in the creative and media sector which is fuelling demand for space in specific locations allowing for greater interactions, including Norwich City Centre. Given that the report also identifies an underlying demand for good quality office and employment space there is a risk that this may lead to new such development going to less sustainable locations with serious impacts on the vitality of the city centre and undermining policies to encourage modal shift. Therefore, it is essential that this plan ensures that high density employment uses are concentrated in highly accessible locations in particular the city centre, and that loss of existing floorspace in the city centre is resisted (see policy 7.1).
299. The Employment Town Centre and Retail study reviewed existing employment sites and allocations and did not conclude that any should be reallocated for other uses. While the study also concluded that there is no overall quantitative need for additional employment sites, 46.5ha of land at Norwich Airport is newly allocated for aviation related uses. The site has the benefit of planning permission and was included as a commitment in the study. Two small sites are also allocated as they are logical extensions to existing strategic sites and provide additional flexibility. Extensions to other small sites will also be considered where this can be justified, for example where the site is well located to serve local needs and has insufficient capacity to serve ongoing demand.
300. Retailing and town centres are currently in a state of flux. Covid-19 has strengthened the growth of internet shopping. This uncertainty reinforces the need to protect and promote town centres to allow them to recover and evolve. There is some evidence that the Covid-19 epidemic has encouraged people to shop locally and boosted the opportunities for smaller businesses and in market towns, and smaller centres.
301. The policy identifies the hierarchy of centres across the area to guide the operation of the “sequential approach”. It encourages development in all centres and, outside defined centres, small-scale businesses to serve local areas. New local centres are promoted in the site-specific policies for all strategic housing developments. Within town centres a flexible approach will be required to allow centres to diversify while retaining their ongoing role as economic and community hubs. Owing to the need to update policy for Norwich City Centre, further detail is set out in Policy 7.1.
302. Retail, offices and some leisure uses are currently the same use class and this helps provide flexibility within town centres. The policy’s definition of the local retail hierarchy enables the individual councils to consider whether, dependent on national permitted development rights, Article 4 Directions may be appropriate locally. This approach would allow protection of all or parts of retail centres, potentially ranging from local to town centres and the city centre as defined in Development Management policies, from conversion to residential uses. In addition, large-scale out of centre office, retail or leisure development will have significant implications, for example for traffic generation, and it will be important to ensure through conditions that the development that takes place is consistent with the evidence provided with the planning application.

303. Tourism, and related developments, are an important part of the local economy and reflect the attractiveness of the environmental and cultural offer in the area. However, it is important that this attraction does not itself lead to damage of the very things that people come here for. In particular, consideration under the Habitat Regulations will be needed for such developments. The requirements set out under Policy 3 for new residential development will apply to tourist accommodation development; and a Habitat Regulations Assessment (HRA) will be required for significant tourism, leisure, cultural or environmental development which would impact on a Habitats Regulations protected site.

POLICY 6 - THE ECONOMY

- 1. Sufficient employment land is allocated in accessible locations to meet identified need and to provide for choice. Opportunities for sustainable access to sites should be maximised through development proposals and infrastructure investment.**
- 2. The needs of small, medium and start-up businesses are addressed through:**
 - The allocation and retention of smaller scale employment sites across the area, with limited expansion where this can be justified.**
 - Encouraging the provision of small-scale business opportunities in all significant residential and commercial developments.**
 - Support for rural enterprises through the conversion of rural buildings, the development and diversification of agricultural and other land based rural businesses and well-designed new build. If new build development is proposed to meet local business and community needs in rural areas the use of previously developed land and sites that are physically well-related to existing settlements should be encouraged where suitable opportunities exist. For sites beyond existing settlements and in locations not well served by public transport then development should be well designed and sensitive to its surroundings, should not have an unacceptable impact on local roads and should exploit any opportunities to make the location more sustainable.**
 - Encouraging flexible building design and innovative approaches in new and existing residential developments to encourage local working and business opportunities.**
- 3. Larger scale needs are addressed through the allocation of sufficient land to provide a choice and range of sites, including key strategic sites targeted at specific sectors. Investment strategies will ensure that a readily available supply of land is maintained throughout the plan period.**
- 4. Land identified for employment uses in this local plan will only be considered for other uses that are ancillary to and supportive of its employment role.**
- 5. Tourism, leisure, environmental and cultural industries will be promoted and assisted by:**
 - The general emphasis in this local plan on achieving high-quality design, resource efficiency, environmental enhancement and retention of local distinctiveness.**
 - Protection, enhancement and expansion of the green infrastructure network.**
 - Encouragement for sustainable tourism initiatives and development that supports cultural industries.**
 - Promotion of the creative industries cluster focussed on the city centre.**
- 6. Opportunities for innovation, skills and training will be expanded through facilitating the expansion of, and access to, vocational, further and higher education provision.**

Key strategic employment areas

Key strategic employment areas and their main uses are:

Strategic Employment area and their primary uses	Existing undeveloped land available (hectares, April 2018)	New allocations (hectares)	Total employment allocations (hectares)
Norwich City Centre with a focus on expansion of office, digital and creative industries, retail and leisure provision	30.8 (all part of mixed-use sites)	0	30.8
The Norwich Airport area and in particular: <ul style="list-style-type: none"> • a new site on the northern edge of the airport accessed directly from the Broadland Northway of 46.5ha and focussed on aviation related activities; and • a site of around 35ha at the A140/Broadland Northway junction and focussed on uses benefiting from an airport location 	35	46.5	81.5
Browick Interchange, Wymondham (for general employment uses)	22	0	22
Longwater - consolidation of activity through intensification of employment uses and completion of the existing allocation	12	0	12
Rackheath (for general employment uses)	25.6	0	25.6
The complex of general business parks at Thorpe St Andrew (Broadland Business Park, St Andrews Business Park and Broadland Gate);	33.1	0	33.1
Norwich Research Park including the Norfolk and Norwich University Hospital and the University of East Anglia; providing for significant expansion of health, higher education and science park activity	32.7	6.9	39.6
Hethel including a technology park of around 20ha managed to focus on	20	0.8	20.8

advanced engineering and the growth of technology capabilities			
The Food Enterprise Park at Easton/Honingham supporting the agri-food sector	18.7	0	18.7
Total	229.9	54.2	284.1

Town Centres

The development of new retailing, leisure, offices and other main town centre uses will be subject to the sequential approach, as defined by Government policy and guidance, and 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 centres of Aylsham, Diss, Harleston and Wymondham, and within the Norwich urban area, the large district centres at Anglia Square/Magdalen Street and Riverside.
3. The large village and district centres of: Acle, Coltishall, Hethersett, Hingham, Loddon, Long Stratton, Poringland and Reepham, and within the Norwich urban area at Aylsham Road, Drayton Road, Bowthorpe, Dereham Road, Eaton centre, Earlham House, Harford Place (Hall Road/Sandy Lane), Larkman centre, Plumstead Road, Sprowston Road, Old Catton and Dussindale (Thorpe St Andrew). New district centres to be established in accordance with the Growth Triangle Area Action Plan.
4. Local centres, including new and enhanced local centres serving major growth locations.

Proposals for retail and leisure development outside town centres will also be subject to an impact assessment where necessary, as defined by Government policy and guidance. In order to prevent the proliferation of town centre uses in out-of-centre and edge-of-centre locations and to control their character, conditions will be used to restrict permissions granted for office, light industrial or research and development changing to other uses within Class E.

Development and investment consistent in scale with the function of the centre are encouraged at all levels of the hierarchy to enhance the range of businesses and facilities available locally. Development should seek to enhance the environment and economy of centres and of villages with more dispersed services, to protect their function and provide a range of uses and active frontages to support the centre's vitality and viability.

Local Retail and Leisure

Small-scale retail and leisure developments serving local needs will be permitted to serve new residential developments and existing residential areas, subject to compliance with other development plan policies.

POLICY 7 – STRATEGY FOR THE AREAS OF GROWTH

Introduction

304. Policies 7.1 to 7.4 provide details of the distribution of growth set out in policy 1, along with location specific strategic policies for the different areas of growth within Greater Norwich. The policies for these areas follow the settlement hierarchy:

- 7.1 The Norwich urban area including the fringe parishes.
- 7.2 The main towns.
- 7.3 The key service centres.
- 7.4 Village clusters.

305. Policy 7.5 provides for small-scale windfall development of up to 3 dwellings for self-build and custom build homes.

306. The GNLP Sites Plan provides individual allocations to implement the strategy with the exception of allocations in village clusters in South Norfolk and some sites in and around Diss which will be in separate plans.

Policy 7.1 – The Norwich Urban Area including the fringe parishes

307. The policy for the Norwich urban area is divided into three sections:

- 1. The City Centre.
- 2. East Norwich.
- 3. Elsewhere in the urban area including the fringe parishes.

308. This division reflects:

- a. The importance of the city centre to Greater Norwich as a whole, the rapid change in the role of city centres (particularly in relation to retailing and office employment), and the need to promote brownfield regeneration (particularly in the northern city centre), which together create the necessity for a distinctive, detailed and updated planning framework.
- b. The potential for brownfield regeneration to create a new urban quarter in the long-term in East Norwich.
- c. The essential role that the other parts of the urban area and the fringe parishes will play in meeting housing needs through the growth of strategic and smaller scale extensions and small-scale brownfield redevelopment to support neighbourhood renewal. The area will also play a key role in meeting employment growth needs, providing sites for the growth of both strategic and local employment uses.

309. Housing growth of 27,958 in the area will provide around 62% of the total growth in the GNLP (see policy 1). The Sites document provides policies for each site allocated to deliver these homes.

The City Centre

310. The NPPF requires local planning authorities to plan positively to ensure that town centres remain vibrant, diverse, and viable and recognise the role that they will play at the heart of communities by taking a positive approach to their growth.

311. Norwich City Centre is defined in this plan as the area within the city walls, with the addition of Riverside, and areas around the railway station, Norwich City Football Club, and south of the bus station. This is illustrated in map 10 below.
312. Norwich City Centre is the pre-eminent regional centre in the East of England, focused on a historic city centre with a wealth of heritage assets and an unrivalled historic and natural environment. It accommodates the majority of jobs, key services and economic, leisure and cultural facilities serving much of Norfolk and north Suffolk. It is within the top 15 retail destinations in the UK. The established approach to planning for Norwich city centre has been cited as an example of best practice by Government.
313. To date, Norwich City Centre has proved remarkably resilient in adapting to the unprecedented challenges arising from wider societal changes in employment patterns, shopping habits and leisure activities.
314. Policy 7.1 details how development will help to shape the city centre to 2038. The centre must continue to be planned in a way which enhances, protects, and makes the best use of its distinctive assets and ensures that it remains the focus for the high-value jobs, services, and facilities. A strong, vibrant, attractive, and thriving city centre is critical to attracting investment in Greater Norwich as the key driver of the area's economy and to supporting the delivery of housing and other development across the plan area.
315. As changes will inevitably continue, policy 7.1 takes a flexible long-term approach to continuing to promote a vibrant city centre in the context of the decline of high street shopping and the growth of online retailing which is further impacted by Covid-19 and its economic consequences. This flexible approach allows for:
- The intensification and diversification of city centre uses, with retail combining with other uses to foster an attractive and distinctive living and working environment.
 - Conserving and enhancing the historic and natural environment.
 - Encouraging housing on all suitable city centre sites as part of mixed-use development.
 - Actively promoting and integrating new retail and other town centre uses in the city centre and resisting out of centre developments.
 - Attracting and retaining employment in the city centre and resisting loss of office floorspace with the areas defined under the 'Article 4 direction relating to the conversion of offices to residential' or where the loss of office accommodation involves listed buildings unless it can be demonstrated that its loss will not be of detriment to Norwich's office economy.
 - Managing shopping frontages to effectively adapt to change and protect their vibrancy, diversity, and attractiveness.
 - Mitigating the impact of traffic and improving accessibility and connectivity for pedestrians, cyclists, and public transport.
316. The city centre has the potential to consolidate existing economic sectors as set out in policy 6 and detailed in this policy, such as finance, insurance, and retailing, and support

significant further growth in key economic sectors, including ICT/digital culture industries, leisure and tourism. Evidence shows that the character of the city core and property typology are well suited to tech firms and knowledge intensive businesses that function well within city locations that support face to face working. £25 million secured in late 2020 from the Government's Towns Fund will assist in the development of a digital hub, as part of wider investment in the city on transport, infrastructure, and skills.

317. The city centre also offers considerable potential for brownfield development to promote physical and economic regeneration in areas where there has been long-term decline.
318. The ongoing revitalisation of the King Street and Mountergate area has been a notable success, with more sites allocated in this area through this plan to secure further regeneration.

The Northern City Centre

319. Anglia Square, a 1960s neighbourhood shopping precinct, forming the main part of the large district centre in the north of the city centre, is also a major regeneration priority. The capacity of Anglia Square to deliver a significant element of the plan's housing need on a highly accessible brownfield site means that it has strategic significance for Greater Norwich. The Employment, Town Centre and Retail Study (GVA, 2017) acknowledges the considerable potential of Anglia Square to accommodate a much-enhanced retail and leisure offer including extensive public realm improvements.
320. The policy therefore promotes high density, housing-led mixed-use redevelopment of Anglia Square and surrounding vacant land. Redevelopment proposals should also include retailing, employment, community, and leisure facilities.
321. Regeneration of Anglia Square is also intended to be the catalyst for substantial investment in, and further regeneration of, the wider northern city centre. As a result, the whole of the northern city centre area as defined in map 10 is identified on the Key Diagram as a Strategic regeneration area.
322. The northern city centre has been declared a neighbourhood area for planning purposes. This policy provides the strategic context for any more detailed plans for the area.
323. Anglia Square has been subject to comprehensive mixed-use regeneration proposals which Norwich City Council resolved to approve in December 2018. The Secretary of State "called-in" the application for determination and refused it notwithstanding a recommendation to approve it. The decision gives considerable comfort that medium to high density residential led mixed-use development in this location is appropriate and should be part of this plan. The previous scheme required support to be viable for delivery. It is likely that any future scheme will also require public support to ensure implementation.
324. To provide strategy on the wide range of planning issues affecting the city centre, the remainder of the city centre element of the policy is divided into six sections on: the

economy; retail and main town centre uses; leisure, culture, entertainment, and the visitor economy; housing; the natural and built environment and access and transportation.

325. The policy seeks to attract and retain employment in the city centre by boosting employment sectors identified by evidence in the GVA study as having most growth potential, in particular knowledge based and digital creative industries, providing for a suitable range and choice of employment premises particularly in locations which are well related to transport hubs, offer good linkages with existing and expanding business networks and provide high value employment opportunities as part of the regeneration of key sites and areas. A key part of retaining employment in the city centre will be to reverse the significant loss of office employment.
326. To this end an Article 4 Direction was introduced to prevent the change of use of certain offices to residential within the city centre, unless planning permission is granted for it by the council. The intention of the direction is to manage the loss of office floorspace that could otherwise change to residential through permitted development rights and to only allow a change of use to residential where it can be demonstrated that the loss of office accommodation will not be of detriment to Norwich's office economy. The policy also seeks to protect offices within statutory listed buildings. This policy approach will ensure a supply of suitable sites and premises for the key city centre employment growth sectors, most particularly digital and creative industries. The Article 4 Direction, as modified by the Secretary of State/DLUHC, came into force in February 2023 and targets specific areas and buildings (see map 11 below).

The City Centre – Retail and Main Town Centre Uses

327. Retail and other main town centre uses policy set out in policy 7.1 provides flexibility and recognises the trend for changing uses and functions in city centres. The aim is to ensure the centre provides an attractive location in which people can experience a complementary range of different uses, services, and activities, including retailing. The Norwich City Centre Retail Strategy prepared by the Norwich Business Improvement District endorses this approach. It acknowledges that a vibrant, diverse, and accessible offer providing a range of different experiences for the visitor, alongside promotion of a strong and distinctive sense of place and identity, will be key to the long-term economic success of Norwich city centre.
328. Policy 6 places the city centre retail area at the top of the retail hierarchy, with the large district centres at Riverside and at Anglia Square, Magdalen Street and St. Augustines providing a complementary role and meeting more day-to-day needs. The extent of, and more detailed policies for, the city centre retail area, and the primary and secondary retail areas within it, along with the large district centres, are set out in existing development management policies.
329. The Avison Young Greater Norwich Town Centres & Retail Study Update December 2020 forecasts an oversupply of circa 20,000 square metres net of comparison retail floorspace in the Norwich Urban area to 2038. It is therefore not necessary to allocate any new retail sites. This may be revisited in the review of the plan when the future of retailing becomes clearer.

330. In view of the rapidly changing retail picture and the forecast oversupply, the reservation of a specific site for retail development is inappropriate. This reinforces an approach which seeks to improve the quality of existing retail provision and other town centres uses and concentrate on existing provision in terms of redevelopment, intensification, refurbishment/remodelling, and, in some instances, down-sizing and repurposing to other land uses appropriate to town centre environments.
331. Development to support speciality, independent and small-scale retailing is encouraged by the policy. This allows for additional convenience goods floorspace to be provided for through smaller food store development to support new mixed-use development and regeneration.
332. The policy also prioritises vibrancy, activity, and diversity of uses in defined retail areas outside of the defined primary retail area, permitting the use of redundant floorspace for other uses, including the reuse of upper floors.

The City Centre – leisure, culture, entertainment, and the visitor economy

333. The policy encourages the development of new leisure and cultural facilities, hotels, and other visitor accommodation to support the delivery of a broader range of activities in the city centre and strengthen Norwich City Centre's role as a visitor and cultural destination.
334. The policy also supports the delivery of more high-quality housing on suitable sites, generally as part of mixed-use development, except where including housing in redevelopment could affect the commercial vitality and viability of the centre. Furthermore, it supports the expansion of further and higher education facilities and promotes development to augment the supply of purpose-built accommodation for students in the city centre.

The City Centre – the natural and built environment

335. To supplement policy 3 for the built and natural environment, policy 7.1 promotes innovative design with reference to the National Design Guide and the City Centre Conservation Area Appraisal, particularly at gateways, and supports further delivery of the riverside walk and the River Wensum Strategy.

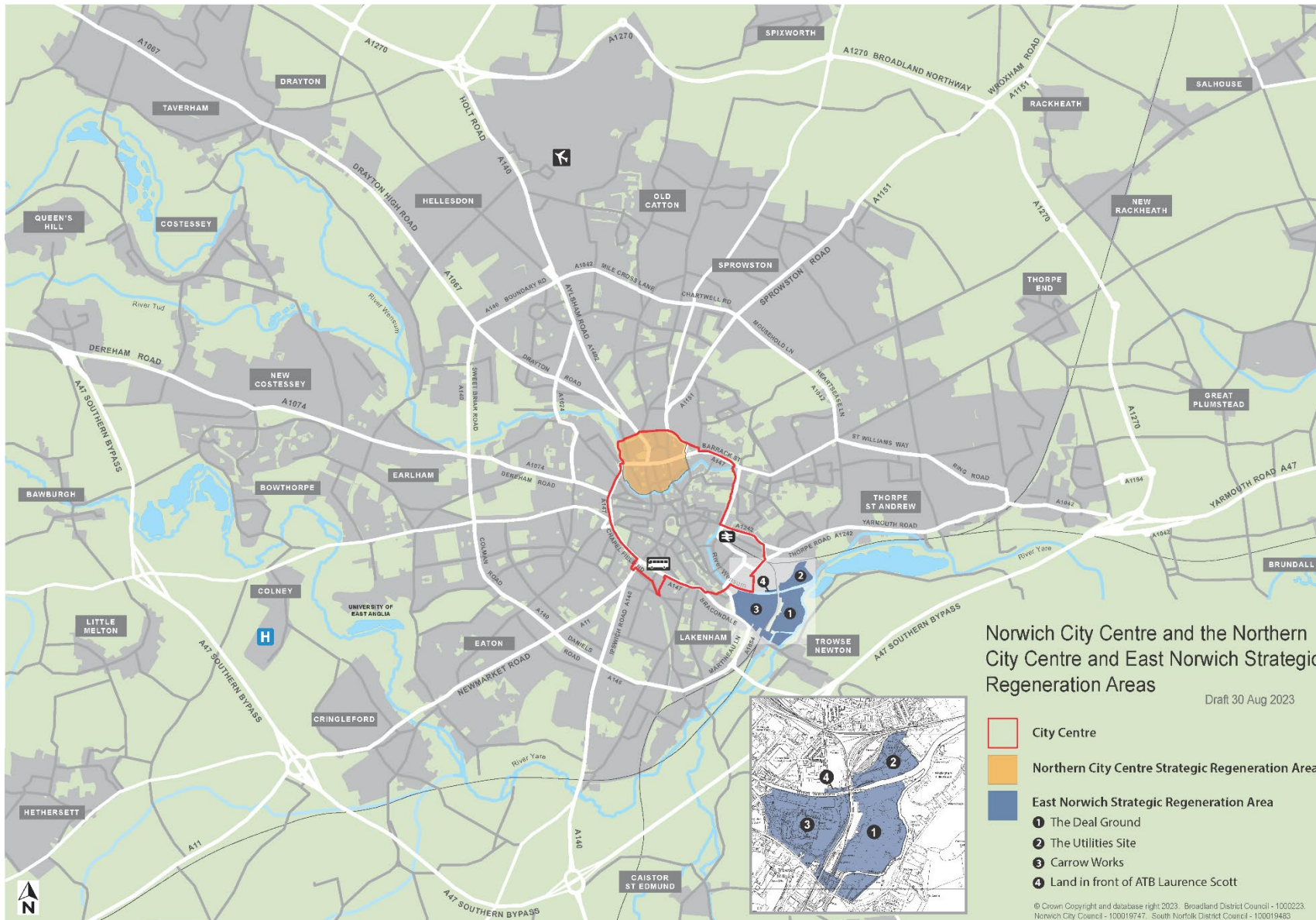
The City Centre – access and transportation

336. To support the above, development is required to assist in implementing accessibility, legibility, and permeability measures within the city centre. These are likely to comprise improvements to the public transport, walking and cycling networks to enhance connectivity, including public realm works. This will be led by the Transport for Norwich strategy.

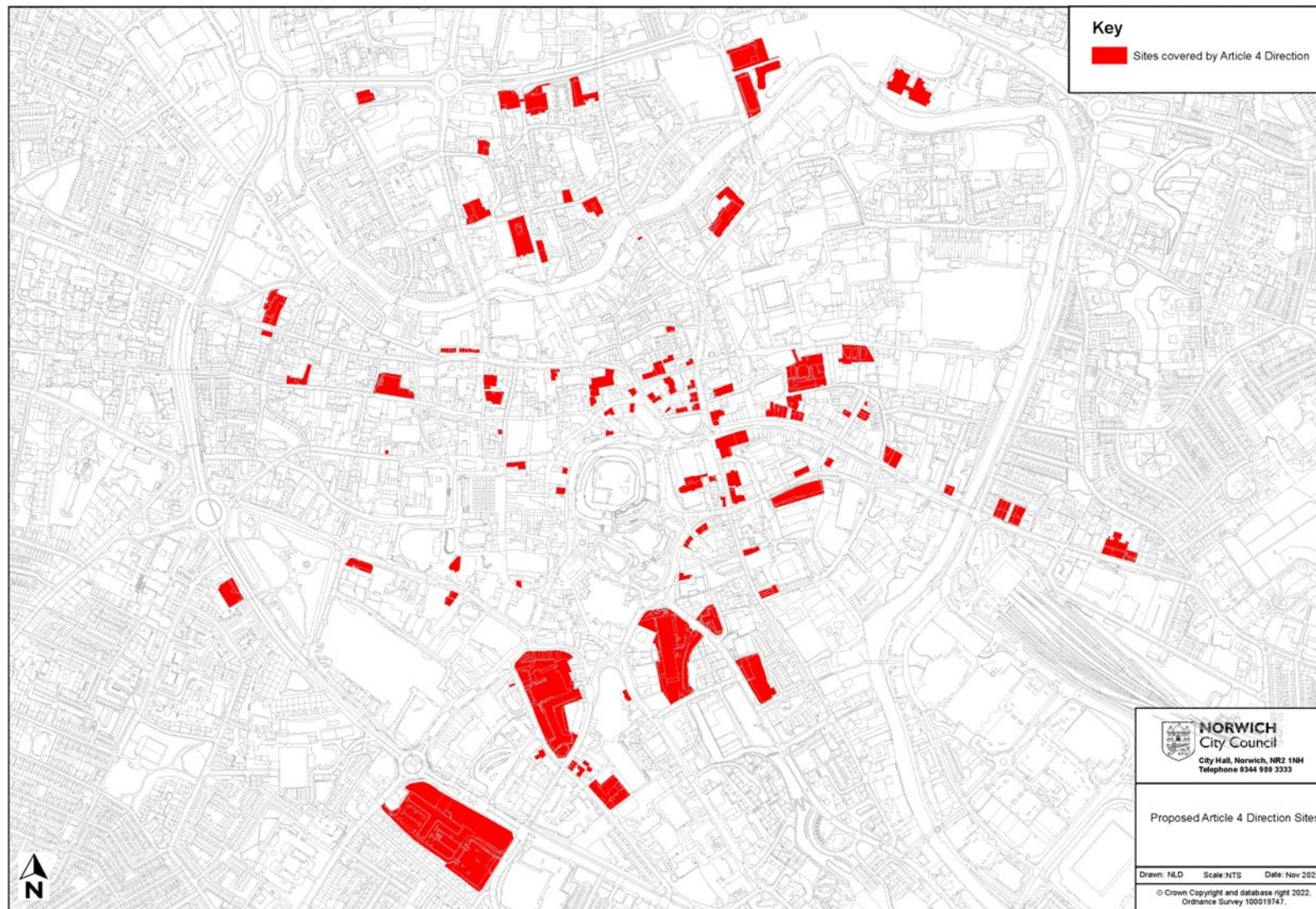
East Norwich

337. East Norwich, which consists of brownfield regeneration sites by the rivers Wensum and Yare at Carrow Works, the Deal Ground, the Utilities Site, and land in front of ATB Laurence Scott fronting the Wensum, is defined in map 10 below. It has the potential in the medium to long-term to create a new mixed-use sustainable urban quarter for Norwich and to contribute significantly to growth of the Greater Norwich economy. It also has the potential to act as a long-term catalyst for regeneration of the wider area. As a result, East Norwich is identified as a strategic regeneration area on the Key Diagram.
338. To ensure growth is co-ordinated, overcomes local constraints and is well-designed in a sensitive location in and adjacent to the Broads, the strategic policy requires regeneration to be guided by an area-wide Supplementary Planning Document (SPD). Funding for the SPD has been provided from the site landowners and other partners in the East Norwich Partnership (a new public-private sector partnership led by Norwich City Council) including Homes England and Network Rail. Significant additional funding was also secured from the Towns Fund which has enabled the SPD to progress and enabled Norwich City Council to acquire land in order to become a landowning partner. The SPD will inform implementation of this strategy and, alongside an Infrastructure Delivery Plan (IDP) and phasing plans, will establish a framework for assisting with unlocking the development opportunities and a framework for securing funding for the delivery of infrastructure where needed, such as bridges and marinas. Whilst the SPD, IDP and phasing plans will form the framework for bringing forward development at East Norwich, further in-depth assessments and studies will need to be undertaken to inform the decision-making process at the planning application stage. This will include (but not be limited to) a Transport Assessment, a Sustainability Statement, a Heritage Impact Assessment, an Archaeological Evaluation, Energy, Water and Construction Statements, a Flood Risk Assessment, Landscape and Design Statements, an Ecological Assessment, an Arboricultural Assessment, Contamination Investigations and Noise and Air Quality Assessments.
339. The SPD will promote development of a locally distinctive, high density and high-quality sustainable residential-led mixed-use community. It will co-ordinate delivery of new transport and connectivity infrastructure, social infrastructure, jobs, and services, and protect and enhance biodiversity and green infrastructure. It will also set the objectives for implementation of a low carbon energy solution for the site (potentially including a local energy network to serve the area as a whole), conserve, and where opportunities arise, enhance heritage assets, and address local issues including the active railway, the protected minerals railhead, noise, and flood risk issues. The masterplanning work indicates a residential development capacity for the entire East Norwich Strategic Regeneration Area of 3,633 homes. This includes 271 homes within the Broads Authority area which will be delivered through the local plan for the Broads. Of these, in the region of 3,000 homes should be delivered on sites within the Greater Norwich Local Plan area by 2038. In terms of job numbers, the findings of the masterplanning work indicate that opportunities should be created for in the region of 4,100 jobs (full time equivalents).
340. Policy 7.1 provides the strategic policy framework and site allocation policy STR.01 sets out the key development considerations and constraints along with the site-wide and site-specific requirements.

Map 10 - Norwich City Centre and the Northern City Centre and East Norwich Strategic Regeneration Areas



Map 11 – Article 4 Direction in Norwich



Elsewhere in the urban area, including the fringe parishes

341. Reflecting the settlement hierarchy set out in policy 1, development elsewhere in the urban area and in the fringe parishes within Broadland and South Norfolk will support sustainable housing and employment growth on sites with good access to services.
342. The area contains substantial communities located in residential areas with the benefits of being accessible to the services, facilities and employment that are located here and in the city centre. It also has the advantage of being located near to the countryside which adds to its attraction. This proximity makes the area attractive both as a place to live and for the location of employment.
343. The importance of this area to the strategy for Greater Norwich is illustrated by the fact that it will provide almost half of the housing growth and the majority of the strategic employment areas.
344. Housing growth in the area will consist of limited numbers of brownfield developments in existing built-up areas, along with significant growth in both strategic and smaller scale extensions to the urban area.
345. As set out in policy 6, strategic employment growth will be in accessible locations at Norwich Research Park, Easton/Honingham, Longwater and the Growth Triangle. Growth at these employment locations will provide sites for both knowledge intensive industries, particularly on existing and newly allocated sites at Norwich Research Park, and for building a broad-based economy. Development at Norwich Research Park and Easton and Honingham will address transport and infrastructure impacts to mitigate constraints of the proposed developments on the existing highway infrastructure.
346. Further growth is planned at UEA through intensification of uses within the campus and its limited expansion. This is in line with evidence supporting growth as part of wider expansion of the education sector and of Norwich Research Park, both of which are key to economic growth in Greater Norwich.
347. In line with its adopted area action plan, and with the addition of a site for over 1,200 new homes at White House Farm in Sprowston allocated through this plan, the Growth Triangle provides for approximately 13,500 new homes to 2038, along with the growth strategic employment areas close to Norwich Airport, at Rackheath and in Thorpe St. Andrew.
348. Other strategic housing growth locations will provide well located new communities in the west of the area. These consist of new and expanded communities in Cringleford, Easton, Costessey and Hellesdon and the completion of the long-term urban extension at Three Score, Bowthorpe. Development at Costessey will address transport and infrastructure impacts to mitigate constraints of the proposed developments on the existing highway infrastructure particularly relating to the A47 Longwater Junction.
349. This and other policies in the development plan ensure that such growth will be positive, adding to the choices in terms of location and quality in the area in an appropriate manner. In particular, major development should be integrated with existing communities both physically, through connecting roads, footways, cycleways, bridleways (where appropriate) and green infrastructure, and socially for example through recreational provision on new developments or improvements to existing provision.

POLICY 7.1 – The Norwich Urban Area including the fringe parishes

Norwich and the fringe parishes will be the area's major focus for jobs, homes, and service development to enhance its regional centre role and to promote major regeneration, the growth of strategic and smaller scale extensions and redevelopment to support neighbourhood renewal. The area will provide 27,960 additional homes and sites for a significant increase in jobs, including around 257 hectares of undeveloped land allocated for employment use.

To achieve this, development sites will be focussed in the city centre, in strategic regeneration areas in East Norwich and the Northern City Centre and at strategic urban extensions in the north-east and west as well as other locations across the urban area as follows:

Housing

Part of Norwich urban area	Completions 2018/19 – 2021/22 and deliverable commitment at 01/04/2022	Homes forecast to be delivered from allocated sites by March 2038	Total deliverable housing commitment 2018 – 2038
City centre			
Northern City Centre Strategic Regeneration Area	584	1,023	1,607
Other city centre sites	2,664	610	3,124
City centre total	3,248	1,633	4,731
East Norwich			
East Norwich Strategic Regeneration Area	770	2,230	3,000
Elsewhere in the urban area (* denotes strategic urban extensions)			
Colney	4	111	115
Costessey	581	0	581
Cringleford*	1,257	508	1,765
Drayton	415	0	415
Easton*	963	0	963
Hellesdon*	1,151	0	1,151

Other sites in Norwich	1,624	315	2,089
Three Score, Bowthorpe*	903	0	903
Taverham*	93	1,425	1,518
The Growth Triangle*	9,359	760	10,119
Thorpe St. Andrew	404	0	404
Trowse	181	0	181
Other sites in urban area	23	0	23
Elsewhere in urban area total	16,958	3,119	20,227
Norwich urban area total	20,976	6,982	27,958

Employment

Part of Norwich Urban Area	Existing undeveloped employment allocations (hectares, April 2018)	New allocations (hectares)	Total undeveloped employment allocations (hectares)
See policies 1 and 6 for the strategic sites in the Norwich urban area	187.9	46.9	245.8
Hellesdon	1.4	0	1.4
Taverham	5.6	0	5.6
Harford Bridge	4	0	4
Norwich urban area total	198.9	46.9	256.8

Other small-scale housing and employment development will be acceptable in principle elsewhere in the Norwich urban area subject to meeting other policies in the development plan.

The City Centre

Norwich City Centre's strategic role as key driver for the Greater Norwich economy will be strengthened. Development in the city centre will provide a high density mix of employment, housing, leisure and other uses. Intensification of uses within the city centre to strengthen its role as a main regional employment, retail, cultural and visitor centre, providing a vibrant and diverse experience for all, will be supported.

Comprehensive redevelopment of the large district centre at Anglia Square and surrounding vacant land will provide a viable, high density, housing-led mixed-use development including retailing, employment, community, and leisure facilities. The redevelopment of Anglia Square will be the catalyst for change in the wider Northern City Centre strategic regeneration area identified on the Key Diagram and defined in map 10.

1. Economy

To ensure a strong employment base, development should provide a range of floorspace, land and premises as part of mixed-use developments. Development should promote more intensive use of land to meet identified needs for start-up and grow-on space for small and medium sized enterprises including the digital creative industries, technology, financial and cultural and leisure services clusters.

To support this, loss of existing office floorspace will be resisted:

- a) Within the areas defined under the “Article 4 Direction relating to the conversion of offices to residential” and**
- b) For all statutory listed office buildings situated within the city centre (as defined by map 10),**
unless it can be demonstrated that its loss will not be of detriment to Norwich’s office economy.

Development of buildings for further and higher education, training and lifelong learning will be supported in the city centre. The development of purpose-built student accommodation will be accepted where it accords with the criteria in policy 5.

2. Retail and main town centre uses

The retail function of the city centre’s primary and secondary retail areas and the large district centres will be supported as part of a complementary range of uses. Provision for any additional comparison retail floorspace will be focused on these centres in accordance with the sequential approach and improvements to the quality of existing retail provision will be supported.

Proposals for new development and change of use in the city centre’s primary and secondary retail areas and the large district centres (as defined in policy 6) will be permitted where they:

- Promote diversification of services and facilities to ensure that vitality and vibrancy can be maintained throughout the day and evening; or**
- Provide mixed-use development including housing, high-quality employment, flexible working, education, leisure, culture, and entertainment, where this supports and complements the function of the centre; or**
- Secure the beneficial redevelopment and adaptation of disused and underused land and premises including redundant retail floorspace and adaptation of upper floors to residential uses.**

3. Leisure, culture and entertainment and the visitor economy

The city centre’s leisure cultural and entertainment offer will be supported and expanded. Development of new leisure and cultural facilities, hotels and other visitor accommodation to strengthen the city centre’s role as a visitor and cultural destination will be accepted in accessible locations well related to centres of activity and transport hubs. Leisure uses,

including uses supporting the early evening economy, will be accepted within the defined city centre where they:

- Are compatible with the surrounding uses;
- Would not give rise to unacceptable amenity and environmental impacts which could not be overcome by the imposition of conditions; and
- Would not have a detrimental impact upon the character and function of the city centre or undermine its vitality and vibrancy.

Late-night uses will only be accepted in the designated Late-Night Activity Zone.

4. Housing

To maximise the potential of the city centre to deliver new homes, housing shall be provided on the allocated sites detailed in the Sites document.

5. The Built, Natural and Historic Environment

To protect and enhance the distinctive natural and built environment and heritage assets of the city centre:

- A programme of improvements to public spaces, as illustrated in a public realm infrastructure plan, will be implemented through a combination of public investment on the highway / publicly owned land and private investment in association with development proposals.
- New development proposals will respect the character of the city centre conservation area and address the principles set out in the City Centre Conservation Area Appraisal (or any successor), providing innovative and sustainable design; in particular in relation to scale, mass, height, layout and materials.
- Riverside development will have regard to the policies/ priorities of the River Wensum Strategy (or any successor), including provision of a riverside walk.

6. Access and Transportation

Development will be required to contribute to measures promoted by Transport for Norwich to improve accessibility, connectivity, legibility, and permeability within the city centre.

East Norwich

Development of sites allocated in the East Norwich Strategic Regeneration Area (ENSRA) identified on the Key Diagram and defined on map 10 including Carrow Works (which includes Carrow House), the Deal Ground (including the former May Gurney site), the Utilities Site and Land in front of ATB Laurence Scott will create a highly sustainable mixed-use quarter accommodating substantial housing growth and optimising economic benefits. It will provide in the region of 3,362 homes and significant new employment opportunities for around 4,100 jobs.

Redevelopment of the ENSRA will be guided by an area-wide Supplementary Planning Document (SPD). The SPD will promote development of a locally distinctive, high density and high-quality sustainable residential-led mixed-use community which takes full account of its setting and makes the most of its riverside location.

The SPD will provide the framework for seeking new transport infrastructure (through integrated access and transportation) which emphasises sustainable accessibility and traffic restraint and allows for connectivity and permeability within and between the sites and beyond), social infrastructure, jobs, and services.

Development must also protect and enhance biodiversity and green infrastructure; provide for sustainable energy provision and its management; conserve, and where opportunities arise, enhance the significance of heritage assets; and address local issues including the active railway, the protected minerals railhead, noise, contamination, and flood risk issues.

Whilst proposals within the ENSRA may come forward on different timescales, it is important that development is guided and informed by the SPD and should meet the site-wide and site-specific requirements set out within site allocations policy STR.01.

Elsewhere in the urban area including the fringe parishes

The remainder of the urban area including the fringe parishes will provide for a significant proportion of the total growth in Greater Norwich. Development will provide a range of sites for different types of housing, employment and community uses that are accessible and integrate well with the existing communities. It will provide necessary infrastructure, with a focus on public transport, walking and cycling, as well as social and green infrastructure.

Growth will include:

- Development of strategic and smaller scale urban extensions at existing locations committed for housing and employment uses as set out in the tables above (including that within the adopted Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle Area Action Plan), with uplift on existing allocated sites in Cringleford, Easton and Three Score (Bowthorpe);**
- Significant new development proposals (including the expansion of the Norwich Research Park, and a large new allocation for homes in the Growth Triangle in Sprowston);**
- Development at the University of East Anglia to cater for up to 5,000 additional students by 2038 through intensification of uses within the campus and its limited expansion;**
- Development sites in the Sites document which will support neighbourhood-based renewal on brownfield sites, with densities highest in the most accessible locations; and**
- Enhancements to the green infrastructure network which will include links to and within the Wensum, Yare, Tud and Tas Valleys, Marriott's Way and from Mousehold through the North-East Growth Triangle as set out in maps 8A and B and in green infrastructure strategy updates, along with local networks.**

Policy 7.2 The Main Towns

350. In line with the settlement hierarchy, the main towns of Aylsham, Diss (with part of Roydon), Harleston, Long Stratton and Wymondham collectively provide just under 6,700 homes, around 15% of the proposed housing growth planned to 2038.
351. The towns play a vital role in the rural economy, providing employment opportunities and services for wider hinterlands. As such, they are engines of rural growth and it is important that they are enabled to grow at appropriate scales, having regard to infrastructure and environmental issues, to enable them to thrive. Growth in these towns will have good access to services.
352. Some development is already identified for the towns through existing local plans. In particular, major development proposals are set out in the Long Stratton and Wymondham Area Action Plans (AAPs), which are not superseded by the GNLP and continue to operate.
353. Since allocations meet growth needs, in line with other policies in this plan, windfall sites will be limited to locations within and, for very small developments limited to 5 homes, adjacent to settlement boundaries.
354. Retail evidence suggests that there will not be the need for major additional retail expansion in the main towns, with the possible exception of Diss. Since retailing is experiencing significant changes, no land allocations are made through the plan. This policy and policy 6 allow for such development, prioritising town centre locations, if new evidence justifies it.

Aylsham

355. Aylsham has a good range of shops and services in and around its attractive and historic centre and local employment opportunities. Transport links to and from the town via the A140 are good, including regular bus services to Norwich and North Norfolk. Delivery of housing has been good in recent years and there are 226 homes with existing planning permission including completions 2018/19 – 2021/22.
356. The Bure Valley and the Marriott's Way form the core of a well-developed local and strategic green infrastructure network and development could support further improvements.
357. To support the continued vitality of Aylsham and to locate an appropriate amount of growth in this main town, 300 additional homes are allocated on a site to the south-east of the town centre through the GNLP and 250 homes off the Norwich Road to the south, the latter including specialist retirement homes. Both sites have good access to the A140 and public transport. A new primary school required to serve growth in the town is included in the south-eastern allocation.

358. Anglian Water plans to increase capacity at the local water recycling centres at Aylsham and Belaugh to serve growth.

Diss (with part of Roydon adjacent to Diss)

359. Diss is strategically located on the Norwich to London railway line and the A140 and A143 provide road links to Norwich, Ipswich, east coast ports and Bury St. Edmunds. Diss is also a hub for local bus links.
360. Diss has the widest range of shops and services of the main towns, as well as a broad range of employment opportunities mainly located to the east of the town centre close to the railway. The shops and services are mainly within the attractive town centre of Diss, which has significant pedestrian priority areas, along with supermarkets on Victoria Road. Diss Mere and its surrounding green space provide a distinctive focal point for the town centre.
361. These locational attributes and connectivity provide the potential for economic growth as an enhanced centre serving a large rural hinterland in South Norfolk and northern Suffolk.
362. Diss and Roydon are in the Waveney Valley. The valley provides an attractive setting for the settlements and is the hub of an extensive green infrastructure network including the Angles and Boudicca Ways.
363. While delivery of housing has been good in recent years, associated environmental constraints place limits on the potential for housing expansion. The Diss Network Improvement Strategy shows that traffic constraints, particularly on Victoria Road, also reduce the potential for significant additional expansion.
364. The existing commitment of 400 dwellings is complemented by a strategic requirement for around 400 homes set by this plan. 150 of these homes are allocated through this plan on a site neighbouring the railway station. The Diss and District Neighbourhood Plan allocates land for the remaining 250 homes.
365. The GVA Study suggests that Diss has the best potential of the main towns for retail growth, which could be accompanied by further improvements to the public realm and a strengthened food and beverage offer in the town centre.
366. The GVA Study also shows that Diss has the potential for jobs growth on existing undeveloped allocated employment land, particularly for manufacturing, including high value activities. The sites are close to the railway line and have good access to a large neighbouring employment area at Eye Airfield, allowing for complementary activities.

Harleston

367. Harleston has a smaller range of more specialist retail facilities and services which provide for a more local catchment in South Norfolk and northern Suffolk. These have the potential for expansion. It has good road links to the east and west via the A143 and access to

Norwich via the A140 will be improved by delivery of the Long Stratton bypass. A local bus network is focussed on the town.

368. Harleston is close to the River Waveney and the Angles Way along the valley forms part of the strategic green infrastructure network.
369. Housing delivery has been good in Harleston in recent years. The plan allocates two sites to the south-east of the town centre within the A143 bypass and close to employment areas. The sites provide for 550 new homes including specialist retirement accommodation, in addition to commitment of around 250 dwellings. Growth of around 800 new homes in Harleston to 2038 will support the retention and expansion of services and jobs in this attractive market town, as well as providing accommodation for older residents.

Long Stratton

370. Owing to the scale of the existing commitment in Long Stratton, which will both provide a bypass and the growth of services supporting its classification as a main town, this plan does not make further allocations in addition to Long Stratton's Area Action Plan (AAP). Evidence shows that the scale of the commitment means that parts of the site allocated in the AAP will not be delivered until after 2038. There may be further potential capacity for development within the existing allocation beyond the 1,875 homes that are the subject of current planning applications; however, these would be unlikely to be delivered until late in the plan period, or beyond.
371. The AAP identifies some infrastructure capacity constraints, particularly in relation to Long Stratton Water Recycling Centre, although Anglian Water plans to increase capacity to serve growth. The GNLP is not intended to replace the AAP, which may therefore be reviewed separately later to address the delivery of additional housing in Long Stratton, if required.

Wymondham

372. The plan allocates two sites in Wymondham for a total of 150 additional dwellings to 2038. With the major housing commitment and employment expansion set out in Wymondham's Area Action Plan, this means that the town will grow by around 2,500 homes, along with strategic employment growth at Browick Road. This will both support Wymondham's role as a main town serving the south-west of Greater Norwich and contribute to the development of the Cambridge Norwich Tech Corridor.
373. Anglian Water plans to increase capacity at the local water recycling centre at Wymondham to serve growth.
374. Transforming Cities funding has been awarded to improve access to Wymondham railway station.
375. The strategic gaps identified through this plan and other policies in the development plan aim to prevent coalescence of Wymondham and Hethersett. The gap between the two settlements is focussed on Kett's Oak.

POLICY 7.2 – THE MAIN TOWNS

The main towns of Aylsham, Diss (with part of Roydon), Harleston, Long Stratton and Wymondham will continue to be developed to enhance their function as attractive places to live and providers of employment and services to serve the towns and their hinterlands, with substantial levels of development expected to take place. This will provide for around 6,674 additional homes and sites for employment and commercial land and related infrastructure.

The identified levels of development, including growth committed in the Long Stratton and Wymondham Area Action Plans, are:

Housing

Main Town	Completions 2018/19 – 2021/22 and deliverable commitment at 01/04/2022	Homes forecast to be delivered from allocated sites by March 2038	Total deliverable housing commitment 2018 - 2038
Aylsham	226	550	776
Diss (with part of Roydon)	400	384	784
Harleston	248	555	803
Long Stratton	1,798	0	1,798
Wymondham	2,363	150	2,513
Total	5,035	1,639	6,674

Additional sites may be provided in main towns by:

1. Development within settlement boundaries; or
2. Affordable rural exception sites, which may include an element of market housing (including self/custom build) if necessary for viability. These sites should be adjacent or well related to settlement boundaries with good access to services, including safe routes to schools, subject to other policies of the local plan.

Employment

Main Town	Existing undeveloped employment allocations (hectares, April 2018)	New employment allocations (hectares)	Total employment allocations (hectares)
See polices 1 and 6 for the strategic site in Wymondham	22	0	22
Aylsham	4	0	4
Diss (with part of Roydon)	10.8	0	10.8
Harleston	6.8	0	6.8

Long Stratton	12.5	0	12.5
Wymondham	2.1	0	2.1
Total	58.2	0	58.2

Other small-scale employment development will be acceptable in principle elsewhere in the towns subject to meeting other policies in the development plan.

Retail and other town centre type uses should be located in or adjoining the town centres. Proposals which support speciality and independent shopping, small-scale retailing and diversification of services and facilities will be encouraged.

Enhancements to the multi-functional green infrastructure network will be provided by development to contribute to the strategic network as set out in maps 8A and B and in green infrastructure strategy updates and to linking local networks.

Policy 7.3 The Key Service Centres

376. The key service centres of Acle, Blofield, Brundall, Hethersett, Hingham, Loddon / Chedgrave, Poringland / Framingham Earl, Reepham and Wroxham provide 3,812 homes, around 8% of the proposed housing growth. This reflects the settlement hierarchy and is made up of significant existing commitments, with additional sites allocated through this plan in the locations with the best opportunities for further growth and the fewest constraints.
377. The key service centres have a relatively good range of services, access to public transport and employment opportunities and play a vital role in serving the rural areas. This role is intended to continue with development taking place at appropriate levels.
378. High amounts of existing commitments and environmental and infrastructure constraints limit the potential for additional housing growth through this plan at Blofield, Brundall, Poringland / Framingham Earl and Reepham. Traffic constraints and proximity to the Broads at Wroxham restrict growth.
379. The focus of additional housing growth identified through this plan is therefore at Acle, Hethersett, Hingham and Loddon / Chedgrave.
380. Acle has been identified for additional growth on well-located sites which will provide a link road to the west of the village. The village has a good range of services including a secondary school. It also has good bus and rail services and is strategically located between Norwich and Great Yarmouth to benefit from employment growth, including in the offshore energy sector.
381. Hethersett is close to Norwich and within the Cambridge Norwich Tech Corridor. It has a range of services including a secondary school and good access to other services, with good public transport links to Norwich and Wymondham. It also has good access to employment opportunities at a range of strategic and more local sites. As a result, major development is committed to the north and west of the village and additional growth identified through this plan will be delivered through uplift within the existing allocation. Strategic gaps identified through this plan and detailed in development management policies between Wymondham and Hethersett, focussed on Kett's Oak, and Hethersett and Cringleford, aim to prevent the settlements joining up.
382. Hingham has limited existing commitment, a range of services and employment, good public transport links and is well located to benefit from additional employment opportunities in the Cambridge Norwich Tech Corridor. The additional allocation to the east of the village, which provides for 80 homes, has good access to services and public transport.
383. Loddon / Chedgrave has a good range of services, good public transport links and is well located between Norwich and Lowestoft to benefit from employment growth, including in

the offshore energy sector. Additional growth is allocated on one site to the north of Chedgrave and on another to the south-east of Loddon.

384. In line with other policies in this plan, windfall sites will be limited to locations within and, for very small developments limited to 3 to 5 homes, adjacent to settlement boundaries.

POLICY 7.3 – THE KEY SERVICE CENTRES

The key service centres of Acle, Blofield, Brundall, Hethersett, Hingham, Loddon / Chedgrave, Poringland / Framingham Earl, Reepham and Wroxham will continue to be developed to enhance their function as places to live and providers of employment and services to serve the settlement and its hinterland, with significant levels of development expected to take place in the majority of centres. This will provide for a minimum of 3,812 additional homes and sites for 11.8 hectares of employment / commercial land and related infrastructure.

The main areas for development are:

Housing

Key Service Centre	Completions 2018/19 – 2021/22 and deliverable commitment at 01/04/2022	Homes forecast to be delivered from allocated sites by March 2038	Total deliverable housing commitment 2018 – 2038
Acle	240	340	580
Blofield	274	15	289
Brundall	337	0	337
Hethersett	1,351	0	1,351
Hingham	18	80	98
Loddon / Chedgrave	199	240	439
Poringland / Framingham Earl	510	0	510
Reepham	203	0	203
Wroxham	5	0	5
Total	3,137	675	3,812

The sites to meet the above targets are in the GNLP Sites document.

Additional sites may be provided in key service centres by:

1. Development within settlement boundaries; or
2. Affordable rural exception sites, which may include an element of market housing (including self/custom build) if necessary for viability. These sites should be adjacent or well related to settlement boundaries with good access to services, including safe routes to schools, subject to other policies of the local plan.

Employment

Key Service Centre	Existing undeveloped employment allocations (hectares, April 2018)	New allocations (hectares)	Total employment allocations (hectares)
Acle	0.7	0	0.7
Hingham	2.2	0	2.2
Loddon / Chedgrave	1.8	0	1.8
Poringland / Framingham Earl	4.3	0	4.3
Reepham	2.8	0	2.8
Total	11.8	0	11.8

Other small-scale employment development will be acceptable in principle elsewhere in the key service centres subject to meeting other policies in the development plan.

Enhancements to the multi-functional green infrastructure network will be provided by development to contribute to the strategic network as set out in maps 8A and B and in green infrastructure strategy updates and to linking local networks.

Policy 7.4 Village Clusters

385. The remaining permitted and allocated housing growth, 3,883 homes, around 9% of the total for Greater Norwich in the plan period, is on sites in village clusters. Village clusters are based on primary school catchments, which provide a proxy for social sustainability.
386. Locating this level of growth in village clusters aims to promote social sustainability by supporting rural life and services. The provision of several relatively small allocation sites as required by the National Planning Policy Framework means this approach also has the benefit of supporting small-scale builders, providing choice for the market and helping to ensure the delivery of housing in popular village locations. The policy also aims to provide a range of sizes and tenures of new homes to meet needs in village clusters.
387. A separate South Norfolk Village Clusters Housing Site Allocations Local Plan is being produced. This plan will include sites for a minimum of 1,200 homes in addition to the 1,187 already committed in the village clusters to be identified in South Norfolk.
388. The GNLP Sites Plan allocates sites to meet the strategic requirement for up to 442 more homes in addition to the 1,054 homes already committed in the village clusters in Broadland.
389. The village clusters cover the remaining areas of Broadland outside the Norwich fringe, main towns and key service centres. Some smaller settlements are clustered with towns and villages higher in the settlement hierarchy, such as the villages around Aylsham. This applies where the larger settlement provides the local primary school.
390. The scale of growth in any cluster in Broadland reflects school capacity or ability to grow and the availability of other accessible services, the “social capacity” of a cluster. The identification of sites with the fewest constraints has also helped to provide the indicative view on the potential amount of growth in specific clusters.
391. To reduce additional car journeys and encourage healthy and active lifestyles, new housing allocations have been preferred on sites within village clusters with good access to a primary school and a safe route to school.
392. Policies 1 and 7.4 also support windfall development for affordable housing in the village clusters in both Broadland and South Norfolk, with some market housing permitted where it supports viability, including self/custom-build. The policies allow for infill and small extensions in those parts of village clusters which have a settlement boundary.
393. This approach will provide for appropriate levels of growth in accessible locations in village clusters as required by policy 1.

POLICY 7.4 – VILLAGE CLUSTERS

Housing

To provide a minimum of 3,883 homes as set out in policy 1 and to support village services, provide choice for the market and promote delivery of a variety of housing types and tenures, housing development will be supported in principle on a range of sites within the village clusters.

To achieve this:

1. New sites in village clusters to provide a minimum of 1,200 homes will be allocated through a South Norfolk Village Clusters Housing Allocations Local Plan.
2. Existing consented commitments on major sites and housing delivered in the years 2018/19 to 2021/22 in Village clusters in South Norfolk to provide 1,187 homes.
3. Village clusters in Broadland to provide 442 homes on unconsented sites.
4. Existing consented commitments on major sites and housing delivered in the years 2018/19 to 2021/22 in Village clusters in Broadland to provide 1,054 homes.

Additional sites may be provided in village clusters by:

1. Development within settlement boundaries.
2. Affordable housing led development, which may include an element of market housing (including self/custom build) if necessary, for viability, up to a maximum of 15 dwellings in total. These sites should be adjacent or well related to settlement boundaries with good access to services, including safe routes to schools, subject to other policies of the local plan.

The cumulative amount of windfall development permitted during the plan period should not have a negative impact on the character and scale of settlements in any village cluster.

The main areas for housing development in village clusters are:

Village Cluster	Completions 2018/19 – 2021/22 and deliverable commitment at 01/04/2022	Homes forecast to be delivered from allocated sites by March 2038	Total deliverable housing commitment 2018 – 2038
(Aylsham) Blickling, Burgh & Tuttington and Oulton	4	0	4
Blofield Heath and Hemblington	56	20	76

(Brundall) Postwick with Witton	15	0	15
Buxton with Lamas and Brampton	6	60	66
Cantley	2	0	2
Cawston with Brandiston and Swannington	15	60	75
Coltishall with Horstead Belaugh	82	0	82
Foulsham and Themelthorpe	7	15	22
Freethorpe, Halvergate and Wickhampton	36	40	76
Frettenham	2	0	2
Great and Little Plumstead	155	0	155
Great Witchingham, Lenwade, Weston Lonvgville, Alderford, Attlebridge, Little Witchingham and Morton on the Hill	17	20	37
Hainford and Stratton Strawless	1	0	1
Hevingham	3	0	3
(Easton) Honingham	1	0	1
Horsford, Felthorpe and Haveringland	429	30	459
Horsham and Newton St Faith	94	50	144
Lingwood & Burlingham, Strumpshaw and Beighton	62	60	122
Marsham	0	0	0
Reedham	27	30	57
Reepham, Booton, Guestwick, Heydon, Salle and Wood Dalling	6	0	6
Salhouse, Woodbastwick and Ranworth	5	12	17
South Walsham and Upton with Fishley	3	45	48
Spixworth and Crostwick	25	0	25

(Taverham) and Ringland	1	0	1
TOTAL	1,054	442	1,496

Employment

The allocated employment areas are:

Location	Existing undeveloped employment allocations (hectares, April 2018)	New allocations (hectares)	Total employment allocations (hectares)
See policies 1 and 6 for the strategic site at Hethel	20	0.8	20.8
Brooke	4.8	0	4.8
Foulsham	1.1	0	1.1
Horsham St. Faith	2.9	1.4	4.3
Lenwade	2.4	0	2.4
Lingwood	2.3	0	2.3
Total	33.5	2.2	35.7

Other small-scale employment development will be acceptable in principle elsewhere within village development boundaries, through the reuse of rural buildings or through the potential expansion of existing small and medium sized employment sites, subject to meeting other policies in the development plan.

Enhancements to the multi-functional green infrastructure network provided by development will contribute to the strategic network as set out in maps 8A and B and in green infrastructure strategy updates and to linking local networks.

Policy 7.5 Self-build and custom build windfall housing development outside defined settlement boundaries

394. This policy applies to all parishes. Its purpose is to allow for a limited number of additional dwellings in each parish beyond those allocated or allowed for as larger scale windfall sites through other policies in this plan.
395. Policy 7.5 promotes small-scale self-build and custom build housing development. This complements policies 5 and 7.4 which also support self/custom build.
396. To achieve this, the policy provides opportunities for the development of self-build and custom build homes:
- a. On sites that are within or adjacent to settlements with a defined settlement boundary.
 - b. Or on sites within or adjacent to other settlements without a defined settlement boundary.
397. The policy requires such developments to respect the form and character of the settlement and landscape.
398. Additional requirements applying to all sites such as providing safe highways access set in policy 2 will be applied to these sites, though with greater flexibility in relation to access to services due to the very limited scale of development supported by the policy.
399. It is anticipated that this policy will lead to the delivery of around 800 homes during the plan period. These homes form part of the housing supply in table 6 and policy 1 of this plan.

POLICY 7.5 – SELF-BUILD AND CUSTOM BUILD WINDFALL HOUSING DEVELOPMENT OUTSIDE DEFINED SETTLEMENT BOUNDARIES (NB development within settlement boundaries is covered under Policy 7.4)

Small-scale residential development of up to 3 dwellings for self-build and custom build homes for people who meet the eligibility criteria for Part 1 of the relevant district’s self-build register will be permitted:

- 1. On sites that are within or adjacent to settlements with a defined settlement boundary; and**
- 2. On sites within or adjacent to other settlements without a defined settlement boundary.**

To prevent incremental sprawl, for the operation of this policy such development will not be considered to have extended the defined settlement boundary, or where there is no boundary, the built form of the settlement.

For all development covered by this policy the scheme will need to respect the form and character of the settlement including:

- Housing density is reflective of the density in the settlement and surrounding built-up area; and**

- **The ratio of the building footprint to the plot area is consistent with existing properties nearby which characterise the settlement; and**
- **The proposal would result in no significant adverse impact on the landscape and natural environment; and**
- **The proposal accords with other relevant local plan policies.**

When considered cumulatively with other development, the scheme should not result in a level of development in any settlement that would be contrary to the Sustainable Growth Strategy outlined in policy 1.

APPENDICES

Appendix 1 Infrastructure Requirements

This appendix provides additional detail to support policy 4 of the plan. It sets out infrastructure requirements to serve growth as identified in the Greater Norwich Local Plan Infrastructure Needs Report (GNLPINR).

The infrastructure will be provided by a variety of organisations through varied funding sources. The requirements have been identified through ongoing and completed topic and organisation-based studies and strategies which inform both the GNLPINR and this plan.

This appendix represents a point in time. The infrastructure requirements and their delivery will be monitored, reviewed, and managed through ongoing work with partners and agencies responsible for implementation, including utilities providers, the education authority, the highway authority, and the Greater Norwich Growth Board which manages pooled Community Infrastructure Levy.

Progress will be reported through updates to this appendix which will be included in the Annual Monitoring Report.

Pedestrian and Cycling

The Greater Norwich Local Cycling and Walking Infrastructure Plan (LCWIP), which is part of the wider transport strategy for Norfolk and covers the great majority of the Strategic Growth Area established in this plan, was completed in March 2022. It contains a cycling and walking network plan which takes account of planned growth in this plan and a prioritised programme of improvements which can be put forward for existing and future active travel funding opportunities.

The Norfolk LCWIP, which covers the remainder of Greater Norwich and the county, is the overarching plan. Adoption is anticipated in early 2024. It will identify and prioritise short, medium, and long-term schemes which will assist people to choose walking, cycling, or wheeling as an alternative to travelling by car for short journeys. It focusses on towns across the county, including Acle, Aylsham, Diss, Harleston, Long Stratton, Reepham, Wroxham and Wymondham/Hethersett.

Rail

A review of the Norfolk Rail Prospectus is on hold until there is more clarity about the national picture including the creation of Great British Railways, which will replace Network Rail.

Road

In addition to the schemes Highways England have committed to as identified on the Key Diagram and policy 4, further trunk road junction improvements may be required for future growth. The A47 Longwater Interchange and the following junctions will require further investigation:

- A47/A140 Ipswich Road
- A47/A146 Loddon Road
- Spinks Lane, Wymondham
- New Road, Acle

Water

Anglian Water’s Water Recycling Long-Term Plan plans for growth to 2045 through increased capacity at the following water recycling centres: Acle; Aylsham; Belaugh; Long Stratton; Rackheath Springs – Wroxham; Sisland; Woodton; Whitlingham; and Wymondham.

The Water Cycle Study undertaken for the GNLP identified locations where there may be future capacity issues to be addressed for the growth proposed in the GNLP within the wastewater catchments of Aylsham, Foulsham, Long Stratton, Reepham, Rackheath, Diss, Ditchingham, Saxlingham, Whitlingham Trowse and Woodton. These issues should, at least in-part, be addressed by Anglian Water’s current Long-Term Plan, but revisions may be necessary to this to fully address the GNLP proposals when finalised.

Energy

Substations requiring upgrades and/or the use of measures to off-set the need for reinforcement (such as demand side responses and energy storage (batteries)) are:

Substation (132/33kV)	Affected development sites
Sprowston Primary	Beeston Park Home Farm Sprowston Land off Salhouse Road Land south of Green Lane East Land south of Green Lane West Land south of Salhouse Road Rackheath White House Farm
Peachman Way Primary	Broadland Gate Brook Farm Land east of Broadland Business Park Land north of Broadland Business Park
Earlham Grid Local A/B	Costessey GN Food Enterprise Park Longwater / Easton Norwich Research Park Three Score
Cringleford Primary	Cringleford Hethersett

Broadband

A guide to Broadband for Norfolk Local Planning Authorities produced for the Norfolk Strategic Planning Framework sets out that superfast broadband coverage is rapidly improving, 95% of Norfolk’s homes and businesses can now access superfast broadband, up from 42% in 2012. Initiatives led by Norfolk County Council aim to make high-speed broadband available to more than 97% of Norfolk’s premises by summer 2023, with further work planned subsequently.

The report recommends that all residential developments over 10 dwellings and all employment developments will enable Fibre to the Premises (FTTP). For schemes under these thresholds the council’s expectation is that provision for FTTP will be achieved, where practical.

The Greater Norwich area is experiencing considerable investment in fibre to the premise from Openreach, Virgin and City Fibre resulting in high coverage levels, speeds and competitive pricing.

Education

Norfolk County Council has projects for two new primary schools in Wymondham and Cringleford to be built by September 2024. Both of these will be Free Schools.

Other new schools are being considered across the Greater Norwich area to be provided once housing and pupil numbers suggest that existing schools in the area are no longer able to accommodate local children. These include 12 new primary schools and one secondary school:

- Poringland – Pupil numbers are being monitored and sites are being considered for a new primary school to provide for housing growth.
- Salhouse Road, Sprowston – a site has been safeguarded for a new 420 place school within new housing development.
- Hellesdon – a site has been safeguarded for a new 420 place primary school on the former golf club site.
- Beeston Park, Sprowston – sites have been safeguarded for 2 x 420 place primary schools within proposed new housing development.
- White House Farm Sprowston or North Rackheath – these strategic growth allocations provide potential locations for the secondary school required to support housing growth in the Growth Triangle.
- Rackheath – sites have been safeguarded for 2 x 420 place primary schools within proposed new housing development.
- Land north and south of Smee Lane, Great Plumstead – a site has been secured for a new 420-place primary school within new housing development.
- Long Stratton – a site has been secured for a new 420 place primary school within proposed new housing development.
- East Norwich – options for additional primary school provision, as required by site allocation policies in this plan, are being considered.
- Taverham – a site has been secured within the strategic urban extension allocated in this plan for a new 420 place primary school, with consideration also being given to existing provision in the local area.
- Aylsham – a site has been secured through a site allocation in this plan for a new 420 place primary school to provide for a move and expansion of an existing school in the town.

Health Care Requirements

Greater Norwich is part of the larger Norfolk and Waveney Integrated Care System (ICS). The July 2022 ICS Estate Strategy establishes the route to resolving existing challenges, responds to national and local priorities and develops opportunities to improve patient care.

A prioritised Capital Investment Pipeline has been established through the ICS Estate Strategy work and the key infrastructure projects across Greater Norwich are listed below. These projects are aligned to the estates vision and principles, as well as the ICS Clinical Strategy and NHS priorities.

These lists capture known proposed projects at the time of the GNLP's publication, but it should be noted that some still require formal business case approval. Progress will be monitored annually and will include dental services, which is a responsibility that passed to the Norfolk and Waveney ICS in 2023.

The lists in the tables below will be refreshed annually with additional requests/requirements feeding in from NHS Trusts and Primary Care strategies as they are developed.

Norwich Urban Area

Area / Settlement	Requirement	Status
Northern City Regeneration Area	New healthcare facility	Proposal
East Norwich Regeneration Area	New healthcare facility	Proposal
Cringleford	Extension to existing facility	Proposal
Drayton	Extension to existing facility	Build
Hellesdon	New healthcare facility	Proposal
Taverham	New healthcare facility	Design
The Growth Triangle	New healthcare facility (Rackheath)	Design
The Growth Triangle	Reconfiguration to existing facility (Sprowston)	Build

Main Towns

Area / Settlement	Requirement	Status
Aylsham	Extension or new healthcare facility	Proposal
Diss	New healthcare facility	Proposal
Long Stratton	Extension to existing facility	Build

Key Service Centres

Area / Settlement	Requirement	Status
Acle	Extension or new healthcare facility	Proposal
Blofield	Extension to existing facility	Build
Hethersett	New healthcare facility	Proposal

Other Norfolk and Waveney Integrated Care System (ICS) projects located in Greater Norwich

Provider	Requirement	Status
Norfolk and Norwich University Hospital	Expansion to hospital Emergency Department	Proposal
Norfolk and Norwich University Hospital	New Diagnostic Centre	Build
Norfolk and Suffolk NHS Foundation Trust	New ward build and site development (Hellesdon)	Build

Norfolk Community Health and Care NHS Trust	New ward build and site development (Norwich Hospital)	Design
Norfolk Community Health and Care NHS Trust	Reconfiguration and site development (Colman Hospital)	Proposal

Police

A new police station will be required for North Norwich and the northern urban fringe due to the population increase and associated additional pressure on existing police resources.

Extensions to existing police stations may be required during the plan period where growth will place significant strain on existing space.

There may also be a requirement for upgrading of existing facilities at police stations to accommodate growth. This could include reconfiguring internal space to address operational needs linked to serving a larger population and external works such as improved car parking and cycle storage.

Libraries

Rackheath will require an additional library facility of around 390 square metres due to the scale and size of the development.

Sports and Leisure

The Greater Norwich Physical Activity and Sport Strategy was accepted by the Greater Norwich Growth Board (GNGB) in 2022. It was developed with Sport England and aims to support and encourage healthy and active lifestyles.

In line with policy 2 of this plan, the strategy takes a wide view, encouraging active lifestyles for all by, amongst other measures, creating active environments and encouraging active travel and workplaces.

The strategy also focusses on the protection and enhancement of existing sports facilities, as well as the provision of new facilities. To achieve this, supporting Playing Pitch and Built Facilities Strategies provide assessments and action plans, making recommendations for a range of sport and leisure facilities across Greater Norwich.

Waste Management

A programme to increase capacity at new and extended sites to accommodate growth is in progress.

Two new recycling centres opened in 2021 at:

- Norwich North, which is close to the airport, has replaced the Mile Cross recycling centre.
- Norwich South, off the A140 close to the A47, has replaced the Ketteringham recycling centre.

In addition, Wymondham and Morningthorpe recycling centres will be replaced and Strumpshaw will be extended.

If required, contributions may be sought to deal with the cumulative impact of a series of both small and large developments.

Appendix 2 Glossary

Accessible

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

Active travel

Making journeys by physically active means, like walking or cycling. Active travel is promoted by Public Health England and by the National Planning Policy Framework through its focus on design which promotes health and well-being (paragraph 127 e).

Affordable housing

Housing provided for sale or rent at prices below the current market rate, which people in housing need can afford. Affordable housing tenures are defined in Government guidance, as set out in Annex 2 of the National Planning Policy Framework.

Air Quality Management Area (AQMA)

A place where the National Air Quality Objectives are not being met. Once an AQMA has been declared the authority has to carry out further work to monitor the air quality in the area and identify what actions can be taken to improve it.

Allocated

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

Appropriate Assessment

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

Area Action Plan (AAP)

A development plan document within the local plan that establishes a set of development proposals and policies for a specific area. In Greater Norwich there are current adopted area actions plans for the North-East Growth Triangle, Long Stratton, and Wymondham.

Biodiversity

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

Biodiversity net gain

Refers to development having a positive impact on biodiversity, leaving it in a better state than before development occurred.

Broadland Northway (A1270)

A dual-carriageway road (also known as the Northern Distributor Road) completed in 2019 to the north of Norwich, linking the A47 to the south-east of the city with the A1067 in the north-west.

Brownfield land, brownfield site

Land or site that has been subject to previous development.

Brownfield register

Brownfield land registers provide up-to-date information about sites that local authorities consider to be appropriate for residential development having regard to the relevant legislation.

Building for a Healthy Life

A government-endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about

creating good places to live. The National Planning Policy Framework encourages its use in local plans.

Built environment

The built environment is the structures and places that have been built by humans as part of the activities of human living such as, buildings, roads, parks and open spaces etc. This has developed over time and as such, elements can be of particular importance to a local community because of their character or historic significance.

Business use

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

Cambridge Norwich Tech Corridor

A public-private partnership spanning Norfolk, Suffolk and Cambridgeshire set up to deliver high-value economic and societal growth in clusters between Cambridge and Norwich within the technology/science sector.

City centre

The main commercial area of Norwich that is predominantly within the Inner Ring Road (A147). The exact boundary is shown on map 10 of the local plan.

Clean growth

Clean growth means growing our income while cutting greenhouse gas emissions. It is promoted nationally by the Government's Clean Growth Strategy and locally in the emerging Local Industrial Strategy.

Climate change mitigation

Actions taken to limit the magnitude or rate of global warming and its associated effects, usually involving a reduction in human emissions of greenhouse gases.

Commitments

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

Community facilities

Services that meet the day-to-day needs of a community such as village halls, post offices, doctors', and dentists' surgeries, play areas, recycling facilities, libraries and places of worship.

Community Infrastructure Levy (CIL)

A financial charge on new development introduced by the Planning Act 2008 as a tool for local authorities to help deliver infrastructure to support growth and development in their area.

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.

Core bus routes

A network of main bus routes where service frequency and bus priority will be enhanced.

County Wildlife Site (CWS)

Wildlife habitat identified and designated as being of local interest or importance by Norfolk County Council and the Norfolk Wildlife Trust, but which is not of enough national merit to be declared as a Site of Special Scientific Interest. A CWS does not benefit from statutory protection but does have some protection in the planning system.

Custom build housing (see also self-build housing)

A form of self-build home that is, in some form, supported by a developer through a more hands-off approach than traditional self-build would entail.

Decentralised and renewable or low-carbon energy sources

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

Development

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

Development Plan

A set of plans guiding future development in the area. The development plan consists of the locally prepared development plan documents, including Neighbourhood Plans approved at referendum.

Development Plan Document

Locally prepared document on a specific topic which forms part of the development plan and which subject to independent examination before adoption, also commonly referred to as DPDs.

District centre

A group of shops separate from the town centre containing at least one supermarket or superstore as well as other services. District centres provide for a catchment extending beyond the immediate locality.

Economic Strategy for Norfolk and Suffolk (ESNS)

A shared strategy between businesses, education providers, local councils and voluntary and community sector, which is led by New Anglia LEP outlining future growth across the region.

Employment use

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

Five-year housing land supply

A requirement by Government for local planning authorities to ensure that there is enough land available that is suitable, available, and deliverable for housing development. The amount of land available should be enough to fulfil the housing requirement for the next five years.

Food Enterprise Park

46 acres of commercial development land with planning available for food related businesses near Easton and Honingham. A Local Development Order (LDO) is in place for part of the site.

Geodiversity

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

Greater Norwich City Deal

An agreement between Government and Greater Norwich, which provides the city and surrounding areas certain powers and freedoms to take responsibility for decisions that affect Greater Norwich. It is implemented by the Greater Norwich Growth Board (GNGB).

Greater Norwich Growth Board (GNGB)

A partnership between Broadland District Council, Norwich City Council, South Norfolk Council, Norfolk County Council and New Anglia Local Enterprise Partnership (LEP) to provide homes, jobs and infrastructure. It also provides strategic direction, monitoring, and co-ordination of the Greater Norwich City Deal.

Greater Norwich Local Plan Infrastructure Report (GNLPIR)

A supporting document to the GNLP focusing on transport, utilities, education, health care, fire and rescue, community facilities, sport and leisure facilities, green infrastructure, and waste management.

Green infrastructure

A network of multi-functional green space which delivers benefits to both the environment and the local community. Green infrastructure includes natural green spaces colonised by plants and animals and man-made managed green spaces such as areas used for outdoor sport and recreation including public and private open space. These spaces may include allotments, urban parks and designed historic landscapes as well as their many interconnections such as footpaths, cycleways, green corridors, and waterways.

Greenfield land (or site)

Land which has not previously been built on, including land in use for agriculture or forestry. Greenfield land does not include residential garden land.

Growth Triangle

An area to the north-east of Norwich identified for major growth.

Habitat Regulations Assessment (HRA)

An HRA identifies any aspect of an emerging local plan that would have the potential to cause a likely significant effect on Natura 2000 sites or sites protected by European designations (Special Areas of Conservation, Special Protection Areas, Ramsar sites) either in isolation or cumulatively, and to identify appropriate avoidance and mitigation strategies where impacts are identified.

Health Impact Assessment

An assessment required for large sites and for any housing proposal with a significant amount of housing for the elderly to show how the health care infrastructure needs of the new development are provided for.

Heritage asset

A building, monument, site, place, area or landscape with historic interest that provides a material record of history or meaning for a community. Heritage assets may be either 'designated' or 'non-designated' and have a degree of significance that merits consideration in planning decisions.

Historic environment

Aspects of the environment which result from the interactions between people and places through time.

Inclusive growth

Economic growth that is distributed fairly across society and creates opportunities for all.

Index of Multiple Deprivation

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

Infill development

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

Infrastructure

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

Joint Core Strategy (JCS)

A key planning policy document for the Greater Norwich Area produced in partnership between Broadland, Norwich and South Norfolk that sets out the long-term vision for the area up until 2026. The JCS has a considerable impact on the Greater Norwich Local Plan (GNLP) which in turn determines growth up until 2038 and will supersede the JCS when adopted.

Key service centres

Key service centres are the third tier in the settlement hierarchy. The key service centres are Acle, Blofield, Brundall, Hethersett, Hingham, Loddon/Chedgrave, Poringland/Framingham Earl, Reepham and Wroxham. They have a good range of services, typically: a primary school; a secondary school either in or accessible from the settlement; a range of shops and services (including convenience shopping but more limited than in main towns); a village hall; primary health care and a library.

Knowledge economy

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

Knowledge-intensive jobs

A knowledge-intensive job is one where the workers need a lot of education, skills, and experience to work effectively. In Greater Norwich these mainly include jobs in: research in the food, health and life sciences sectors; agri-tech; advanced manufacturing and engineering; IT and communications and digital creative industries.

Listed building

A building on the National Heritage List for England which is protected due to its special architectural or historic interest. Listing helps to make sure that any future changes to the building do not result in the loss of its significance.

Local Nature Reserve (LNR)

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

Local centre

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

Local housing need

An assessment of the need for housing at a local level over a period of time using the standard methodology set out by the Government.

Local listed building

A building which, whilst not on the National Heritage List for England, is important in the local context due to its architectural or historic interest or its townscape value.

Local Transport Plan

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

London-Stansted-Cambridge Corridor and the Cambridge-Milton Keynes-Oxford Arc (CaMkOx)

These are two different growth corridors of vital economic importance to the UK that host a highly skilled labour force, cutting edge research facilities and technology clusters that can compete on a global scale which are supported by two world-class universities.

Low carbon

Minimisation of carbon dioxide emissions from a human activity.

Main towns

Main towns are the second tier in the settlement hierarchy. The main towns are Aylsham, Diss (with part of Roydon), Harleston, Long Stratton and Wymondham. They are engines of rural growth, providing employment and services for wider hinterlands.

Major development

For housing, development where 10 or more dwellings are to be provided or the site has an area of 0.5 hectares or more. For non-residential development, it means additional floorspace of 1,000 square metres or more or a site of 1 hectare or more.

Major Road Network

A classification of major local authority roads in England to help reduce congestion, support economic growth and rebalancing, support housing delivery, support all road users and support the Strategic Road Network (SRN). In Greater Norwich these are the A140 (including the A1270) and the A146.

Market housing

Housing that is for sale on the open market without restrictions on pricing or tenure.

Market Town Network Improvement Strategies

A Norfolk County Council initiative to implement studies into the transport impacts of growth in market towns that help to identify and plan interventions ahead of any planned growth.

Masterplan

A long-term planning document that provides a conceptual framework to guide future growth and development, usually on large sites.

Modal shift

An increase in the proportion of people travelling by different forms of transport. It is usually used in relation to measures to encourage public transport use and cycling and walking.

National Planning Policy Framework (NPPF)

A document which sets out the Government's economic, environmental and social planning policies for England and how they should be applied. It provides a baseline structure from which locally prepared plans (such as the GNLP) can be produced and it is a material consideration in planning decisions.

National Planning Practice Guidance (NPPG)

A web-based resource which brings together planning guidance on various topics into one easily accessible place. The guidance supports the NPPF but is not Government policy.

Natural capital

The elements of nature that directly or indirectly produce value to people, including ecosystems, species, fresh water, land, minerals, the air and oceans, as well as natural processes and functions. Natural capital includes many different components of the living and non-living natural environment, as well as the processes and functions that link these components and sustain life. Natural capital is often referred to in terms of Natural Assets.

Natural asset

Natural assets include valued landscapes; the intrinsic character and beauty of the countryside; biodiversity (including wildlife sites; priority habitats, green infrastructure networks, species, trees and woodlands); geological value; and soils (e.g., high-quality agricultural land). The importance of such assets can differ, being designated as of international, national, or local significance (for example identified within Development Plan Documents and Neighbourhood Plans). The level of importance of an asset that might be affected by a development proposal will be taken into account in the application of the policy.

Neighbourhood Plan

A plan prepared by a parish/town council or neighbourhood forum for a designated neighbourhood area. Once made by the local planning authority it becomes part of the development plan for the area.

New Anglia Local Enterprise Partnership (LEP)

An organisation of private and public-sector representatives working with businesses, local authority partners and education institutions to drive growth and enterprise in Norfolk and Suffolk.

Non-strategic policies

Policies contained in a Neighbourhood Plan, or those policies in a local plan that are identified as non-strategic policies.

Norfolk and Suffolk Local Industrial Strategy

An emerging strategy building upon the Economic Strategy for Norfolk and Suffolk which will consider in greater detail the competitive strengths of the regions and focus on the clean energy, agri-food and ICT/ digital sectors.

Norfolk Strategic Planning Framework (NSPF)

A policy document which brings together Norfolk's Local Planning Authorities to create a framework that all local authorities formally use to meet shared objectives on a range of strategic cross-boundary planning issues.

Northern Distributor Road (NDR)

A dual-carriageway road (also known as the A1270 Broadland Northway) completed in 2019 to the north of Norwich, linking the A47 to the south-east of the city with the A1067 in the north-west.

Norwich fringe

The area next to the city of Norwich but lying in Broadland and South Norfolk districts which is predominantly developed, including open spaces encompassed within the developed area. The Norwich fringe is the built-up parts of the fringe parishes of Colney, Costessey, Cringleford, Drayton, Easton, Hellesdon, Old Catton, Sprowston, Taverham, Thorpe St. Andrew, Trowse and the remainder of the Growth Triangle including Rackheath.

Norwich Research Park

A major research park that is a leading centre for science and technology as well as food and health.

Norwich Urban Area

The City of Norwich and the Norwich fringe (see above). This is the first tier in the settlement hierarchy. It has both high level and a broad range of employment and services providing for Greater Norwich.

Norwich Western Link

The proposed development of a road to connect the A1270 Broadland Northway or Northern Distributor Road (NDR) from the A1067 to the A47 west of Norwich.

Open space

Areas of land that usually come forward as part of a development site which remain undeveloped but can generally be used for either formal or informal recreation purposes.

Park and Ride

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

Planning conditions

A condition imposed on a planning permission which can either require additional details to be agreed or restrict the use of the site.

Planning obligations

Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer to ensure that specific works are carried out, payments made, or other actions undertaken which would otherwise be outside the scope of the planning permission. Often called Section 106 obligations. The term legal agreements may embrace S106.

Post-carbon economy

An economy in which greenhouse gas emissions are low and falling. In Greater Norwich the focus will be on three low carbon, high growth economic sectors: clean energy, agri-food and ICT/digital.

Previously developed land

See Brownfield land.

Protected species

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

Ramsar site

A European designation that protects areas of wetland.

Recreational Impact Avoidance and Mitigation Strategy (RAMS)

A strategy facilitating residential development, whilst at the same time adequately protecting wildlife sites from harm that comes with growth in rural areas from increased recreation pressure.

Registered Park and Garden

An outdoor area (which can include cemeteries or landscapes) listed on the Register of Parks and Gardens. Registration is a material consideration in planning terms, meaning local planning authorities must take into account the historic interest of the site when determining planning applications nearby.

Renewable energy

Energy generated from sources which are non-finite or can be replenished. Includes solar power, wind energy, power generated from waste, biomass, hydrogen etc.

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.

Section 106 Agreement (S106)

See planning obligations.

Self-build housing and custom-build housing

Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing.

Semi-islanded (energy supply)

A semi-islanded development site is connected to the wider electricity network but uses on-site generation or storage to reduce the site's reliance on imported electricity and reduce peak demands.

Settlement hierarchy

A way of arranging settlements into a hierarchy based upon several criteria, such as population and services offered.

Settlement limit, settlement boundary

These are areas within which development appropriate to the settlement in question will usually be permitted. Also called village envelopes or development boundaries. They are set out in Development Management plans.

Site Allocation DPD

A document used to identify sites to accommodate the range of land uses necessary to implement the objectives of the local plan. Broadland adopted a site allocations document in 2016, Norwich in 2014, and South Norfolk in 2015. The GNLP will carry forward deliverable undeveloped allocations from these plans.

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.

Social sustainability

The ability of a community to not only meet the needs of its current members but also support the ability of future generations to maintain a healthy and liveable community, including supporting local services and providing affordable homes (as highlighted in the Taylor Review "Living Working Countryside 2008").

Spatial profile

A section in the local plan that provides context about the local area from social, economic and environmental perspectives. It describes the area, how it functions and highlights the key issues to be addressed.

Special Area of Conservation (SAC)

Special Areas of Conservation are defined in the European Union's Habitats Directive (92/43/EEC), also known as the Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora. They are defined to protect the 220 habitats and approximately 1,000 species listed in Annex I and II of the Directive which are of European interest following criteria given in the Directive.

Special Protection Areas (SPAs)

Special Protection Areas are strictly protected sites classified in accordance with Article 4 of the EC Birds Directive, which was amended in 2009 (Directive 2009/147/EC). They are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory species.

Strategic policies

Policies and site allocations which address strategic priorities in line with Section 19 of the Planning and Compulsory Purchase Act 2004.

Strategic urban extensions / strategic housing growth locations

These locations will each provide over 1,000 new homes from 2018 to 2038.

Suitable Alternative Natural Green Space (SANGS)

A name given to green space that is of a quality and type suitable to be used as mitigation in relation to the protection of important natural spaces when residential development or growth is proposed.

Supplementary Planning Document (SPD)

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

Sustainability Appraisal (SA)

An appraisal of the economic, environmental, and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

Sustainable development

A term mostly derived from the 1987 Brundtland Report. Interpretation varies but typically the term means meeting economic and social goals without undermining the environment, as well as meeting needs of the present without compromising the environment for future generations. In 2015 the United Nations agreed 17 Sustainable Development Goals to be reached by 2030. The UK is amongst the countries leading the delivery of the Sustainable Development Goals.

Sustainable drainage system (SuDS)

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

Transforming Cities

A term used to denote the aim of Government policy to improve productivity and spread prosperity through investment in public and sustainable transport.

Transport for Norwich

A programme of work to improve accessibility by all forms of transport around Norwich and the surrounding area. It aims to encourage the use of more sustainable modes of transport, while also improving the capacity of the road network and stabilise traffic levels. Transport for Norwich was formerly known as the Norwich Area Transportation Strategy.

Travel to work public transport

Typically, this will be a regular bus service operating between 07:00 and 19:00 with a thirty-minute frequency of service and a journey time of not more than 30-40 minutes to Norwich or another recognised employment location.

Uplift

Increased density of housing, most commonly on a previously allocated site.

Village cluster

This is the fourth level in the settlement hierarchy. Clusters consist of a group of villages that share services and facilities, for example a primary school.

Water stress

Water stress occurs when the demand for water exceeds the available amount of water, or when poor water quality restricts its use. Greater Norwich and the wider region are defined by the Environment Agency as a water stressed area.

Windfall site

Site on which planning permission for housing development is granted during the plan period, but which has not previously been identified in a plan for housing development.

Appendix 3: Superseded and Retained Plans

Plans to be superseded by the Greater Norwich Local Plan:

- The Joint Core Strategy for Broadland, Norwich and South Norfolk (adopted 2011 with amendments adopted 2014)
- Broadland Site Allocations Development Plan Document (2016)
- Norwich Site Allocations and Site-Specific Policies Local Plan Document (2014)
- South Norfolk Local Plan Site-Specific Allocations and Policies Document (2015) except for the smaller villages in South Norfolk that will be addressed through a new South Norfolk Village Clusters Housing Allocations Local Plan.

Plans to be carried forward and used in conjunction with the Greater Norwich Local Plan:

- Old Catton, Sprowston, Rackheath & Thorpe St Andrew Growth Triangle Area Action Plan (2016)
- Long Stratton Area Action Plan (2016)
- Wymondham Area Action Plan (2015)
- Broadland Development Management Policies Document (2015)
- Norwich Development Management Policies Document (2015)
- South Norfolk Development Management Policies Document (2015). Map 1.3(1) Key Diagram March 2013 (see page 149) will be superseded by the Key Diagram in the Greater Norwich Local Plan Strategy. The remainder of the document is to be carried forward.

GNLP allocations that amend parts of Area Action Plans (AAPs):

GNLP Reference in Sites Document	Site name	Explanation
B.RA.1	Land to the west of Green Lane West Rackheath	This housing site was not allocated within the Growth Triangle AAP.
B.RA.2	Land at Heathwood Gospel Hall, Rackheath	A small part of a strategic employment site in the Growth Triangle AAP is allocated for housing development through the GNLP.
STR.10	Land off Blue Boar Lane/Salhouse Road, White House Farm, Sprowston	This strategic scale site was not previously allocated through the Growth Triangle AAP.
S.WY.1	Land at Johnsons Farm, Wymondham	Additional housing sites in Wymondham which were not allocated in the AAP.
S.WY.2	Land north of Tuttle Lane, Wymondham	

Neighbourhood plans to be used in conjunction with the Greater Norwich Local Plan:

Parish	Authority	Date Made	End Date
Acle	BDC	February 2015	2026
Aylsham	BDC	July 2019	2038
Blofield	BDC	July 2016	2036
Brundall	BDC	May 2016	2026
Cringleford	SNC	January 2014	2026
Drayton	BDC	July 2016	2026
Diss and District	SNC	October 2023	2038
Easton	SNC	December 2017	2042
Gt & Lt Plumstead	BDC	July 2015	2034
Hellesdon	BDC	December 2017	2026
Horsford	BDC	July 2018	2038
Long Stratton	SNC	October 2021	2036
Mulbarton	SNC	February 2016	2030
Old Catton	BDC	July 2016	2035
Poringland	SNC	July 2021	2039
Rackheath	BDC	July 2017	2037
Redenhall with Harleston	SNC	October 2022	2038
Salhouse	BDC	July 2017	2026
Spixworth	BDC	July 2021	2039
Sprowston	BDC	May 2014	2026
Starston	SNC	December 2022	2042
Strumpshaw	BDC	July 2014	2026
Taverham	BDC	July 2021	2040
The Tivetshalls	SNC	December 2022	2042
Wroxham	BDC	March 2019	2039
Wymondham	SNC	July 2023	2038

In addition, there are 7 qualifying bodies in Broadland which have designated their neighbourhood area and 7 in South Norfolk. This means they have committed to developing a neighbourhood plan. There is also one neighbourhood area designated within Norwich.

Appendix 4 Housing Delivery Trajectory and 5-year Land Supply

The Purpose of the Trajectory

As required by NPPF, the housing delivery trajectory below sets out the forecast rate of housing delivery in Greater Norwich during the plan period from 2018 to 2038. Based on the latest intelligence from developers and the findings of the plan's examination hearings, it is forecast that a total housing figure of 45,041 homes will be built out by the end of the plan period.

The forecast housing figure of 45,041 is not the housing need. As stated in table 6 of this plan, the need is 40,541 homes over the period from 2018 to 2038. This is based on the Government's standard methodology for calculating Local Housing Need (LHN). This gives a whole plan average target of 2,027 homes per annum, but due to higher housing completions from 1st April 2018 to 31st March 2022, the residual annual requirement has reduced to 1,990 homes per year from 1st April 2023 to 31st March 2038. The residual annual requirement of 1,990 homes per year is used for calculating the 5-year land supply for the period 1st April 2023 to 31st March 2028.

Overall Housing Delivery 2018 to 2038

As per table 6 of this plan, the components of the housing trajectory are:

- Housing completions during the first four years of the plan, 2018/19, 2019/20, 2020/21, and 2021/2022 (8,728 homes).
- The existing commitment of planning permissions and allocations (34,688 homes).
- Small self-build and custom-build sites of 1 to 3 homes enabled by Policy 7.5 of the GNLP (795 homes).
- The expected supply of homes by windfall sites (830 homes).
- **This equals a total forecast supply of 45,041 homes.**

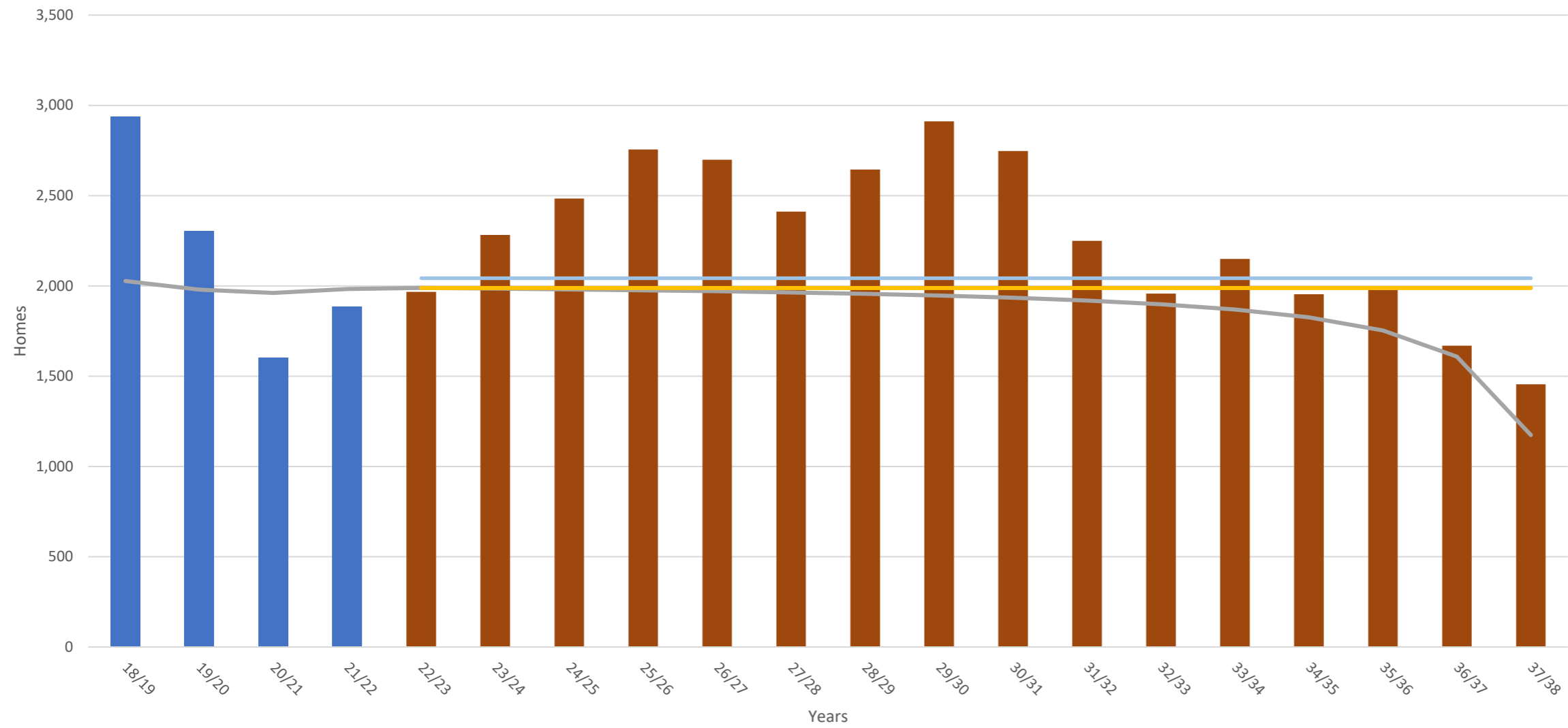
Source of Supply	Homes	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38
Delivery	8,728	2,936	2,304	1,602	1,886																
Existing permissions and allocations	34,688					1,967	2,282	2,484	2,750	2,689	2,387	2,511	2,763	2,584	2,087	1,795	1,986	1,791	1,814	1,506	1,292
Policy 7.5 delivery	795								5	10	25	50	65	80	80	80	80	80	80	80	80
Windfall allowance	830											83	83	83	83	83	83	83	83	83	83
Total Forecast Supply	45,041	2,936	2,304	1,602	1,886	1,967	2,282	2,484	2,755	2,699	2,412	2,644	2,911	2,747	2,250	1,958	2,149	1,954	1,977	1,669	1,455

The Housing Trajectory Graph

The components of the graph are:

- "Annual Total Housing Supply ('Forecast')": This is the forecast annual completions based upon information gathered from developers and industry averages for lead-in times and sales rates for new homes.
- "Housing completions": This is the number of homes completed and ready for occupation in the financial years 2018/19, 2019/20, 2020/21, and 2021/22. April 2018 is the base date of the plan, and it is over the 20 years from April 2018 to March 2038 that the need for 40,541 homes is calculated using the LHN methodology.
- "Trajectory – Annual Housing Requirement of 40,541 to 2037/38 taking account of average delivery 2018/19 to 2021/22 and the plan trajectory": This shows that annual housing completions over the first four years of the plan period on average kept pace with meeting the need for 40,541 homes by 2038. Completions are forecast to meet the LHN of 40,541 homes by the later years of the plan period.
- "Proposed Plan Housing Trajectory – average delivery 2022/23 to 2037/38 less 10% fallout": This shows how over the period 1st April 2022 to 31st March 2038 the trajectory forecasts 32,682 homes to be completed, and averages at 2,043 homes per annum with a fallout rate of 10% included to account for unforeseen delay or non-delivery.
- "Annualised Housing Requirement 1 April 2022": This shows how many homes need to be completed on average per year from 2022 to 2038 after deducting completions during the first four years of the plan period to meet the LHN of 40,541 homes. As of 1st April 2022, the annualised requirement is 1,990 homes.

Housing Trajectory -- Delivery of Greater Norwich's Local Housing Need (LHN) 2018/19 to 2037/38



- Annual Total Housing Supply ('Forecast')
- Housing Completions
- Managed Trajectory - Annual Housing Requirement of 40,541 to 2037/38 Taking Account of Average Delivery 18/19 - 21/22 and Plan Trajectory
- Proposed Plan Housing Trajectory - average delivery 22/23 - 37/38 less 10% fallout
- Annualised Housing Requirement at 1 April 2022

5-Year Land Supply

Policy 1 states that the plan provides enough allocations to provide a 5-year housing land supply, and this is evidenced by the housing trajectory. Given the plan's adoption in early 2024 the relevant 5-year period is 1st April 2023 to 31st March 2028.

The 5-year housing requirement is 10,944 homes from 1st April 2023 to 31st March 2028. This is calculated by multiplying the residual housing requirement of 1,990 homes at 1st April 2023 over 5 years and adding a 10% buffer to account for unforeseen delay or non-delivery. The 5-year housing supply is 12,632 homes, which is the total completions forecast in the years 2023/24 (2,282), 2024/25 (2,484), 2025/26 (2,750), 2026/27 (2,689), and 2027/28 (2,387).

The outcome of the 5-year supply calculation is a 1,648-home surplus, which equals **5.75 years of supply**. This is summarised in the table below:

Row ID	Greater Norwich 5 Year Land Supply 1 April 2023 to 31 March 2028	GNLP Calculation
a	LHN Annual Requirement	1,990
b	Requirement 1 April 2023 to 31 March 2028 (a*5)	9,949
c	10% buffer (b*0.1)	995
d	Total Requirement (b+c)	10,944
e	Revised Annual Requirement (d/5)	2,189
f	Total Supply	12,592
g	Shortfall/Surplus of Supply (f-d)	1,648
h	Supply in Years (f/e)	5.75

