

Greater Norwich Local Plan

Publication Draft Plan

Document 1 The Strategy

Contents

Chapter	Content	Page Number
	Regulation 19 Publication information (not part of the plan)	3
Foreword	Foreword from the Chair of the Greater Norwich Development Partnership.	5
1. Introduction	An outline of our reasons for producing the plan, including the higher-level policy background and how the plan is set out.	6
2. Greater Norwich Profile	A Spatial Portrait of the area detailing the main social, economic and environmental issues in Greater Norwich and the key matters the local plan addresses.	11
3. Vision and Objectives	This section sets out what the GNLP aims to achieve for Greater Norwich up to 2038.	34
4. Delivery and Climate Change Statements	The Delivery statement explains how the plan will be achieved and what the priorities are. The Climate Change statement sets out how the plan will address climate change.	39
5. The Strategy	Policy 1 The Growth Strategy – outlines the broad strategic approach to growth and housing.	44
	Policy 2 Sustainable Communities – details 10 strategic issues which all developments must be designed to address to be sustainable.	57
	Policy 3 Environmental Protection and Enhancement – addresses the requirements for conserving and enhancing our natural and built environment and heritage.	64
	Policy 4 Strategic Infrastructure – identifies how growth in Greater Norwich will be supported and delivered through necessary infrastructure improvements.	70
	Policy 5 Homes – provides detail on how new homes must address different housing needs including affordable homes, homes for older people, and student accommodation.	77

	Policy 6 The Economy (including retail) – sets out details of the key strategic employment areas, the main business sectors, and additional jobs needed up to 2038.	82
	<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 style="padding-left: 40px;">Policy 7.1 Norwich urban area including the fringe parishes</p> <p style="padding-left: 40px;">Policy 7.2 The main towns</p> <p style="padding-left: 40px;">Policy 7.3 The key service centres</p> <p style="padding-left: 40px;">Policy 7.4 Village clusters</p> <p style="padding-left: 40px;">Policy 7.5 Small scale windfall housing development</p> <p style="padding-left: 40px;">Policy 7.6 New Settlements</p>	87
6. Appendices	<p>Appendices:</p> <ol style="list-style-type: none"> 1. Infrastructure requirements 2. Glossary 3. Monitoring framework 4. Retained and superseded plans 5. Village clusters 6. Housing delivery trajectories (tbc) 7. Implementation of policy 7.5 	114

Document 2 The Sites

Site Allocations	<p>Introduction</p> <p>The Sites document is organised according to the settlement hierarchy by: Norwich and the fringe parishes, Main towns, Key service centres and Village clusters in Broadland (see policies 1 and 7 for further details).</p> <p>It includes maps and site allocation policies.</p>
-------------------------	---

THE REGULATION 19 PUBLICATION GREATER NORWICH LOCAL PLAN (Note – this box is for information only and is not part of the Publication draft Plan)

What is this document?

This is the **Publication draft** version of the **Greater Norwich Local Plan (GNLP)**, also called the Regulation 19 Pre-submission Draft Plan. It is the councils' chosen plan.

Consultation has informed the content of the plan. As a result, at this stage comments should be limited to matters of soundness and legal compliance. These comments will be provided to the government appointed Planning Inspector when the plan is submitted for examination and will help to inform the content of the examination of the plan. Advice on what soundness matters are can be found in the National Planning Policy Framework¹.

There are two parts to the Publication draft of the **GNLP**:

1. The first is **this Publication draft GNLP Strategy**. It contains the planning strategy for growth in Greater Norwich from 2018 to 2038.
2. The second is the **Publication draft GNLP Sites** document. It has planning allocation policies for the sites to deliver the strategy².

The plan documents are supported by a **Sustainability Appraisal** which evaluates the draft plan and **other evidence** which is also available for comment on soundness and legal compliance.

The GNLP stages

The table below sets out the timetable for the GNLP, highlighting the current stage.

Stage		Dates
Call for Sites		May to July 2016
Regulation 18 Preparation Stage		
Stage A	Growth Options and Site Proposals consultation	January to March 2018
Stage B	New, Revised and Small Sites consultation	October to December 2018
Stage C	Regulation 18 Draft Plan consultation	January – March 2020
Regulation 19 Publication Stage		
Pre-submission Draft Plan for representations on soundness and legal compliance		February – March 2021
Regulations 22 to 26 Submission, Examination and Adoption Stages		
Submission of GNLP to the Secretary of State		July 2021
Public Examination		November/December 2021
Adoption of the Greater Norwich Local Plan		September 2022

To get to this stage, in early 2018 we consulted on options for the broad planning strategy for the area, along with more than 600 sites suggested for allocation by site owners or agents. A second consultation

¹ Available [here](#). See paragraph 35.

² The two parts of the draft plan meet the requirements of Regulation 19 of the Town and Country (Local Planning) Regulations 2012 (as amended) for plan making.

on more than 200 additional suggested sites followed in late 2018. The draft plan with our preferred strategy and sites, along with reasonable alternatives, was consulted on in early 2020.

How you can make comments

There are two ways you can make comments on this plan – by submitting them online, or in writing. Ideally, please submit your comments to us online at www.gnlp.org.uk. However, written responses can also be made on a response form, which you can request by phoning us on 01603 306603 or emailing gnlp@norfolk.gov.uk. We will submit all comments to the Planning Inspectorate with the plan in July 2021.

Please note that comments must be sent to us between 09.00 a.m. on 1st February and 17.00 p.m. on 15 March 2021.

Please also note that comments will be available publicly.

FOREWORD

We know the world has changed but the fundamentals of what makes our area a great place to live, work and invest have not. That is why, more than ever, we need to make sure that our unique area is well-planned, that growth brings with it benefits for all and provides for a sustainable future.

The collective task facing us all is how we build back better, stronger and greener than we were pre Covid-19. This Greater Norwich Local Plan can play a part in achieving that.

The planned growth set out in these proposals needs to deliver high-quality homes, new jobs and supporting infrastructure – which increasingly includes broadband connectivity as well as roads, schools and health care. We need to find housing sites that are sustainable in the longer-term and provide homes for all, from young people looking for their first home through to meeting the needs of an ageing population.

Protecting our environment and habitats and creating new green spaces are also key considerations as we develop a low carbon economy and respond to climate change.

The government is consulting on changes to the planning system which are likely to take effect during the life of this current plan and our strategy as outlined here will serve as a bridge between the existing system and the proposed new one. This will ensure that whatever new planning system or challenges lie ahead we are well placed to deliver the homes, jobs and infrastructure Greater Norwich needs.

Irrespective of the changes to come, however, our local economy has strong foundations. If we are to play our part in the wider national recovery, then economic growth needs to be encouraged in the right locations, providing opportunities for businesses to expand or relocate to our area, encouraging innovation and building on our strengths, particularly in the agri-tech and scientific sectors.

This plan identifies where growth is needed from 2018 to 2038, with Government targets leading to around 49,500 new homes being required. The good news is we already have plans in place that identify locations for 74% of the new homes and over 5,000 of the homes were built between 2018 and 2020. We have also already planned for new jobs, green spaces and the additional infrastructure.

What's more, our plan will stimulate the creation of a strong, enterprising, productive, broad-based and post-carbon economy, together with the growth of a wide range of economic sectors from life sciences to advanced manufacturing, from agri-tech to digital creative industries - each supported by an increasingly skilled workforce.

In developing this plan the district councils, county council and the Broads Authority have been working together to make best use of the current infrastructure and identify the new infrastructure we will need.

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. We look forward to submitting it to the Planning Inspector.

Councillor Shaun Vincent, Chair of the Greater Norwich Development Partnership

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 document. 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 under transitional arrangements ahead of the implementation of the new system for plan-making Government has committed to introducing. It is highly likely that the GNLP will be superseded by a subsequent local plan produced under the new planning system within a very few years of its adoption³.
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. In 2020 Covid-19 is having a major economic impact and there may be further short-term 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

³ The commitment to a new system of local plan making was made through the "[Planning for the Future](#)" white paper in August 2020. As drafted in late 2020, the transitional arrangements for the next round of local plans require such new plans to be adopted either 30 months from the legislation being brought into force, or 42 months for those who have adopted a local plan within the previous three years or where a local plan has been submitted to the Secretary of State for examination. Whatever the content of the final transitional arrangements and the timing of the adoption of the GNLP, it is thus very likely to be superseded within a few years of adoption.

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 intends to introduce.

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 2030 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 emerging 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.
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 emerging Transport for Norwich strategy and Transforming Cities⁴. 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 2036. 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 currently adopted strategy plan to 2026, the JCS, along with adopted 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.

⁴ Transforming Cities is a national fund for sustainable travel improvements which [Transport for Norwich](#) secured £6.1 million from in early 2019 and is bidding for further funding.

23. When adopted, the GNLP will supersede the current 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 is being produced which will allocate sites. The great majority of the undeveloped sites in the Site Allocations plans are re-allocated through the GNLP⁵.
24. The GNLP will not replace existing adopted Area Action Plans for Long Stratton, Wymondham and the Growth Triangle (NEGT) or Neighbourhood Plans, though in some cases additional allocations are made through the GNLP in these areas.
25. The GNLP will also not amend existing adopted Development Management policies for the three districts except in circumstances where limited policy changes, identified in this plan, are required to implement the strategy.
26. Further detail on retained and superseded plans is in appendix 4.
27. 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 rules based 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 locations that can be zoned for growth, renewal and protection in the longer term, and by providing for sufficient growth to both meet currently established needs and to set us on the path to meeting the higher long-term housing needs Government aims to provide for.
28. 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.
29. With the exception of sites in smaller villages in South Norfolk (see below) and the Diss area, the Draft 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.
30. The Draft 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. Given its greater number of villages and the links to other adjoining areas, South Norfolk Council has decided to progress a separate development plan document to provide the sites to meet the overall housing numbers for its village clusters set out in this plan. 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.
31. South Norfolk Council is preparing a separate 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. The aim is to progress the South Norfolk Village Clusters Housing Allocations Local Plan as quickly as possible, with an

⁵ Subject to evidence of delivery by 2038.

aspiration for every village cluster to have new housing sites allocated with a focus on smaller sites, and 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).

32. The GNLP should be read as a whole for development proposals, so all relevant policies will be considered for planning applications.
33. All policies in the GNLP Strategy document are strategic⁶. 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.
34. 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.

⁶ This is in line with [National Planning Policy Framework](#) paragraph 23. Neighbourhood Plans can allocate sites.

SECTION 2 GREATER NORWICH PROFILE

Introduction

35. 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

36. The estimated total population⁷ of the three districts in 2018 was 409,000. Of this, 55% of the population live in the Norwich urban area⁸, with around 10% living in the market towns of Aylsham, Diss, Long Stratton, Harleston and Wymondham. Around 35% of the population live in smaller towns and villages.

37. 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, 2011⁹

Settlement	Population 2011 census
Norwich urban area	213,166
Wymondham	14,405
Diss	7,572
Aylsham	6,016
Hethersett	5,691
Poringland (including Framingham Earl)	4,826
Harleston	4,641
Long Stratton	4,425
Horsford	4,163
Brundall	4,019
Blofield	3,316
Acle	2,824
Reepham	2,709
Hingham	2,367
Loddon and Chedgrave	2,284
Wroxham	1,502

38. Long term trends underpin the need for the GNLP to plan for continued population growth. The numbers of people living in Greater Norwich rose steadily from 351,000 in 2001 to 381,000 in 2011¹⁰. 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.

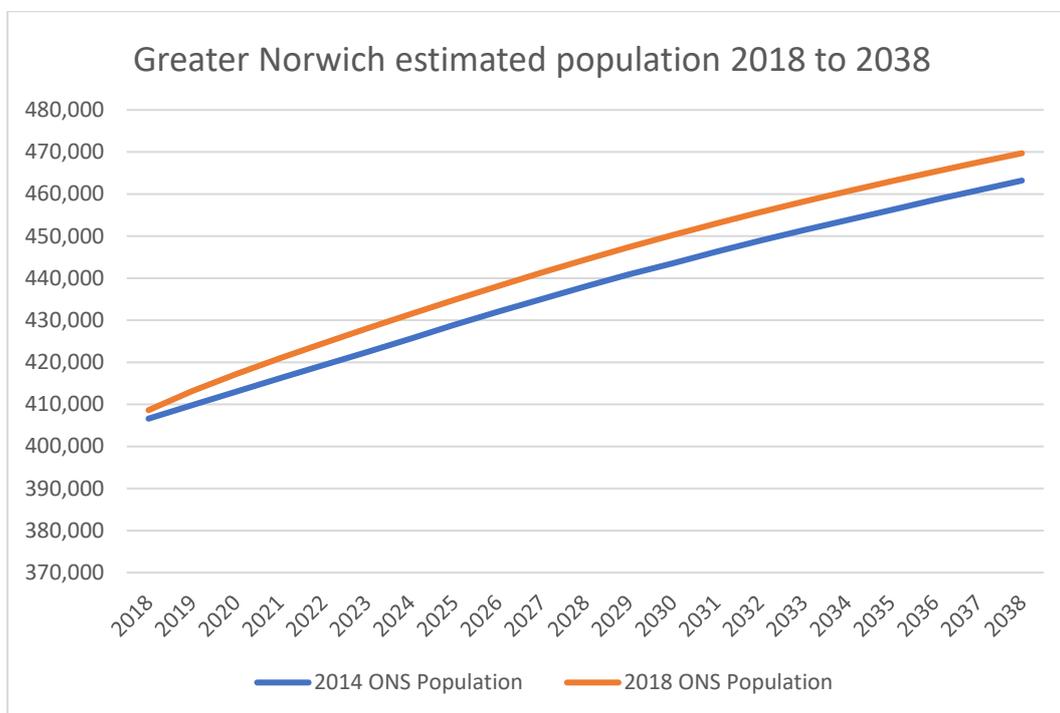
⁷ [ONS 2018 based sub-national population projections](#)

⁸ The Norwich urban area is 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.

⁹ ONS census 2011 from <https://www.nomisweb.co.uk/reports/localarea>

¹⁰ Census data as above

39. Estimates shown in the graph below are based on the 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 2038¹¹. 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.



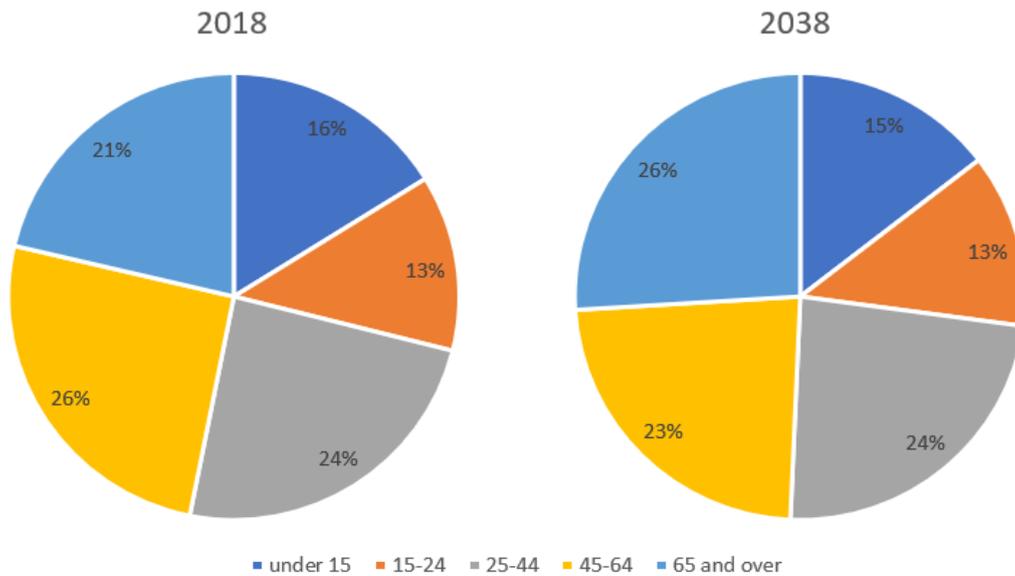
The population mix

40. The population of Greater Norwich has relatively high proportions of older people compared to national figures and this pattern is set to increase to 2038 as shown in the charts below¹². 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.

¹¹ [ONS 2014 based](#) and [ONS 2018-based sub-national population projections](#)

¹² Source ONS 2018 projections

Percentage of population by age group



41. 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 2018¹³ reflecting the national pattern. The birth rate in England and Wales in 2018 was the lowest ever recorded.
42. 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.
43. While the overall proportion of minority ethnic residents is relatively low, there was a significant increase from 1.8% in the Greater Norwich area in 2001 to 4.8% in 2011. This increase is particularly relevant to Norwich, which saw an increase from 3.2% in 2001 to 9.3% in 2011.

Health and wellbeing

44. The health of people in Broadland and South Norfolk is generally better than the national average, but in Norwich it is markedly worse. 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 deprived¹⁴.
45. 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.

¹³ Source [ONS](#) – the birth rate is the number of live births per year per thousand people

¹⁴ Index of Multiple Deprivation

46. 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.
47. 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 2019¹⁵, crime rates in the Norfolk police force area remain relatively low (10th out of 43 for crime rate¹⁶). 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 Norfolk¹⁷.
48. Statistics relating to drug related crime show Norfolk to be 25th out of police 43 areas in England and Wales in 2019. Research¹⁸ 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.
49. It is important that the local plan ensures that new development is designed to minimise crime.

Housing

50. 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.
51. Between adoption of the Joint Core Strategy (JCS) in 2011 and 2020, 90% of the housing target has been 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 delivery was around and above the JCS annual target in the most recent years (see the housing completions graph below).
52. In both 2018/19 and 2019/20 Greater Norwich had a five-year housing supply, including the 5% buffer required by the NPPF.

¹⁵<https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/datasets/policeforceareadatatables>

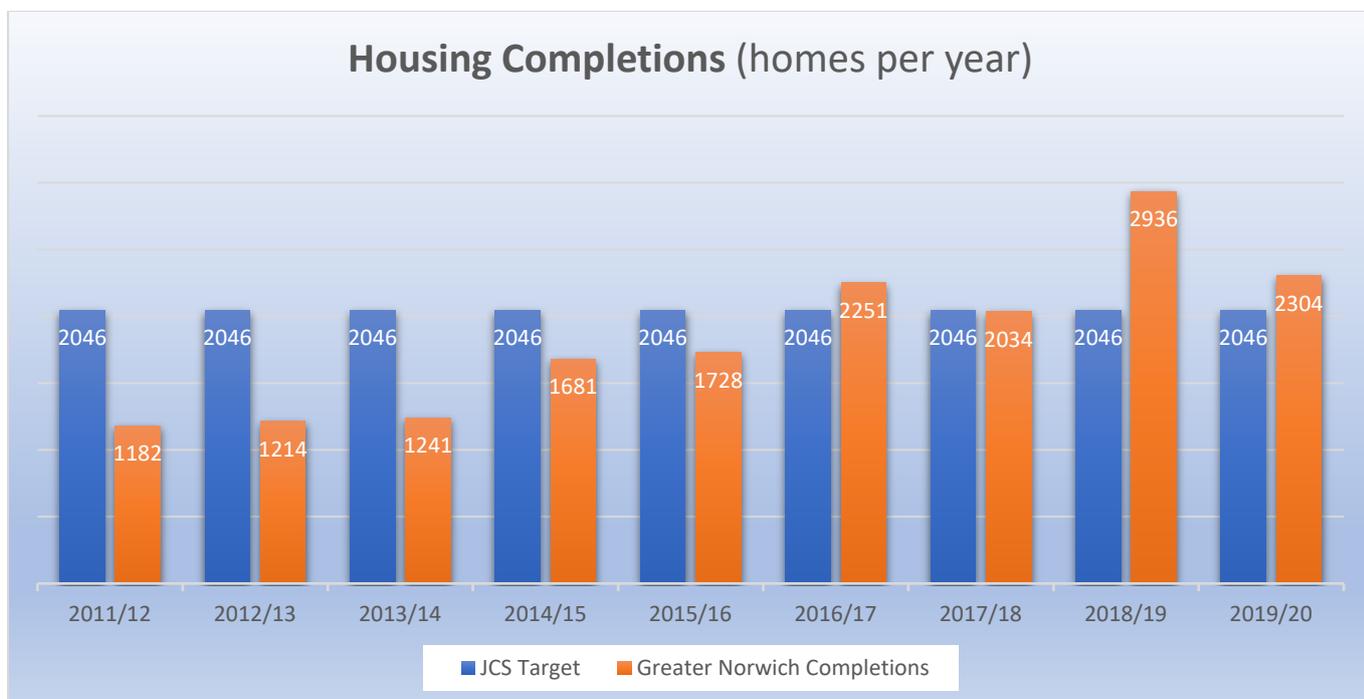
¹⁶ Official UK Crime Rate (CR) statistic, CR is best understood in totality as “Crimes per 1,000 resident people as per the latest official Census over a selected time period”

¹⁷ Norwich: <https://ukcrimestats.com/Subdivisions/DIS/6759/>

Broadland: <https://ukcrimestats.com/Subdivisions/DIS/6553/>

South Norfolk: <https://ukcrimestats.com/Subdivisions/DIS/6724/>

¹⁸ The research was carried out by the Mayor of London and published in the document: [“Rescue and Response County Lines Project – Supporting young Londoners affected by county lines exploitation – Strategic Assessment \(August\) 2019”](#)



53. Part of the reason for the increase in housing delivery in 2018/19 is that changes in Government policy have 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 2020 over 1,000 new student bedrooms were delivered, the equivalent of around 400 new homes¹⁹. 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. While it is too early to judge the long-term impacts of Covid-19, there is currently no evidence that ongoing provision of student accommodation will slow over the plan period. Care Home bed spaces can also now be counted against housing need at a suitable discounted rate.

54. 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.

55. 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)²⁰. The figures for owner occupation compare to a national figure of 63%. The area's tenure mix has

¹⁹ Source: Data from [Greater Norwich Annual Monitoring Reports](#)

²⁰ Source: [Office for National Statistics](#)

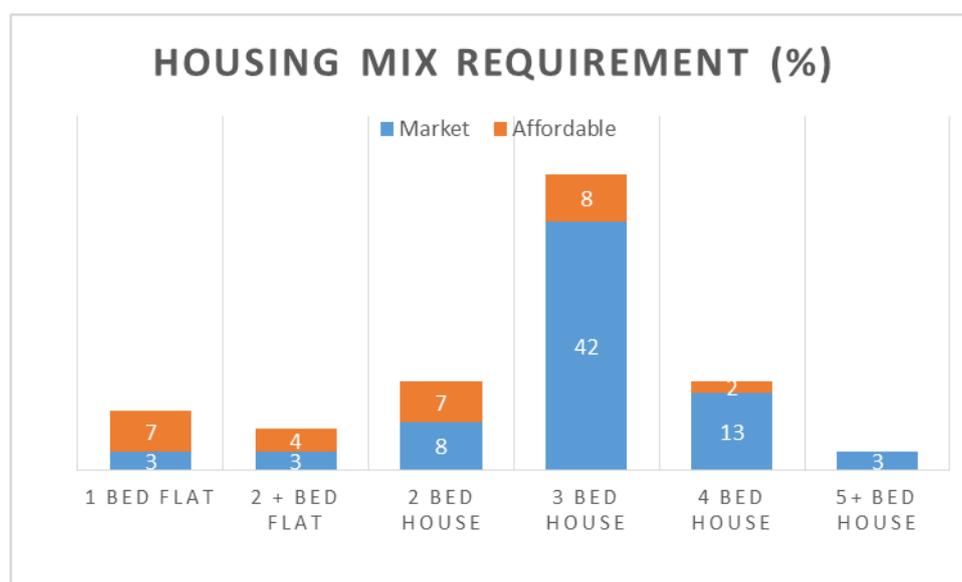
changed since 2001, with falls in home ownership and social renting and corresponding rises in the percentage of private rented properties across all three districts, mirroring the national picture. This trend seems likely to continue.

Table 2: Tenure mix of housing in Greater Norwich districts in 2018:

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

56. In 2018, 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 7.8²¹. Affordability is a major barrier to home ownership locally.

57. Local evidence²² 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 is for three bed homes. The most up to date breakdown of affordable housing need across the three districts will be determined by the individual local authorities when planning applications are being considered.



58. 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.

59. 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.

²¹ Source: [Office for National Statistics](#)

²² ORS Central Norfolk Strategic Housing Market Assessment ([SHMA](#)) 2017

60. The provision of sites for Gypsies and Travellers consisted of 84 pitches in 2017. 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 at Hooper Lane in Norwich. There will be a need for some additional accommodation during the plan period.
61. There are some wards and more localised areas with high levels of deprivation in Norwich²³. 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

62. 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.
63. Strategic employment sites and competitive land and business lets²⁴, mainly those in and around the Norwich and Wymondham area, support the globally significant growth axis within the Cambridge Norwich Tech Corridor²⁵ (as shown in map 1²⁶ below)
64. 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.
65. Between 2011-18 modelling²⁷ 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 average²⁸. However, employment in agriculture, manufacturing and insurance fell.
66. Greater Norwich also strongly features most of the sectors identified as having high growth potential regionally²⁹. These include: advanced manufacturing and engineering at Hethel; agri-tech,

²³ [2019 Index of Multiple Deprivation \(IMD\)](#)

²⁴ Source as above – On average, business lets are 45% cheaper in Greater Norwich than in London or Cambridge

²⁵ See <https://www.techcorridor.co.uk/>

²⁶ Source: [Invest in Greater Norwich](#)

²⁷ Source: Cambridge Econometrics: [‘East of England Forecasting Model: 2016 baseline results’](#)

²⁸ Source: Norfolk and Suffolk Unlimited – [Draft Local Industrial Strategy \(2020\)](#)

²⁹ Sectors identified in the New Anglia Local Enterprise Partnership's [Economic Strategy for Norfolk and Suffolk](#).

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 economy³⁰

- 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.

67. 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.

68. Employment rates in Greater Norwich compares favourably to national trends, with rates of claimants for Jobs Seekers Allowance and Universal Credit below regional and national levels.³¹

69. 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. Signs are that new and small businesses can flourish and the survival rate of newly established enterprises is good³².

70. 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.

³⁰ Source: [Invest in Greater Norwich](#)

³¹ Source: <https://www.norfolkinsight.org.uk/economy-and-employment/>

³² Source: [ONS, Inter Departmental Business Register](#)

Overleaf – Map 1 The Cambridge Norwich Tech Corridor



CAMBRIDGE NORWICH TECH CORRIDOR

With over 20 science and research parks, a range of business parks and over 560HA of development sites for employment use, the Cambridge Norwich Tech Corridor offers a range of opportunities for businesses to grow and thrive.

OUR CLUSTERS:

-  Agritech, Agrifood, Genetics & Bio Science
-  IT, AI, Robotics, Digital, Sensors & Big data
-  Advanced Engineering, Manufacturing & Materials
-  Life Science, Medtech & Pharma

100KM OF OPPORTUNITY

OUR ASSETS:

-  Advanced Engineering, Manufacturing & Materials
-  IT, AI, Robotics, Digital, Sensors & Big data
-  Agritech, Agrifood, Genetics & Bio Science
-  Life Science, Medtech & Pharma
-  Education
-  Energy
-  Enterprise Zones



Education and social mobility

71. 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 level³³ (first year of degree level). It also has above the national average level of 16-17-year olds not in education, employment or training (NEETs)³⁴ at 9.2%. Norwich performs particularly poorly for social mobility³⁵ with an overall ranking of 294th out of 324 local authority areas in 2017.
72. The picture for education and social mobility in Broadland and South Norfolk is generally better. Broadland has the lowest levels of 16-18-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.
73. The GNLP will need to plan for inclusive growth to help to address social mobility and educational attainment issues.
74. 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

75. 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

76. 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 aims to take advantage of this to boost economic development.
77. 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.

³³ Source: [Nomis](#) Norwich has 38.5% of its population educated to NVQ4 level and above, Broadland 39.7% and South Norfolk 36.9%. The Great Britain figure is 39.3%.

³⁴ Source: [Government NEET statistics](#)

³⁵ Source: [Social Mobility and Child Poverty Commission, Jan 2016](#)

78. 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 East Tuddenham dualling. These will all progress through the NSIP process and are all scheduled to start construction in 2022/23.
79. 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.
80. 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, a bypass is planned to be delivered alongside 1,800 new homes. Subject to full approval by Government, construction of the Long Stratton bypass could commence in 2022.
81. 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.
82. A preferred route for a dual carriageway "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.

The rail network

83. 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.
84. 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 further improvements are planned.

Airports and ports

85. Norwich Airport is a catalyst for economic growth and has seen an increase in passenger numbers in recent years. As well as the key scheduled service to Schiphol (Amsterdam) which provides a hub

for links to over 1,000 international destinations, there is significant business from offshore industries 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 cycle network

86. Norwich is in the top five districts in the country for cycle use and recent monitoring conducted in the Norwich urban area³⁶ showed that there has been a 40% increase in cycling since 2013.
87. There is a relatively good network of cycle routes linking settlements within Greater Norwich, including the Marriott's Way, which links the city to Reepham and Aylsham. Significant grant funding has been secured to improve the cycle network in and around the city, linking the Norwich Research Park and the city centre to the Growth Triangle in Broadland, and to invest in other routes including between Wymondham, Norwich and Sprowston.

Transport for Norwich and the Transforming Cities programme

88. Norwich has also been successful in securing a place in the Government's Transforming Cities programme which has the potential to bring 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 since (see paragraph 236). The programme seeks to promote modal shift away from use of the private car in a time of rapidly changing vehicle technologies. Evidence of such a shift was already seen after First Eastern Counties reported a 375,000 increase in Norwich bus journeys in 2015 following the completion of Transport for Norwich changes to improve accessibility to the city centre for buses.
89. The Transport for Norwich review will guide future transport policy 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, with 6 sites, forms one of the most comprehensive networks in the country and is well-connected to other bus routes.
90. Transport improvements outside of the Transport for Norwich area are dealt with on a local basis. For example, Norfolk County Council has commenced a programme 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.

Digital infrastructure

91. 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. It aims to make high-speed broadband available to more than 95% of Norfolk's premises. The next generation of mobile phone networks is 5G, and the rollout commenced from 2020.

³⁶ Source: Norfolk County Council / [Norwich City Council](#)

Emissions and climate change

92. 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.
93. There is an Air Quality Management Area (AQMA) which covers the whole of the city centre. Figures from 2019³⁷ 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.
94. Per capita carbon dioxide (CO₂) emissions, at 5.1 tonnes CO₂ equivalent per year, are below the national average (5.3 tonnes CO₂ equivalent). In recent years, they have declined in line with regional trends and slightly slower than national trends³⁸. However, they are above the national average in rural parts of the area, partly due to a greater reliance on car journeys.
95. Research by the world leading UEA quoting Met. Office projections³⁹ 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%.
96. 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

97. 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).
98. 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 Broads⁴⁰.

³⁷ Source: Norwich City Council Monitoring

³⁸ Source: [Department for Business, Energy and Industrial Strategy](#) Between 2005 and 2017, Greater Norwich emissions fell by 35%, East of England emissions by 35% and UK emissions by 39%.

³⁹ Source: [Scoping Report for the New Anglia LEP Climate Change and Adaptation and Carbon Reduction Action Plan \(July 2019\)](#)

⁴⁰ Source: Greater Norwich Area Strategic Flood Risk Assessment

99. 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.
100. 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.
101. 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.

106. In total, there are around 5,800 listed buildings and 90 conservation areas. Scheduled monuments and significant archaeological potential add a further layer to this historic character.

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

107. 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).

108. 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.

109. 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.

110. 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

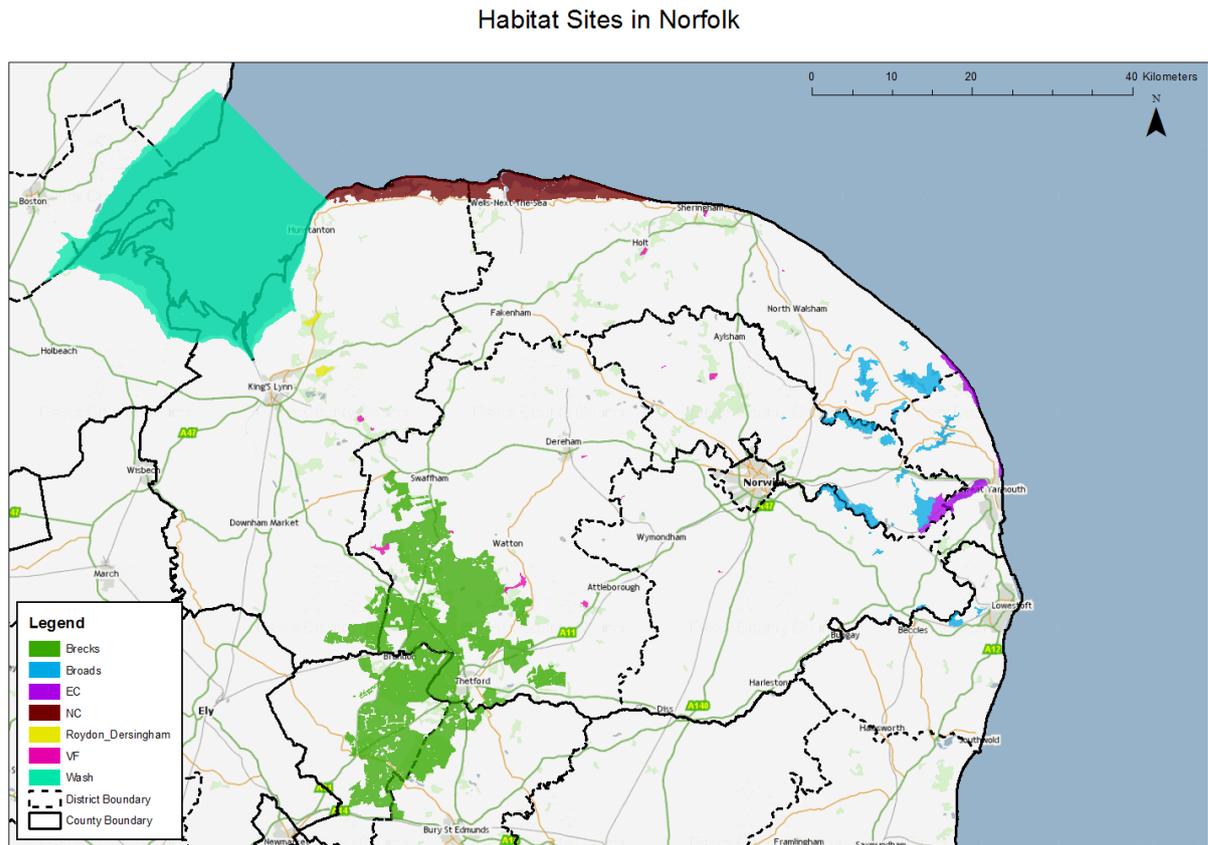


Table 4 - Numbers of and internationally, nationally and locally designated nature conservation sites, 2015⁴¹

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

⁴¹ Sources: [Norfolk Biodiversity Information Service](#) and [Natural England](#). Some sites have several designations, so are counted more than once in the table.

Roadside Nature Reserves	52
County Wildlife Sites	428

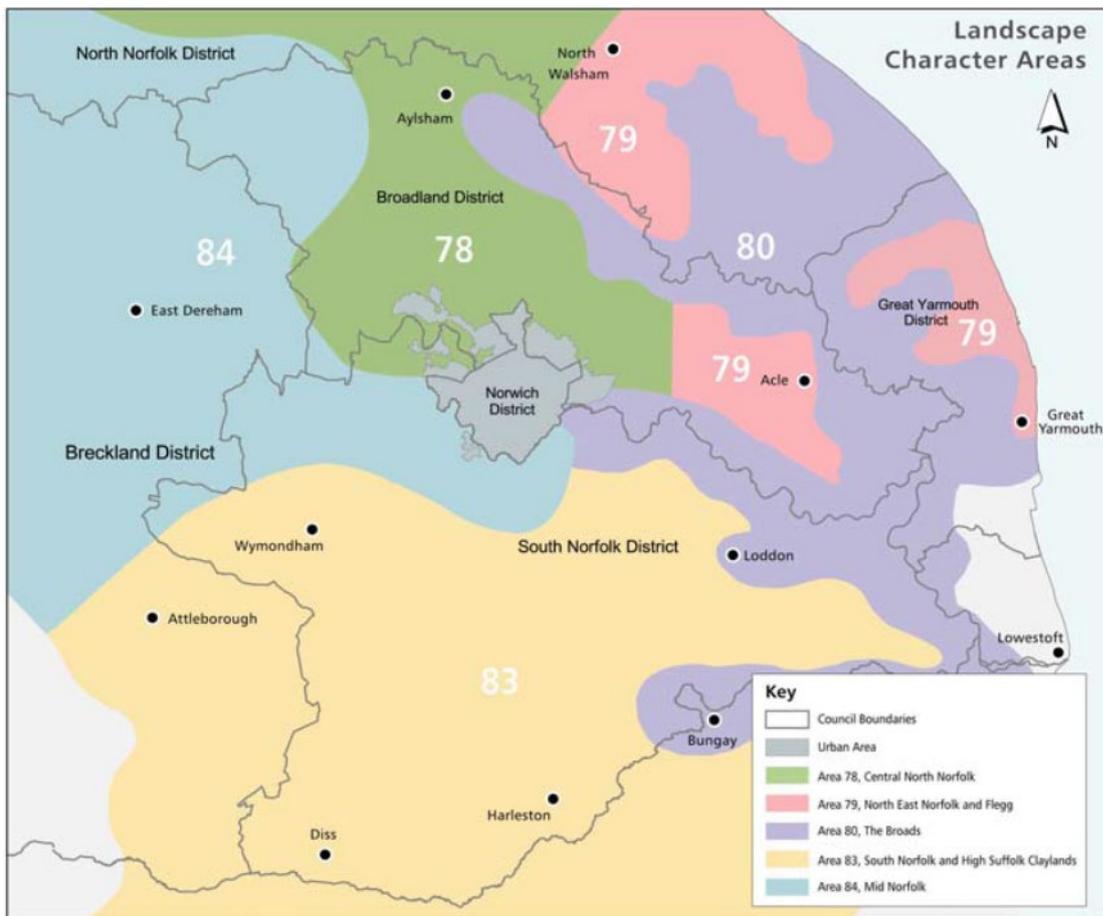
111. Long-term work is ongoing to improve and expand the green infrastructure network throughout Greater Norwich and beyond. Green infrastructure is vital to supporting biodiversity, combating climate change, reducing pollution, helping to create attractive homes and workplaces, enhancing landscapes, reducing flood risk and aiding active lifestyles and wellbeing.
112. 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.
113. Parks and other types of open space also play an important role in providing a network of locally accessible green and urban spaces.
114. Overall, the plan should promote the protection, enhancement and delivery of 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

115. The varied landscape character areas⁴² 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).
116. 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, Chet), undeveloped approaches to Norwich and the setting of the Broads.
117. 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.

⁴² [Natural England, Natural Character Area profiles 2014](#)

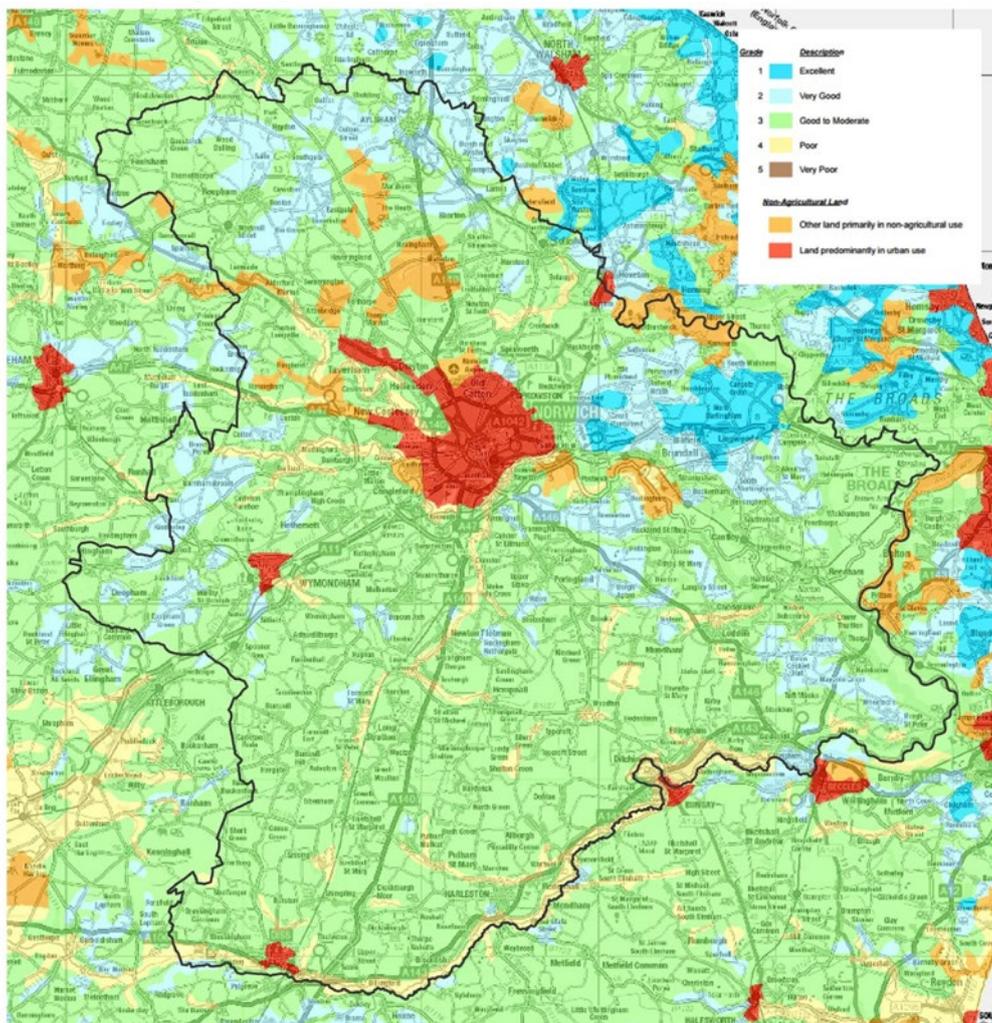
Map 5 - Natural England Landscape Character Areas



Soils

118. 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 Acle⁴³. 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

119. Water is supplied in Greater Norwich from groundwater sources and from the River Wensum.

120. Relatively low rainfall totals and extensive agricultural water use demand mean that the whole area is defined as suffering from serious water stress⁴⁴. Local planning policy and water company strategy⁴⁵ place a focus on promoting water efficiency.

⁴³ Note: The map is indicative as it does not break down category 3 into a and b classes

⁴⁴ [Water Stressed areas— final classification, Environment Agency 2013](#)

⁴⁵ Anglian Water – [Water Resources Management Plan](#) December 2019

121. 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

122. 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

123. 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.
124. 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 assets.
125. 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

126. 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.
127. 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.
128. 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.

129. 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.
130. 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

131. 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

132. 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.
133. 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.
134. 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 have helped to create lively and vibrant city and district centres, enabling people to access services and jobs easily and to travel sustainably.
135. 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.

136. 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

137. 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 International Airport and road improvements to the A11, A47, the Norwich Western Link and the A140.

138. 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.

139. 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.

140. 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.

141. 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.

142. 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

143. 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 windfall⁴⁶ housing sites.

⁴⁶ Windfall sites are those which gain planning permission without having been allocated in a local or neighbourhood plan

Environment

144. 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.
145. 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.
146. This GNLP will protect and enhance the distinctive local characteristics of our city, towns and villages and their separate identities. This will be achieved by shaping high quality, well designed and beautiful new development, with homes large enough to provide for a good quality of life.
147. Development will make efficient use of brownfield sites and minimise the loss of greenfield land.
148. 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 North West Woodland Country Park in Horsford.
149. Critically, our plan will have helped to achieve reductions in our greenhouse gas emissions to contribute to the national zero emission target by 2050.

The plan's objectives

150. 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 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 achieve net zero greenhouse gas emissions by 2050.

SECTION 4 – THE DELIVERY OF GROWTH AND ADDRESSING CLIMATE CHANGE

151. 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

152. 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.

153. 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.

154. 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 22% more homes than “need”, along with a “contingency” location for growth, 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 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 Levy⁴⁷, 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.

⁴⁷ CIL has been in operation in Greater Norwich since 2011. It has helped to deliver a wide range of projects including transport, green infrastructure leisure and community facilities. Examples include CIL funding in 2018 providing improved green spaces, a new pedestrian bridge linking Bowthorpe to the Norwich Research Park, self-access technology improvements in 8 libraries and a new artificial grass pitch in Wymondham.

ADDRESSING CLIMATE CHANGE

155. 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 polices which address climate change mitigation and adaptation.

156. 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](#)⁴⁸. 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: 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> 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.
	<u>Design of development: Policies 1, 2, 3 and 4</u> 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. To achieve this, development must be designed to promote local service provision, include green infrastructure and reduce the need to travel. It must promote the use of public transport and active travel, along with supporting electric vehicle use.

⁴⁸ [Rising to the Climate Crisis - A Guide for Local Authorities on Planning for Climate Change \(2018\)](#)

	<p>The policy also requires development to be designed and orientated to minimise energy use, promote low carbon generation and energy and water efficiency, including using sustainable materials, promoting solar gain and reducing overheating. By setting high standards for resource efficiency the plan contributes to the Local Industrial Strategy⁴⁹ 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 clear local support so is encouraged through the Neighbourhood Plan process.</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 GNLN 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</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</p>

⁴⁹ Draft Autumn 2019 available [here](#)

key national statutory and policy frameworks. ⁵⁰	emissions to net zero by 2050 ⁵¹ , as well as helping to meet local targets, statements and plans ⁵² . Measures contained within the GNLP will enable further emissions reductions, continuing recent year-on-year trends.
---	--

⁵⁰ Local planning authorities should have regard to the following in relation to climate change policy:

1. S. 19(1A) of the [Planning and Compulsory Purchase Act 2004](#)
2. [National Planning Policy Framework](#), including Chapter 14 on climate change
3. [Climate Change Act 2008](#) and footnote 48 of NPPF
4. [Environmental Assessment of Plans and Programmes Regulations 2004](#)
5. [Planning Practice Guidance](#)
6. Duty to Co-operate section 33A of the Planning and Compulsory Purchase Act 2004 (link above)
7. The monitoring obligations under s. 35 of the 2004 Planning and Compulsory Purchase Act (link above) and Regulation 35 of the [Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#).

⁵¹ [2019 UK Government greenhouse gas emissions target](#)

⁵² Norfolk County Council has adopted a target of achieving net zero carbon emissions by 2030 for council owned land and buildings and for travel. In addition, they will work towards carbon neutrality for the county, also by 2030. Broadland District Council and South Norfolk Council adopted their joint Environmental Policy Statement and Action Plan in July 2020. Norwich City Council are working on a new Carbon Management Plan and have adopted a vision document which commits to carbon neutrality by 2050. The GNLP will support achievement of any objectives or targets identified in adopted local strategies.

SECTION 5 – THE STRATEGY

POLICY 1 THE SUSTAINABLE GROWTH STRATEGY

Introduction

157. This document meets the NPPF’s primary purpose for a local plan by providing the planning strategy for the pattern and scale of development to meet growth needs in Greater Norwich from 2018 to 2038.
158. It identifies growth and renewal areas on greenfield and brownfield sites and limits growth in areas for long-term protection.
159. 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.
160. 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. The aim is to retain and enhance the distinctive qualities of Greater Norwich and create environmentally sustainable, resilient and socially inclusive communities. As required by the NPPF, policy 1 promotes sustainable development.
161. 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.
162. 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).
163. 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.
164. This local plan also provides a “direction of travel” for the longer term by identifying opportunities for growth which could be taken forward to meet additional needs in the next local plan. A significant part of this long-term need is likely to be met in a future plan through the development of new settlements (see policy 7.6).
165. The GNLP therefore provides the strategic framework to give the clarity on where growth on Greater Norwich is sustainable ahead of the implementation of the new planning system the Government is promoting.⁵³

⁵³ Government consultations in autumn 2020 have pointed to significant reforms to the planning system, including to the form and role of local plans, and strongly suggest that additional housing growth will be needed in the next review of the plan. As set

Employment Growth Needs

166. The NPPF requires local plans to set out an economic strategy.
167. 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 evidence⁵⁴.
168. Providing the right sites in the right places for sectors with the greatest economic potential will support continued growth and a vibrant economy. Evidence⁵⁵ 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 Strategy⁵⁶: 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 economy⁵⁷.
 - 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.
169. 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.
170. 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

out in paragraph 4, this plan is being progressed under transitional arrangements provided by government as part of the reforms.

⁵⁴ The East of England Forecast Model ([EEFM](#))

⁵⁵ The 2017 Greater Norwich Employment, Retail and Town Centres Study ([the GVA study](#)) and its 2020 addendum

⁵⁶ Available [here](#)

⁵⁷ The emerging [Local Industrial Strategy](#) supports clean growth

the site to encourage and support food production, processing and agriculture through the co-location of commercial enterprises.

171. 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).
172. 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.
173. 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.
174. 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

175. The existing commitment⁵⁸ of housing land at April 2020 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 since the start of the plan period in April 2018, provides 74% of the total housing growth identified in this plan to 2038.
176. The Government produced a standard methodology for identifying local housing need in 2019⁵⁹ 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 household need is the target against which land supply will be measured.
177. 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%. This plan includes a significantly larger buffer to provide the potential to accommodate higher growth rates as signalled

⁵⁸ Housing Commitment is sites which are allocated or have permission for housing development

⁵⁹ Detail available [here](#). The GNLP is being produced under transitional arrangements using the 2014 household forecasts as the basis for establishing housing need. Recognising that the 2018-based projections indicate that growth may be higher, there is a significant delivery buffer, a contingency site and the plan makes use of only a proportion of its projected windfall delivery as a windfall allowance.

both by the Government’s “Planning for the Future” consultation and by the 2018-based projections for Greater Norwich which are somewhat higher than the 2014-based projections. The potential growth indicated by the 2018-based projections would equate to the identification of around 5,000 additional homes. 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 a significant buffer to ensure delivery:

Table 6 Establishing the Plan’s total housing potential figure

	Number of Homes		Explanation
A	Local housing need (2018 to 2038)	40,541	The minimum local housing need figure has been identified using the Government’s standard methodology using 2014-based projections.
B	Delivery 2018/2019 and 2019/20	5,240	The number of homes built in 2018/2019 and 2019/20 (including student accommodation and housing for the elderly).
C	Existing commitment (at April 2020) to be delivered to 2038 (including uplift on allocated sites)	31,452	The existing commitment is the undelivered sites which are already allocated and/or permitted, with parts of or whole sites unlikely to be delivered by 2038 excluded. Uplifts on existing allocations are included here.
D	New allocations	10,704	These are the homes to be provided on new sites allocated through the GNLP (9,107), the South Norfolk Village Clusters Housing Sites Allocation Plan (1,200) and the Diss and area Neighbourhood Plan (200).
E	Homes delivered through policy 7.5	800	Policy 7.5 provides for delivery of 3 to 5 homes on small scale sites adjacent to settlement boundaries or on small sites within recognisable group of dwellings ⁶⁰ .
F	Windfall allowance	1,296	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.
G = B + C + D + E + F	Total housing potential	49,492	The total housing potential for the plan consists of delivery (B), commitments (C), new allocations (D), homes delivered through policy

⁶⁰ See policy 7.5 and appendix 7 for further information.

			7.5 (E) and the windfall allowance (F). This provides a buffer to cater for the potential for higher growth rates. It also mitigates any risk of non-delivery of sites to ensure delivery of local housing need.
--	--	--	--

178. In line with the above figures, policy 1 provides for around 49,500 new homes. This is the total provision in the plan and is **not** the need or target against which land supply will be measured. The annual target for the 18 years of the remainder of the period, taking account of delivery between 2018 and 2020, is 40,541 (Row A) minus 5,240 (Row B), divided by 18 which equals 1,961 each year.
179. 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 200 will be provided through allocations in the Diss and area Neighbourhood Plan. These 1,400 homes are included in the allocations in Row D.
180. To provide additional flexibility to ensure housing need can be met, a contingency site at Costessey for around 800 homes is included in this plan should this prove to be required due to low delivery of allocated housing sites.
181. Policy 7.5 also allows for limited further development on small sites of 3 homes in smaller parishes and 5 dwellings in larger parish during the plan period.
182. 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.
183. Based on previous local trends, the likely scale of windfall housing development is in the region of 4,450 dwellings in the remainder of the plan period to 2038. The table above shows that 30% of the estimated windfall delivery is counted as a windfall allowance. Demand will determine whether windfall development is instead of, or in addition to, allocated growth.
184. 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, contingency and having a significant buffer, builds in flexibility to support higher than trend economic growth incorporating the Greater Norwich City Deal.
185. It also sets us on the path to the higher housing numbers which recent projections and “Planning for the Future” 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.

186. A significant element of any further growth required in the next plan under the new planning system will be at a new settlement or settlements (see policy 7.6).

The Growth Strategy

187. 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 (1,000 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 national requirements⁶¹. 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.

188. 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.

⁶¹ Paragraph 68 a) of the [NPPF](#) requires plans to identify land to accommodate at least 10% of the housing requirement on sites of no larger than one hectare. The 12% figure is calculated from sites allocated through this plan. More small sites will be provided, including in the South Norfolk village clusters and as a result of policy 7.5. of this plan.

189. 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

190. 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, Hethersett, Hingham, Loddon/Chedgrave, Poringland/Framingham Earl, Reepham and Wroxham.
- IV. **Village clusters** which cover the remainder of the Greater Norwich Local Plan area.

191. 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	138,791 (+32,691)	31	66
The Main Towns	19,400	26,206 (+ 6,806)	35	14
The Key Service Centres	15,900	19,579 (+ 3,679)	23	7
Village clusters	46,100	50,320 (+ 4,220)	9	9
Windfall + homes from policy 7.5	NA	2,096	NA	4
Total	187,500⁶²	236,992 (+ 49,492)	26	

⁶² Source: Council tax records

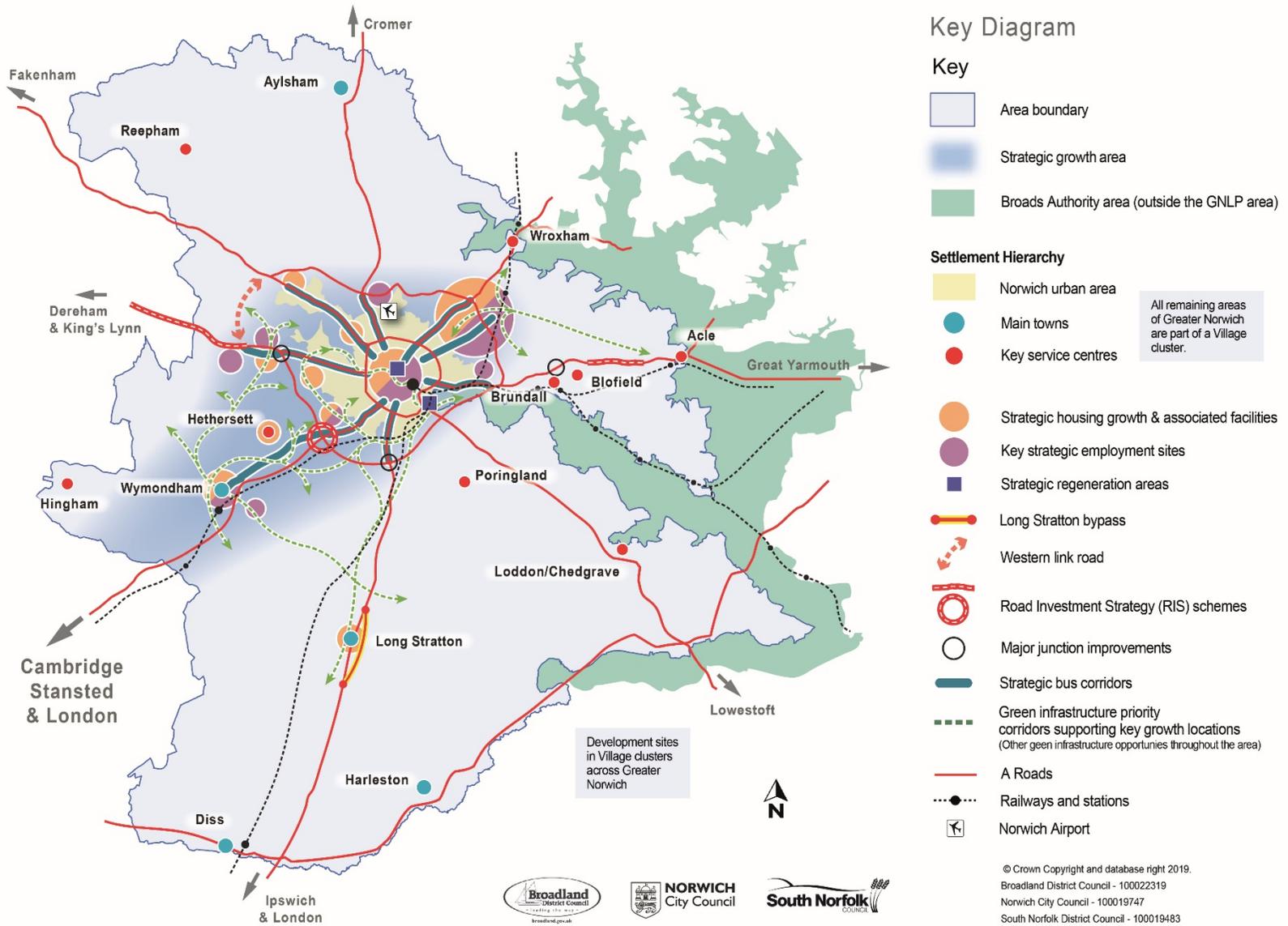
The strategic growth area

192. The strategy distributes around 74% 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, Hethersett 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.
193. 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.
194. 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

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

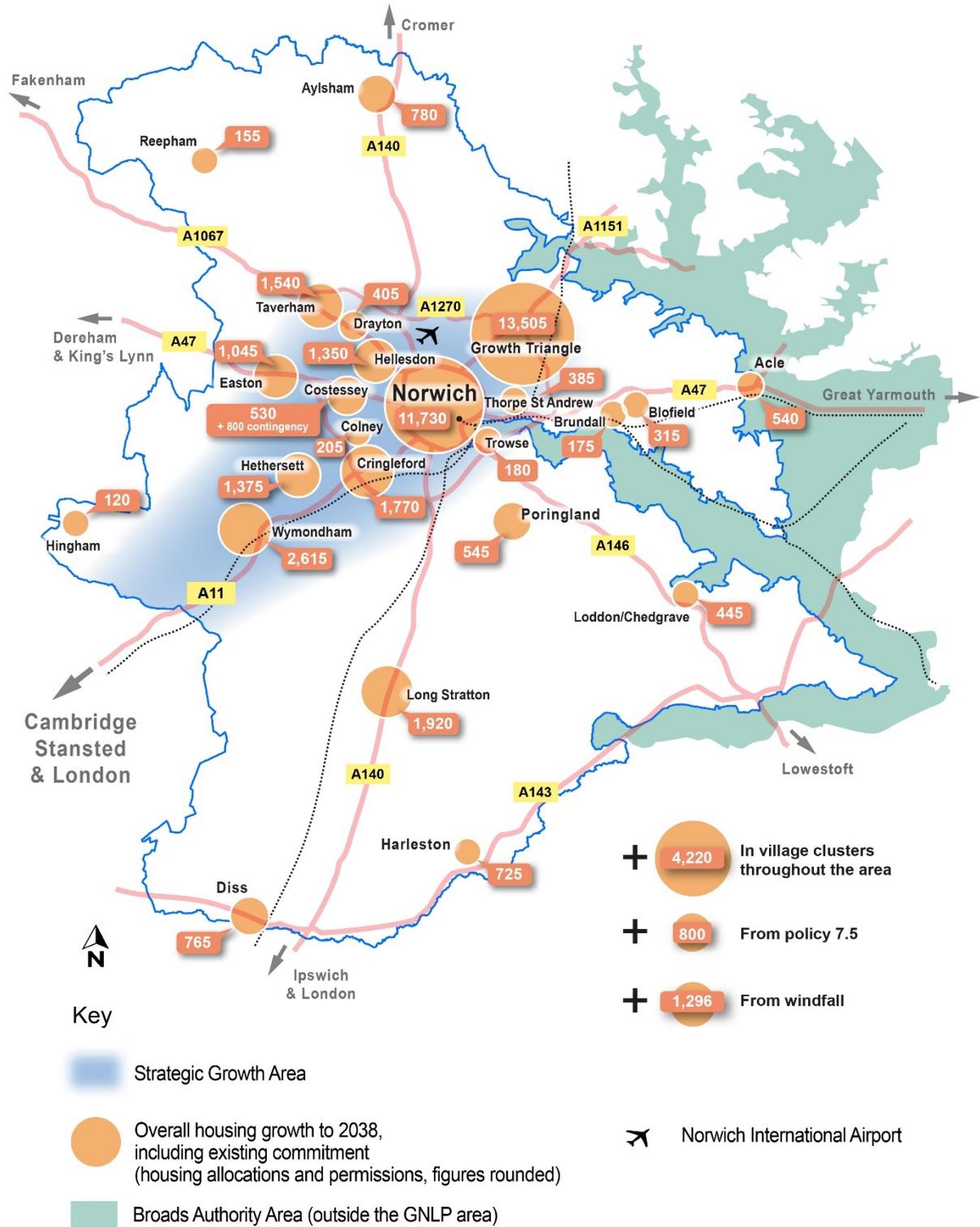
KEY DIAGRAM



196. 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

Housing Growth Locations



© Crown Copyright and database right 2019.
 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 need for around 40,550 new homes, sites are committed⁶³ for a minimum of 49,492 new homes;
- to aid delivery of 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 Fringe⁶⁴)
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:

⁶³ This includes existing allocated sites carried forward, new allocations made through the GNLP, sites with planning consent and allowances for delivery on small scale (from policy 7.5) and other windfall sites.

⁶⁴ 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.

Area		Existing deliverable commitment (including uplift and delivery 2018/19 and 2019/20)	New allocations	Total minimum deliverable housing commitment 2018 - 2038
Norwich urban area		26,019	6,672	32,691
The main towns of Wymondham, Aylsham, Diss (with part of Roydon), Harleston and Long Stratton		5,151	1,655	6,806
The key service centres of Acle, Blofield, Brundall, Hethersett, Hingham, Loddon / Chedgrave, Poringland / Framingham Earl, Reepham and Wroxham		2,984	695	3,679
Village clusters (see appendix 5 details of the clusters)	In the remaining parts of Broadland (see policy 7.4 and the GNLP Sites Plan for specific sites)	1,146	Up to 482	4,220
	In South Norfolk (see policy 7.4 and the South Norfolk Village Clusters Housing Site Allocations Local Plan for specific allocations)	1,392	A minimum of 1,200	
Allocations Total		36,692	10,704	47,396
Homes delivered though policy 7.5		NA		800
Windfall allowance		NA		1,296
Overall Total				49,492

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 to 5 dwellings in all parishes, 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. The plan provides enough allocations to provide a five-year housing land supply on adoption⁶⁵.

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.

⁶⁵ This will be confirmed through the housing delivery trajectory to be included as an appendix to the plan when it is taken to cabinets. We have written to all of the site owners/agents for the preferred options and reasonable alternative housing sites. This is to require the site owners/agents to evidence when their sites will deliver in the plan period.

POLICY 2 - SUSTAINABLE COMMUNITIES

Introduction

197. 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 the design of development reflecting local character and sense of place using local design guidance, the policy promotes well-designed places as required by section 12 of the NPPF.

198. 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 and supporting supplementary planning documents.

Table 8 - Key issues addressed by policy 2

Issue number in policy 2	Requirement and justification
1. Access to services and facilities	Developments are 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. The provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling also helps to support healthy lifestyles. In this respect, regard should be had to Sport England's Active Design document. Strategic infrastructure is provided for through policy 4.
2. New technologies	The policy requires development to make provision for the delivery of new technologies. 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 and mobile phone 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 provides the basis for more detailed supplementary planning documents for measures to support new technologies in times of rapid change, including the use of electric vehicles.
3. Green infrastructure	Developments are required to provide on-site green infrastructure appropriate to their scale and location. The three main benefits of green infrastructure: biodiversity gain; the promotion of active travel and the reduction of flood risk, are key NPPF priorities. On-site provision will link and contribute to the further development of an area-wide green infrastructure network, promoted through policies 3 and 4, which has now been in development in Greater Norwich for over a decade in accordance with the Greater

	Norwich Green Infrastructure Strategy and delivery plans, and other documents such as the River Wensum Strategy.
4. Densities	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 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 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 policy 3 which focuses on design creating a distinct sense of place and reflecting local character.
5. Local character (including landscape, townscape, heritage)	The NPPF requires local plans to recognise the intrinsic character and beauty of the countryside, and respect local character and the historic environment Accordingly, the policy requires development to respect local character, based on existing and any future landscape, townscape or historic character assessments etc, and avoids harm to locally valued landscapes and the historic environment 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.
6. Travel	The policy requires appropriate development to be designed to manage travel demand, promote active and sustainable travel and to ensure parking is addressed effectively. The design of development, as well as its location ⁶⁶ , and the local availability of services addressed in point 1 of this policy, 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. In addition, the policy requires sites to be designed to accommodate parking without impacting on the amenity of residents or over dominating the site.
7. Inclusive and safe communities	In line with the NPPF, this element of the policy covers social aspects of the design of development. The requirement focuses firstly on ensuring services are accessible either within or from new developments. Secondly, the policy covers the creation and maintenance of resilient, safe and inclusive communities in which all members of society can interact. Thirdly, the design of development is required to promote healthy and active lifestyles.
8. Resource efficiency and pollution	This part of the policy covers a range of the environmental issues that new development must focus on, most of which have an impact on addressing climate change. In terms of maintaining air quality, particular regard to this will be expected of developments within or near identified Air Quality Management Areas or main roads. Point 8 provides the strategic basis for any more detailed guidance on resource efficiency, pollution, overheating and ground conditions.
9. Water	Point 9 of the policy covers the range of issues related to water affecting new development, including flood risk, water quality, sustainable drainage (SUDS) and water efficiency. 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

⁶⁶ Addressed through policy 1 of this plan.

	<p>required, mainly in parts of Norwich city centre and East Norwich, will come forward as part of specific developments and will be guided by a level 2 Strategic Flood Risk Assessment.</p> <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 through local plans and more demanding standards cannot be set. If the potential to set more demanding standards locally is established by the Government in the future, these will be applied in Greater Norwich. For non-housing development, broadly equivalent standards can be required using BREEAM assessments. 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 in its 'Water Stress Area Final Classification (2013), the primary source of evidence which supports 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 approach⁶⁷ 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, implemented using water efficient fixtures and fittings, is negligible⁶⁸. 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, an easily achievable and cost-effective means of promoting low carbon development. It also supports decarbonised energy supplies locally by promoting measures such as decentralised, renewable and low carbon energy generation, co-locating potential heat customer and suppliers, and battery storage, as well as energy efficiency in new developments.</p> <p>This approach to energy in new developments is required as:</p> <ul style="list-style-type: none"> • Evidence⁶⁹ shows that a positive approach to promoting energy efficiency and locally generated sustainable sources of energy, as well as promotion

⁶⁷ [Anglian Water - Water Resources Management Plan](#) December 2019

⁶⁸ Estimated by the Government at £6-9 per dwelling ([The Housing Standards Review](#), 2014)

⁶⁹ [The Greater Norwich Energy Infrastructure Study](#) (March 2019)

of the use of battery storage, is required to address local energy network capacity constraints and to ensure the timely delivery of growth;

- The NPPF requires a positive approach to be taken to promoting energy efficiency. In doing so, policy 2 anticipates the Government’s “Future Homes Standard” currently scheduled to be introduced by 2025, which will require all new build homes to have low carbon heating and high levels of energy efficiency. When the Government implements the Future Homes Standard it will strengthen (or replace) the GNLP policy approach by providing further measures. The NPPF also requires a positive approach to large scale renewable energy generation except for onshore wind energy development. No suitable sites for onshore wind energy development have been submitted to the GNLP. The best ways to display local support, as required by the NPPF, for onshore wind energy are through a neighbourhood plan which requires a local referendum or through any other future local plan documents which may consider suitable sites⁷⁰;
- The LEP strategy ⁷¹ identifies energy as one of five high impact sectors with the potential for growth;
- Policy 2 makes necessary updates to existing development management policies to address the above.

Policy 2 therefore establishes standards for energy efficiency in new housing and non-housing development. If required, further detail on how this will be achieved will be set out in a future Energy Policy Implementation Note or SPD. This approach is deliberately flexible as:

- The defined standards are not prescriptive. They allow for either a “fabric first” approach to reducing energy use, which on many types of site tends to be cheaper, or the use of on-site sustainable energy, or a mixture of both;
- Implementation notes or SPDs can be amended to reflect rapid changes technologies and other changes of circumstance such as changes to national policy, such as Government’s indication through a ministerial statement that national policy will change in 2025 to prevent the use of fossil fuels to heat new homes.

Evidence shows the policy is viable⁷². Investment in energy efficiency in new development will have the significant additional benefits of reducing energy costs for the users of new development, as well as carbon savings.

The policy also requires larger developments (100 dwellings plus or 10,000 square metres plus for non-residential development) to maximise opportunities for the use of sustainable local energy networks. This requirement is also set in line with the recommendations of the Greater Norwich Energy Infrastructure Study.

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

⁷⁰ Neighbourhood Plans proposing wind turbine development in South Norfolk should take account of its [Wind Turbine Landscape Sensitivity Study](#)

⁷¹ New Anglia Local Enterprise Partnership’s [Norfolk and Suffolk Economic Strategy](#)

⁷² GNLP [Viability Assessment](#) (NPS, September 2019) – updates will inform the cabinet version of the plan in January 2021

	<p>appendix 1. Measures to implement point 6 of 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.
--	--

Implementation

199. The policy will be implemented through:

- **Major developments⁷³ 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 the National Design Guide (and any subsequent related publications) to ensure good urban design and encourages, but does not require, the use of the Building for a Healthy Life ⁷⁴ 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) and requires it on sites of 500 dwellings plus or 50,000 square metres. 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 for specific types of development to show how health care needs 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 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 the locations of areas protected from inappropriate development under landscape policies.
- **Supplementary Planning Documents and guidance** (see table above).

⁷³ Major developments are 10 dwellings or more, 1,000 square metres of floor space or 1 hectare or more of land.

⁷⁴ The Homes England and NHS England approved Building for a Healthy Life urban design tool is available [here](#) .

POLICY 2 – SUSTAINABLE COMMUNITIES

Development must be high quality, contributing to delivering inclusive growth in mixed, resilient and sustainable communities, to enhancing the environment, and to mitigating and adapting to climate change, assisting in meeting national greenhouse gas emissions targets⁷⁵. To achieve this, development proposals are required, as appropriate, to:

1. Ensure safe, convenient and sustainable access to on site and local services and facilities including schools, health care, shops, recreation/ leisure/community/faith facilities and libraries;
2. Make provision for delivery of new and changing technologies (including broadband, fibre optic networks, telecommunications and electric vehicles);
3. Contribute to multi-functional green infrastructure links, including through landscaping, to make best use of site characteristics and integrate into the surroundings, having regard to relevant green infrastructure strategies and delivery plans;
4. Make efficient use of land with densities dependent on site characteristics, with higher densities and car free housing in the most sustainably accessible locations in Norwich. Indicative minimum net densities are 25 dwellings per hectare across the plan area and 40 in Norwich⁷⁶.
5. Respect, protect and enhance local character and aesthetic quality (including landscape, townscape, and the historic environment), taking account of landscape or historic character assessments, design guides and codes, and maintain strategic gaps and landscape settings, including river valleys, undeveloped approaches and the character and setting of the Broads;
6. Provide safe and suitable access for all users, manage travel demand and promote public transport and active travel within a clearly legible public realm including public art where appropriate, with layouts that encourage walking and cycling, whilst also integrating parking in a manner that does not dominate the streetscape and providing a high standard of amenity through planting and the careful choice of materials;
7. Create inclusive, resilient and safe communities in which people of all ages have good access to services and local job opportunities, can interact socially, be independent and have the opportunity for healthy and active lifestyles;
8. Be resource efficient, support sustainable waste management, reduce overheating, protect air quality, minimise pollution and take account of ground conditions;
9. Support efficient water management. Flood risk should be minimised, including avoiding developing in areas at significant risk of flooding, reducing the causes and impacts of flooding, supporting a catchment approach to water management and using sustainable drainage. Development must protect water quality, both surface and groundwater, and be water efficient. To achieve the latter:
 - Housing development will meet the Building Regulations part G (amended 2016) water efficiency higher optional standard;
 - Non-housing development will meet the BREEAM “Very Good” water efficiency standard, or any equivalent successor;

If the potential to set more demanding standards locally is established by the Government, the highest potential standard will be applied in Greater Norwich.

⁷⁵ [The 2019 national target is to bring all greenhouse gas emissions to net zero by 2050](#)

⁷⁶ The indicative densities are inter-related with local design issues (see policy 3). Higher densities are encouraged in and close to defined district and town centres, and in particular in the city centre.

11 Health Impact Assessments are required 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 to show how the health care infrastructure needs of the new development are provided for.

10. Minimise energy demand through the design and orientation of development and maximise the use of sustainable energy, local energy networks and battery storage to assist growth delivery. This will include:

- **All new development will provide a 19% reduction against Part L of the 2013 Building Regulations (amended 2016);**
- **Appropriate non-housing development of 500 square metres or above will meet the BREEAM “Very Good” energy efficiency standard, or any equivalent successor;**

except where a lower provision is justified because the requirement would make the development unviable.

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

Wind energy schemes will be supported where the proposal is in a suitable area as identified in a neighbourhood plan or other local plan documents or 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)⁷⁷ showing how development will support the above requirements, with housing development taking 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). Other developments will meet the policy requirements as appropriate dependent on site characteristics and proposed uses. Flood risk assessments will be provided separately as required by Government guidance.**
- ii. Master-planning using a recognised community engagement process 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 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.**

⁷⁷ Health Impact Assessments are required 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 to show how the health care infrastructure needs of the new development are provided for.

POLICY 3 – ENVIRONMENTAL PROTECTION AND ENHANCEMENT

The Built and Historic Environment

200. 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.
201. 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.
202. As well as the historic 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.
203. 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 landscape character assessments, conservation area appraisals, listed building and scheduled ancient 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.
204. 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 historic assets? This is addressed through the growth strategy set out in policy 1.
205. 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.
206. In certain cases, an element of harm to the historic environment resulting from development may be unavoidable: but 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.

207. The policy also includes a flexible approach to the use of historic 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.
208. The Greater Norwich Green Infrastructure Study provides information on designated Historic Environment assets in relation to green infrastructure provision (see paragraph 222 below).

The Natural Environment

209. 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.
210. 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.
211. 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.
212. 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.
213. 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.
214. 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.

215. 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.
216. 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 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.
217. A Norfolk-wide study, the Green infrastructure and Recreational Impact Avoidance and Mitigation Strategy⁷⁸, 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 housing developments. This sets out a two-pronged approach to avoidance and mitigation of impacts.
218. Firstly, 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 in order 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.
219. Secondly, 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.
220. 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 map 8 below.
221. 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

⁷⁸ Available here (*insert link when the study is on the website*)

requirements set out under Policy 3 for residential development will apply to tourist accommodation; and a Habitat Regulations Assessment will be required for any tourism, leisure, cultural or environmental activities that might impact on a European Site.

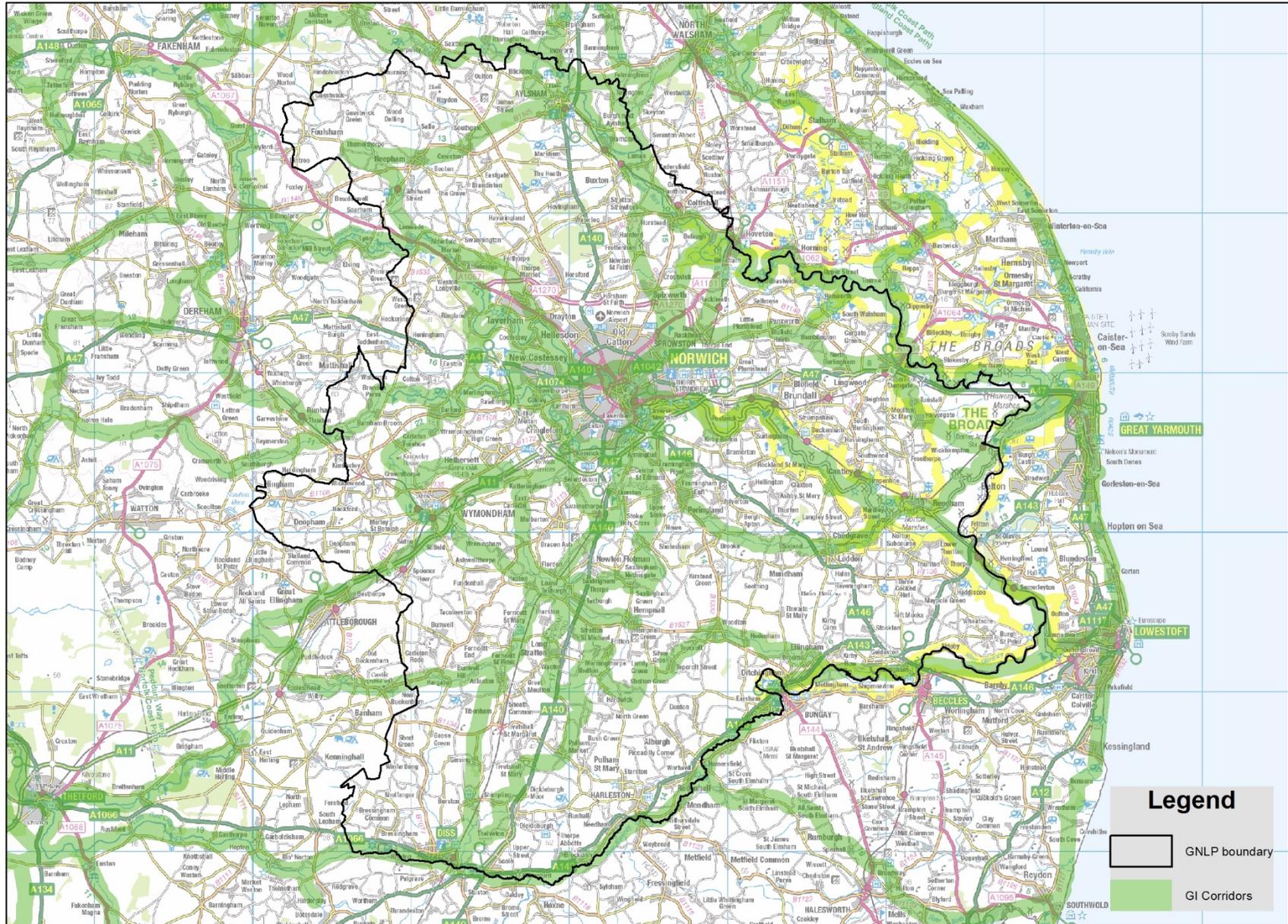
222. The Greater Norwich Green Infrastructure Study⁷⁹ outlines the existing green infrastructure, biodiversity and designated Historic Environment assets for housing allocations within the area. It gives general comments about opportunities for potential enhancements of green infrastructure related to the allocations. Whilst this not intended replace detailed site survey and design work, it is intended to assist the Development Management process.

223. 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.

Map 8 Green Infrastructure (GI) Corridors (overleaf)

⁷⁹ Insert link to study when on website

GNLPCorridors



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 will be required to conserve and enhance the built and historic environment through:

- being designed to create a distinct sense of place and enhance local character taking account of local design and other guidance, undertaking a heritage impact assessment if significant impacts might arise, and providing measures such as heritage interpretation to further the understanding of local heritage issues;
- avoiding harm to designated and non-designated heritage assets and historic character, unless there are overriding benefits from the development that outweigh that harm or loss and the harm has been minimised;
- providing a continued or new use for heritage assets whilst retaining their historic significance.

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

The Natural Environment

Development proposals will be required to conserve and enhance the natural environment (including valued landscapes, biodiversity including priority habitats, networks and species, ancient trees and woodlands, geodiversity, high quality agricultural land and soils) through:

- being designed to respect and retain, and add to, natural assets; taking account of local design and other guidance, and undertaking landscape, biodiversity or other appropriate assessments if significant impacts might arise;
- avoiding harm to designated and non-designated assets of the natural environment unless there are overriding benefits from the development and the harm has been minimised.

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

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 and help to achieve the local green infrastructure strategies. It will need to be demonstrated that the gain to biodiversity is a significant enhancement (at least a 10% gain) on 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 Directive through:

- the payment of a contribution towards the cost of mitigation measures at the protected sites (as determined under the Norfolk Green infrastructure and Recreational Impact Avoidance and Mitigation Strategy plus an allowance for inflation); 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.

POLICY 4 – STRATEGIC INFRASTRUCTURE

Introduction

224. 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)⁸⁰.
225. 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.
226. 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, will update the information in appendix 1 of this plan annually to take account of any changes.
227. 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.
228. 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.
229. 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

230. 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.
231. 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

⁸⁰ The [GNLPIR](#) covers: transport; utilities; education; health care; police; fire and rescue; community facilities (libraries and community centres); sport and leisure facilities; green infrastructure and waste management.

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.

232. 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.
233. Trunk road (the A11 and A47) improvements are planned by Highways England. In October 2017 it announced a timetable for £300 million of A47 improvements⁸¹ 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 Burlingham⁸² planned start date 2022-23, planned end date 2024/25;
 - Thickthorn junction planned start date 2022-23, planned end date 2025⁸³;
 - East Tuddenham to Easton improvement planned start date 2022/23, planned end date 2024-25⁸⁴.
234. 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. The current programme completion date is the end of 2024.
235. 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.
236. Two new railway stations are planned for the area. The Growth Triangle Area Action Plan identifies 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.

⁸¹ <https://www.gov.uk/government/news/timetable-outlined-for-300-million-a47-improvements>

⁸² <https://highwaysengland.co.uk/projects/a47-blofield-to-north-burlingham/>

⁸³ <https://highwaysengland.co.uk/projects/a47-thickthorn-junction/>

⁸⁴ <https://highwaysengland.co.uk/projects/a47-north-tuddenham-to-easton-improvement-scheme/>

237. Local transport strategy for the Norwich area is shaped by Norfolk County Council's third local transport plan (2011) and the Norwich Area Transportation Strategy (2013) (NATS). A fourth local transport plan (LTP4) is being progressed and a draft consulted on. The Plan will then be reviewed and approved by full council in Spring 2021 with a full Implementation Action Plan to be developed and approved later in 2021. Work is also underway to review NATS, known as the Transport for Norwich Strategy (TfN). A preferred strategy will be consulted on in 2021. LTP4 and TfN are being prepared alongside the GNL P.
238. TfN will include measures to improve walking, cycling and public transport facilities to support significant modal shift in the urban area during the plan period. This will be required to assist in meeting national targets to achieve zero carbon development by 2050. The measures are likely to feature improvements to sustainable transport networks and interchanges, including Park and Ride enhancements, and a cross valley bus link between UEA and the remainder of Norwich Research Park. Road improvements to enable the other measures are also being considered.
239. The Norwich area was successful in securing a place in 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 will be used to deliver improvements to the transport network, public transport services and buses in the period to 2022/23. The TfN review is being developed alongside the TCF programme.
240. Norfolk County Council has identified the Norwich Western Link (NWL) as one of its infrastructure priorities. A Preferred Route Announcement for the route of the NWL was made in July 2019 and that route is shown on the Key Diagram. In May 2020 the Department for Transport (DfT) approved the Strategic Outline Business Case (SOBC) for the NWL which gives the scheme conditional entry to the DfT's Large Local Majors project funding programme. Work continues to develop the scheme in readiness to submit a planning application in 2021. As it develops the GNL P will reflect progress towards delivery of the NWL
241. 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 GNL P area, these are Diss, Wroxham/Hoveton, Aylsham and Wymondham.
242. 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 vehicles will assist in reducing emissions in rural areas.
243. 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 Road.

244. 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.

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 off-set 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 (AW). 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 Plan⁸⁵ (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 will be

⁸⁵ [AW Water Resources Management Plan](#) December 2019

prepared for 2024. AW 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, AW⁸⁶ 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 AW'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, AW 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 AW'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 AW.
256. The Greater Norwich Water Cycle Study⁸⁷ provides further information on these issues.

Education

257. 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.
258. 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.
259. 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, provided for by a site at Beeston Park in the area action plan, is specifically identified in the policy 4 due to its strategic significance.

⁸⁶ Through the AW Water Recycling Long Term Plan (2019) which is available [here](#)

⁸⁷ Available [here](#)

260. 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

261. Forward planning for healthcare services is a high priority. The Greater Norwich Local Plan Infrastructure Report includes the need for health care infrastructure established through the Health Infrastructure Delivery Plan (HIDP) drawn up by the Sustainability and Transformation Partnership (STP). The HIDP 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).

262. The HIDP aims to promote the allocation of land for healthcare uses, securing land by planning obligations from developers, or negotiating contributions to expand existing buildings and facilities. The HIDP also identifies a range of potential funding sources to provide for growth requirements, including loans, disposals and partnerships.

263. A full estate strategy is being developed which will impact on the infrastructure requirements from the HIDP included in this plan. Therefore, only currently identified issues are included in this draft strategy. Updated information will be provided in the trust's completed strategy, scheduled for 2020. This will be included in the GNLP.

264. The needs resulting from growth in Greater Norwich identified in the study are set out in appendix 1.

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:

- **Implementation of the Transport for Norwich Strategy including:**
 - significant improvements to the bus, cycling and walking networks to promote modal shift;
 - developing the role of the park and ride system;
 - changing attitudes to travel;
 - delivery of the Norwich Western Link road.
- **Enhancement of the Major Road Network including provision of the A140 Long Stratton bypass.**
- **Protection of the function of strategic transport routes (corridors of movement).**
- **Supporting improvements to the A47, including delivery of the Blofield to North Burlingham, Thickethorn and Easton to East Tuddenham improvements being progressed by Highways England.**
- **Promoting 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.**
- **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.**
- **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.**

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 off-set the need for reinforcement;**
- **Water supply and sewerage network improvements including the waste-water network at Whitlingham water recycling centre and the Yare Valley sewer⁸⁸ to protect designated habitats;**
- **health care 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 map 8.

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.

⁸⁸ Clarification dependent on [Water Cycle Study](#)

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 evidence⁸⁹, 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 included 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. Paragraph 43 covers the housing mix requirement based on the most recent housing market assessment. Current evidence shows a higher social rented requirement in the city with a wider range of tenure options suitable in Broadland and South Norfolk. This evidence will be revisited in 2020. 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;
 - Some specific sites have very high costs associated with development. These are allocated with lower affordable housing requirements.
270. The successful approach of preventing subdivision of sites currently in use in Norwich is applied to the whole area through the policy.

⁸⁹ [Local housing evidence](#) is in the Strategic Housing Market Assessment (2017) and in the Greater Norwich Viability Study (2019).

271. 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.
272. Based on local evidence of need, viability and timing⁹⁰ 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 standards⁹¹ for different types of homes.
273. 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.
274. 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 housing⁹². Norfolk County Council's strategy⁹³ identifies the need for 2,842 additional extra care units by 2028. County wide evidence has identified the need for 3,857 specialist retirement units (sheltered, age restricted or extra care housing) in Greater Norwich between 2020 and 2038⁹⁴.
275. 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.
276. 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.
277. The policy provides for the needs of Gypsies and Travellers. Evidence⁹⁵ shows planned expansion of the Swanton Road site in Norwich meets Greater Norwich's need for 15 additional

⁹⁰ Evidenced through the Greater Norwich Local Plan Nationally Described Space Standards Study (August 2019) within the [Viability Study](#)

⁹¹ The Nationally Described Space Standard is available [here](#)

⁹² Extra care housing is a self-contained residential accommodation (where units are rented or owned by the individual or couples who occupy them) with communal facilities designed to meet the needs and aspirations of older people and have care staff on site 24/7.

⁹³ Living Well – [Homes for Norfolk](#) (2018)

⁹⁴ Three Dragons – Demand for Specialist Older Persons Housing 2020 to 2041 (insert link when available).

⁹⁵ Norfolk Caravans and Houseboats Accommodation Needs Assessment (ANA) including for Gypsies, Travellers and Travelling Show people [October 2017](#)

pitches to 2022. A further 51 pitches will be required between 2022 and 2038. The criteria-based policy allows for additional delivery to meet need throughout the plan period and allows for the expansion of well-located existing sites. Since no sites have been submitted for consideration through the local plan, the intention is to bring additional sites forward through the Development Management process as well as having this criteria-based policy to allow further sites to come forward.

278. The policy also allows for Travelling Show People and Residential Caravan needs to be met through market led solutions through the criteria-based policy. This will allow sites to come forward if there is demand for them. The Broads Authority plans for the needs for residents of houseboats in the area.
279. The policy also aims to ensure that purpose-built student accommodation is provided to meet growing needs at the 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 are informed by the UEA Development Framework Strategy⁹⁶. Purpose-built student accommodation development is required to make provision for affordable housing that would be expected on the specific site if it were to be developed for housing, potentially through a commuted sum. This is required as without doing so, the delivery of sites for student accommodation would reduce the ability to address affordable housing needs.
280. 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 2018/19, there were 113 people on the registers in Greater Norwich.
281. 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 both 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.
282. Other potential means of helping to provide for local housing needs is 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.

⁹⁶ UEA Development Framework Strategy: Available [here](#)

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 proposals⁹⁷ and purpose-built student accommodation will provide:

- at least 33% affordable housing on-site across the plan area, except in Norwich City Centre where the requirement is at least 28%, unless the site is allocated in this plan or a Neighbourhood Plan for a different percentage of affordable housing;
- 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. This will include 10% of the affordable homes being available for affordable home ownership where this meets local needs;
- 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 supported on sites with good access to local services including on sites allocated for residential use. Irrespective of C2 or C3 use class classification, specialist older people's housing will provide 33% affordable housing or 28% in the city centre.

Proposals are particularly encouraged where Norfolk County Council identifies a strategic need for extra care housing.

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)[1] standard or any successor.

Gypsies and Travellers, Travelling Show People and Residential Caravans

⁹⁷ 10 dwellings or more

Development for Gypsy and Traveller sites, Travelling Show People sites and residential caravans will be acceptable where proposals:

- have safe and sustainable access to schools and facilities;
- have suitable vehicular access;
- provide for ancillary uses and landscaping;
- are of a scale which is in keeping with its surroundings, including small-scale extensions to existing sites.

For transit pitches 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 will be supported at the UEA campus where they are in accordance with the UEA Development Framework Strategy (DFS).

Away from 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 to provide for high standards of student welfare;
- contribute to a mixed and inclusive neighbourhood, not dominating existing residential communities;
- provide a mix of accommodation types for a wide range of students; and
- make provision for a policy compliant proportion of affordable housing that would be expected if the site were developed for general needs housing. Such provision may be made off-site through a commuted sum as set out in supplementary planning documents.

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

Self/Custom-Build

Except for flats, 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;
- plots have been marketed for 12 months and have not been sold.

POLICY 6 – THE ECONOMY (INCLUDING RETAIL)

283. 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.
284. The Norfolk and Suffolk Economic Strategy (NSES) recognise 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;
285. 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.
286. The Cambridge Norwich Tech Corridor 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.
287. Evidence in the Employment, Town Centre and Retail study (GVA 2017)⁹⁸ 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 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

⁹⁸ Available [here](#)

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.

288. 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 2018-2038;
- 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

289. 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 2008⁹⁹.

290. Although the Employment Town Centre and Retail study (GVA 2017) concludes 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).

291. 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

⁹⁹ Source: Greater Norwich [annual monitoring reports](#)

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.

292. Retailing and town centres are currently in a state of flux. 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. 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.

POLICY 6 - THE ECONOMY

- 1. Sufficient employment land is allocated in accessible locations to meet identified need and 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 and through the appropriate use of rural buildings;
 - 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 ¹⁰⁰strategic 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.**

¹⁰⁰ Key strategic employment areas are Identified as “Tier 1” and of particular significance to economic growth in the Norfolk Strategic Planning Framework

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 30ha 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 advanced engineering and the growth of technology capabilities	20	0.8	20.8
The Food Enterprise Park at Easton/Honingham	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.

Development and investment is 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 avoid the loss of commercial premises or local services.

Small scale retail and leisure developments serving local needs are encouraged to serve new residential developments and, subject to impact on local amenity, in existing residential areas and to support village life and promote active travel.

POLICY 7 – STRATEGY FOR THE AREAS OF GROWTH

Introduction

293. 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.
294. Policy 7.5 provides for small scale windfall development of up to 3 to 5 dwellings per parish during the plan period.
295. Policy 7.6 prepares the way for a new settlement or settlements. These will provide an important element of the next local plan and will start to deliver high quality homes and jobs before the end of this plan's timescales.
296. The GNLP Sites Plan provides individual allocations to implement the strategy with the exception of allocations in village clusters in South Norfolk which will be in a separate plan.

Policy 7.1 – The Norwich urban area including the fringe parishes¹⁰¹

297. 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.
298. This division reflects:
- i. 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;
 - ii. the potential for brownfield regeneration to create a new urban quarter in the long-term in East Norwich;
 - iii. the essential role that of 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

¹⁰¹ 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

renewal. The area will also play a key role on meeting employment growth needs, providing sites for the growth of both strategic and local employment uses.

299. Housing growth of 32,691 in the area will provide around 66% of the total growth in the GNL (see policy 1). The Sites document provides policies for each site allocated to deliver these homes.

The City Centre

300. 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.
301. 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 9 below.
302. 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 UK¹⁰². The established approach to planning for Norwich city centre has been cited as an example of best practice by Government.
303. 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.
304. 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.
305. 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 expansion 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

¹⁰² Venuescore 2017, 'UK Shopping Venue Rankings (2017)'

- 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;
- 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.

306. 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.

307. 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.

308. The ongoing revitalisation of the King Street and Mountergate area has been a notable success, with more sites allocated in this area though this plan to secure further regeneration.

The Northern City Centre

309. 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 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.

310. 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.

311. 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 9 is identified on the Key Diagram as a Strategic regeneration area.

312. 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.
313. 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.
314. 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.
315. 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. To this end the city centre policy provides the basis for the subsequent introduction of an Article 4 direction or directions to manage the loss of office floorspace¹⁰³ and ensure a supply of suitable sites and premises for the of key city cent employment growth sectors, most particularly digital and creative industries.
316. 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 Strategy¹⁰⁴ 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.
317. 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.

¹⁰³ Current Use Class E(g (i)) (Previously falling under B1(a) prior to 1st September 2020)

¹⁰⁴ Norwich City Centre Future Retail Strategy, The Retail Group on behalf of Norwich BID, June 2019

318. The GVA study floorspace calculates that 11,000-15,000 square metres of additional comparison retail floorspace will be required in the Norwich urban area by 2027. However, in the light of potentially rapid further changes in comparison retailing it is premature to allocate any new retail sites. This will be revisited in the review of the plan when the future of retailing becomes clearer. The study forecasts no significant need for additional convenience retail floorspace by 2027.
319. In view of the rapidly changing retail picture and, based on recent trends, the possibility of further losses in retail representation, the reservation of a specific site for retail development is inappropriate. Any additional comparison retail floorspace will primarily be accommodated through the intensification of retail use on existing sites.
320. 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.
321. 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 re-use of upper floors.
322. The policy 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. It also 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.
323. 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.
324. To supplement policy 3 for the built and natural environment, policy 7.1 promotes innovative design with reference to the National design guide¹⁰⁵ and the City Centre Conservation Area Appraisal, particularly at gateways, and supports further delivery of the riverside walk and the River Wensum Strategy.
325. 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

¹⁰⁵ <https://www.gov.uk/government/publications/national-design-guide>

326. East Norwich, which consists of brownfield regeneration sites by the rivers Wensum and Yare at Carrow Works, the Deal Ground and the Utilities Site, and land in front of ATB Laurence Scott fronting the Wensum, linking to allocation CC16 (Land adjoining Norwich City Football Club north and east of Geoffrey Watling Way), is defined in map 9 below. It has the potential in the long-term to create a new urban quarter for Norwich, to act as a catalyst for additional regeneration in neighbouring urban areas and to contribute significantly to growth of the Greater Norwich economy. As a result, it is identified as a strategic regeneration area on the Key Diagram.
327. To ensure growth is co-ordinated, overcomes local constraints and is well-designed in a sensitive location in and adjacent to the Broads Authority area, the policy requires regeneration to be guided by an area-wide masterplan supplementary planning document. The masterplan will promote development of a high density sustainable mixed-use community, co-ordinate delivery of new transport infrastructure and services, enhance green links, provide for a local energy network, enhance heritage assets, protect Carrow Abbey County Wildlife Site and address local issues including the active railway, the protected minerals railhead and flood risk issues.

Map 9 - Norwich City Centre, the Northern City Centre Strategic Growth Area and the East Norwich Strategic Regeneration Area



Elsewhere in the urban area, including the fringe parishes

328. 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 areas will support sustainable housing and employment growth on sites with good access to services.
329. 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.
330. 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.
331. 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.
332. 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 & Honingham will address transport and infrastructure impacts to mitigate constraints of the proposed developments on the existing highway infrastructure.
333. 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.
334. 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 almost 13,000 new homes to 2038, along with the growth strategic employment areas close to Norwich Airport, at Rackheath and in Thorpe St. Andrew.
335. Other strategic housing growth locations of over 1,000 homes 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.

336. 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 parishes¹⁰⁶ 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 30,500 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 extensions¹⁰⁷ in the north-east and west as well as other locations across the urban area as follows:

Housing

Part of Norwich Urban area	Existing deliverable commitment (including uplift + delivery 2018/19)	New allocations	Total deliverable housing commitment 2018 - 2038
City centre			
Northern City Centre Strategic Regeneration Area	1,533	25	1,558
Other city centre sites	2,724	200	2,924
City centre total	4,257	225	4,482
East Norwich			
East Norwich Strategic Regeneration Area	770	3,230	4,000
Elsewhere in the urban area (* denotes strategic urban extensions)			
Colney	4	200	204

¹⁰⁶ 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

¹⁰⁷ Strategic urban extensions/strategic housing growth locations will each provide over 1,000 new homes from 2018 to 2038

Costessey	529	0 ¹⁰⁸	529
Cringleford*	1,771	0	1,771
Drayton	404	0	404
Easton*	1,046	0	1,046
Hellesdon*	1,351	0	1,351
Other sites in Norwich	2,160	180	2,340
Three Score, Bowthorpe*	908	0	908
Taverham*	121	1,417	1,538
The Growth Triangle*	12,087	1,420	13,507
Thorpe St. Andrew	386	0	386
Trowse	181	0	181
Other sites in urban area (Old Catton, Keswick, Sprowston)	44	0	44
Elsewhere in urban area total	20,992	3,217	24,209
Norwich Urban Area Total	26,019	6,672	32,691

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

¹⁰⁸ An 800-home contingency site at Costessey will be brought forward if delivery of housing in the GNLP area does not meet local plan targets. It is not included in these figures (see also the Site allocations plan).

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 9.

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.

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 centre's retail function will be supported as part of a complementary range of uses. Provision for any additional comparison retail floorspace will primarily be met through the intensification of retail use on existing sites.

Proposals for new development and change of use in primary and secondary retail areas and large district centres (as defined in policy 6) will be accepted where they:

- contribute to meeting identified needs for new retail floorspace and other main town centre uses, including speciality and independent shopping and small-scale retailing; or
- 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.

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 leisure area where noise and disturbance issues can be mitigated and where they do not have detrimental effect on the retail offering, especially in the primary retail area. A sequential approach will be used to determine applications for leisure uses outside the defined leisure area. 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 will be required on the specific 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 assist in delivering the policies/ priorities of the River Wensum Strategy (or any successor), including provision of a riverside walk. Riverside development should support and enable achievement of the strategy's longer-term plans.

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 identified on the Key Diagram and defined on map 9 including Carrow Works, the Deal Ground and the Utilities Site will create a highly sustainable mixed-use gateway quarter accommodating substantial housing growth and optimising economic benefits. Development across the sites will provide in the region of 4,000 additional homes in the plan period and significant new employment opportunities for around 6,000 jobs. East Norwich also has the potential to act as a long-term catalyst for regeneration of the wider area, potentially including the following sites if they become available:

- Redevelopment of land adjoining the railway between the Deal Ground and Carrow Works as part of the wider East Norwich strategic growth area masterplan supplementary planning document;
- Land east of Norwich City F.C.;
- Land owned by Network Rail on Lower Clarence Road and Koblenz Avenue
- Intensification of uses at Riverside and
- Regeneration in the Rouen Road area.

Site proposals within the East Norwich strategic regeneration area will meet the requirements of an area-wide masterplan to ensure co-ordinated development. This will include:

- an exemplar design approach, building at high densities and maximising the riverside regeneration potential to create a distinct, highly sustainable mixed-use community and new gateway quarter for the city, taking account of its setting adjacent to the Broads; .
- creating an inclusive, resilient and safe community in which people of all ages have good access to high quality homes that meet housing needs the provision of area-wide economic and social infrastructure and services, including (but not limited to) the creation of new employment opportunities, a new local centre, and a new primary school should need be established;
- establishing an integrated access and transportation strategy which emphasises sustainable accessibility and traffic restraint, and allows for connectivity and permeability within and between the sites in the strategic regeneration area and beyond, including north-south links between Trowse and Bracondale and the north bank of the Wensum and Thorpe Road / Yarmouth Road, and east-west between the city centre, the railway station and Whitlingham Country Park and the Broads including an extended riverside walk on the north and south banks of the Wensum. Proposals should be designed for ease of access to, and by, public transport, with appropriate bridge provision to ensure the sites are fully permeable by sustainable transport modes;
- planning development effectively to manage and mitigate the impact of vehicular traffic from the site/s on the local highway network including the Martineau Lane roundabout, Bracondale and King Street;
- protecting and enhancing green infrastructure assets, corridors and open spaces within the area, including enhancing linkages from the city centre to the Broads, Carrow Abbey County Wildlife Site the wider rural area and elsewhere in Norwich, to include pedestrian/cycle links between Whitlingham Country Park and the city centre;
- providing for sustainable energy generation, including a local energy network serving the area as a whole;
- protecting and enhancing the sites' and wider city's rich heritage assets and their settings;
- achieving high quality, locally distinctive, energy efficient and flood resilient design which addresses identified risks from river and surface water flooding and mitigates against potential sources of noise and air pollution and establishes strong built frontages along the River Wensum and the defining network of streets and spaces with the sites;
- addressing and remediating site contamination; and
- planning to allow scope for greater use of the Rivers Wensum and Yare for water-based recreation, leisure and tourism including the potential inclusion of marinas and riverside moorings and access for waterborne freight subject to not impeding navigation of either river.

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 map 8, along with local networks.**

In addition, a large contingency site is identified in Costessey to be brought forward if delivery of housing in the GNLP area does not meet local plan targets.

Policy 7.2 The Main Towns

337. In line with the settlement hierarchy, the main towns of Aylsham, Diss (with part of Roydon), Harleston, Long Stratton and Wymondham collectively provide just over 6,800 homes, around 14% of the proposed housing growth planned to 2038.
338. 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.
339. 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.
340. 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.
341. Retail evidence¹⁰⁹ 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

342. 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 229 homes remain to be delivered from 2018 commitments.
343. 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.
344. 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.
345. Anglian Water plans to increase capacity at the local water recycling centres at Aylsham and Belaugh to serve growth.

¹⁰⁹ Greater Norwich Employment, Town Centre and Retail Study ([The GVA Study](#))

Diss (with part of Roydon adjacent to Diss)

346. 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.
347. 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.
348. 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.
349. 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.
350. While delivery of housing has been good in recent years, associated environmental constraints place limits on the potential for housing expansion. Local evidence¹¹⁰ shows that traffic constraints, particularly on Victoria Road, also reduce the potential for significant additional expansion.
351. The existing commitment of just over 300 dwellings in April 2018 is complemented by a strategic requirement for an additional 400 homes set by this plan. 200 of these homes are allocated through this plan on a site neighbouring the railway station. Making use of consultation on potential sites undertaken through the GNLP, the Diss & District Neighbourhood Plan will allocate land for the remaining 200 homes.
352. Evidence¹¹¹ 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.
353. 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

354. 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

¹¹⁰ In the Diss [Network Improvement Strategy](#)

¹¹¹ Greater Norwich Employment, Town Centre and Retail Study ([The GVA Study](#))

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.

355. Harleston is close to the River Waveney and the Angles Way along the valley forms part of the strategic green infrastructure network.

356. 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 the April 2018 commitment of around 170 dwellings. Growth of just under 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

357. Owing to the scale of the existing commitment in Long Stratton, which will both provide a bypass (see paragraph 230) 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). Evidence¹¹² 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.

358. 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

359. 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 2,600 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.

360. Anglian Water plans to increase capacity at the local water recycling centre at Wymondham to serve growth.

361. Transforming Cities funding has been awarded to improve access to Wymondham railway station.

¹¹² Analysis of Commitments

362. The strategic gaps identified through this plan and other policies in the development plan aim to prevent coalescence of Wymondham and Hethersett.

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 6,850 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	Existing deliverable commitment (including uplift + delivery 2018/19 and 2019/20)	New allocations	Total deliverable housing commitment 2018 - 2038
Aylsham	229	550	779
Diss (with part of Roydon)	363	400	763
Harleston	172	555	727
Long Stratton	1,922	0	1,922
Wymondham	2,465	150	2,615
Total	5,151	1,655	6,806

Other residential development will be acceptable elsewhere within settlement boundaries subject to meeting the criteria of other policies in the development 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 map 8 and to linking local networks.

Policy 7.3 The Key Service Centres

363. The Key Service Centres of Acle, Blofield, Brundall, Hethersett, Hingham, Loddon / Chedgrave, Poringland / Framingham Earl, Reepham and Wroxham provide 3,679 homes, around 7% 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.
364. 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.
365. 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.
366. The focus of additional housing growth identified through this plan is therefore at Acle, Hethersett, Hingham and Loddon / Chedgrave.
367. 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.
368. 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 and Hethersett and Cringleford aim to prevent the settlements joining up.
369. 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 two additional allocations to the east and west of the village, which provide for 100 homes, both have good access to services and public transport.
370. 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.

371. 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 3,679 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	Existing deliverable commitment (including uplift + delivery 2018/19)	New allocations	Total deliverable housing commitment 2018 - 2038
Acle	200	340	540
Blofield	301	15	316
Brundall	175	0	175
Hethersett	1,375	0	1,375
Hingham	20	100	120
Loddon / Chedgrave	206	240	446
Poringland / Framingham Earl	547	0	547
Reepham	155	0	155
Wroxham	5	0	5
Total	2,984	695	3,679

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

Other residential development will be acceptable elsewhere within settlement boundaries subject to meeting the criteria of other policies in the development 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 map 8 and to linking local networks.

Policy 7.4 Village clusters

372. The remaining permitted and allocated housing growth, 4,220 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.
373. 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.
374. 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 1,392 already committed in the village clusters to be identified in South Norfolk.
375. The village clusters in Broadland and the indicative amount of growth planned for each cluster are set out in appendix 5 of this strategy. The GNLP Sites Plan allocates sites to meet the strategic requirement for up to 482 more homes in addition to the 1,146 homes already committed in the village clusters in Broadland.
376. 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.
377. The scale of growth in any cluster in Broadland as shown appendix 5 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.
378. 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.
379. 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.

380. 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 4,220 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. New sites in village clusters in Broadland to provide up to 480 homes are allocated in the Greater Norwich Local Plan Sites Plan.

Additional sites may be provided in village clusters by:

1. Infill 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.

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	1.5	4.4
Lenwade	2.4	0	2.4
Lingwood	2.3	0	2.3
Total	33.5	2.3	35.9

Other small-scale employment development will be acceptable in principle elsewhere within village development boundaries, through the re-use 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 map 8 and to linking local networks.

Policy 7.5 Small Scale Windfall Housing Development

381. 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. The policy limits the number of homes on small scale windfall sites to three in each smaller parish and five in each larger parish (as defined in appendix 7) to prevent over development in rural areas. For the purposes of this policy, the number of dwellings allowed relates to permissions granted after adoption of the plan.
382. Policy 7.5 promotes small scale housing development, including self/custom build. This complements policies 5 and 7.4 which also support self/custom build.
383. To achieve this, the policy provides limited additional opportunities for the development of homes:
- a. adjacent to settlements with development boundaries;
 - b. or on sites within or adjacent to a recognisable group of dwellings which do not have a development boundary.
384. The policy also requires such developments to respect the character of the settlement and landscape.
385. 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.
386. 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 – SMALL SCALE WINDFALL HOUSING DEVELOPMENT

Small scale residential development will be permitted adjacent to a development boundary or on sites within a recognisable group of dwellings where:

- **Cumulative development permitted under this policy will be no more than 3 dwellings in small parishes or 5 dwellings in larger parishes (as defined in appendix 7) during the lifetime of the plan; and**
- **The proposal respects the form and character of the settlement; and**
- **The proposal would result in no adverse impact on the landscape and natural environment; and**
- **The proposal accords with other relevant Local Plan policies**

Positive consideration will be given to self and custom build.

Policy 7.6 Preparing for New Settlements

387. This local plan identifies enough sustainable sites and locations within and on the edge of existing settlements to meet current needs. Consequently, no new settlement is proposed for allocation in this Local Plan. However, with sustainable options for settlement extensions diminishing, the authorities are convinced that one or more new settlements will be required in the longer term, particularly if housing needs rise as signalled by government.
388. Ensuring a new settlement and its supporting infrastructure is properly planned, designed and resourced takes time. Site promoters also need the confidence to invest in evidence and master-planning. The authorities therefore conclude that it is vital to commit in this Local Plan cycle to delivering new settlements in the next plan cycle.
389. While the intention is to allocate new settlement development through the next plan, delivery will commence prior to the end date of this local plan. Consequently, new settlement development will provide additional flexibility to ensure delivery of current housing targets.
390. The location and design of any new settlement or settlements for Greater Norwich will need to ensure that they are excellent places to live, built to Garden City principles, and provide housing across all types of need. They will need to be well-connected and deliverable, with sustainable access to a range of jobs and services. They will need to promote our local economic strengths, enhance the environment and promote healthy and active lifestyles.
391. To achieve all of this, proposals for any new settlement will need to ensure that a significant proportion of any uplift in land value from current use is captured to fund the infrastructure to support the new community. It will be essential that the legal framework for this is agreed with councils at an early stage in the promotion of any new settlement.
392. Three new settlement sites have been proposed through the GNLP (at Honingham Thorpe, Hethel and Silfield). These will be investigated along with other potential locations in the next plan, taking account of selected criteria. In order to shorten the lead in time for delivery and provide the level of certainty for investment that would allow one or more schemes to be incorporated in the new plan, comprehensive analysis of options will begin in 2021.
393. The timetable for this work, which provides a broad indication of the authorities' intentions and may be varied to take account of changes to the planning system, is:
- 2021 developing success criteria, site options assessment including technical consultation;
 - 2022 following adoption of the GNLP, public consultation on site options;
 - 2022-24 development of new Local Plan incorporating preferred site(s);
 - 2026 onwards – delivery.

POLICY 7.6 – PREPARING FOR NEW SETTLEMENTS

Subject to the outcome of evidence, assessment and appraisal, one or more new settlements will be brought forward in the next Local Plan.

APPENDICES

Appendix 1 Infrastructure requirements

This appendix provides additional detail to support policy 4 of this plan. It sets out infrastructure requirements to serve growth as identified in the Greater Norwich Local Plan Infrastructure Needs Report (GNLPINR). The GNLPINR and this appendix will be updated to inform the Publication (Regulation 19) version of the Greater Norwich Local Plan.

The infrastructure will be provided by a variety of organisations and 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.

Pedestrian and Cycling

Awaiting the findings of the Local Cycling and Walking Infrastructure plan (LCWIP), which is currently being developed.

Rail

Awaiting findings of the Norfolk Rail Prospectus, which is currently being reviewed.

Road

In addition to the schemes Highways England have committed to, 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.

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):

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, 92% of Norfolk's homes and businesses can now access superfast broadband, up from 42% in 2012 and initiatives, led by the County Council aim to make high-speed broadband available to more than 95% of Norfolk's premises by spring 2020. 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.

Education

Norfolk County Council have six schools (three primary, one free school and two primary relocation and expansion) either in the process of being built or plans are in place for building over the next 2-3 years.

Other new schools are planned across the Greater Norwich area once housing and pupil numbers suggest that existing schools in the area are no longer able to accommodate local children. These currently include 10 new primary schools and one secondary school:

- Wymondham Silfield – 420 place primary school.
- Poringland – new school in response to considerable housing in the area – site search investigation being commissioned.
- Salhouse Road, Sprowston – site safeguarded for new 420 place school within new housing development.
- Hellesdon – new 420 place primary school within new development on former golf Club grounds.
- Beeston Park – sites for 2 x 420 place schools within proposed new housing development.
- Beeston Park – currently identified location for the new secondary school required to support housing growth in the area.
- Rackheath – 2 x 420 new primary phase schools.
- Land north and south of Smee Lane, Norwich – planned new 420 place primary school in response to growth.
- Long Stratton – new 420 place primary school building in response to strategic growth in the village.

There will be additional new schools and school expansions to provide for the new allocations made through this plan. For larger sites, these have been considered as part of site allocations e.g. the preferred option site for 1,400 homes at Taverham includes a primary school site.

Health Care Requirements

Type of need	Existing Services	Additional need resulting from growth
Primary Care	GPs (currently 68 surgeries, 43 of which are main surgeries and 25 branch surgeries), community pharmacists and optometrists.	There are currently 2 options to increase capacity as required around the north and north-west of Norwich: <ol style="list-style-type: none"> 1. New build at Broadland Hub within or close to planned development at Beeston Park. 2. No new build, increased numbers spread amongst existing practices. The selected option will be confirmed in the annual review in 2020.
Hospital	There is one acute hospital, the Norfolk and Norwich University Hospital NHS Foundation Trust (NNUH). Other services are delivered from several other locations.	The NHS Long Term Plan and the STP Delivery Plan, currently in production, will address building capacity and facilities (including new rooms, theatres and beds, current estimated cost c. £36 million) and parking issues.
Mental Health	Norfolk and Suffolk NHS Foundation Trust (NSFT) provides a broad range of services across Greater Norwich, with Hellesdon Hospital and the Julian Hospital in Norwich the largest sites.	In line with the shift to care in the community, the mental health trust is expected to shift services to wrap around primary care networks. Existing clinical and administrative provision at Hellesdon is not fit for purpose. This area of the site is going through a disposal process for housing. The NSFT's remaining accommodation in Norwich has constraints, including parking at the Julian Hospital. There is no spare capacity in primary care for mental health services in Diss and this may need to be reviewed. The above is included in the NSFT estates strategy review to be addressed as by the GNLP as and when appropriate.
Community Services	These are provided by Norfolk Community Health and Care NHS Trust at community hospital sites and health centres and include: <ul style="list-style-type: none"> • Inpatient specialist rehabilitation services; • Clinic services for outpatients; • Community nursing in patients' homes. 	Clinical rooms are required at: Norwich Community Hospital; NNUH; Thorpe and Wymondham Health Centres (estimated total cost c. £200,000).

Police

Awaiting findings of the infrastructure work Norfolk Constabulary have commissioned NPS to produce.

Libraries

The Greater Norwich housing growth locations show an impact to the north east of the Norwich city boundary centred around Rackheath with an estimate of some 13,000+ dwellings. This has previously been identified as an area that will require additional library facilities due to the scale and size of the development. Therefore, based on an anticipated growth of 13,000 dwellings and an increased population of c26,000 people this would equate to 780 square metres of library space. We would anticipate, however,

that this is over provision bearing in mind the location of other facilities in the locality and we suggest this is reduced to 390 square metres with an anticipated building cost of c £1million.

Sports and Leisure

Awaiting findings of the Greater Norwich Sports Facilities Strategy, which is currently being reviewed.

Waste Management

Norfolk County Council has approved a capital programme for recycling centre improvements, including:

- Replacing the current Mile Cross Recycling Centre and relocating the site at Ketteringham to South Norwich;
- Replacing the Wymondham recycling centre and expanding the site at Morningthorpe;
- Extending the Strumpshaw Recycling Centre.

The capacity of new and extended sites will be designed to accommodate forecast growth. Funding for recycling centre improvements has been allocated by the County Council for the replacement sites for Mile Cross, Ketteringham and Wymondham and the extension of Strumpshaw and Morningthorpe. 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.

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 Life 12

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

Business use

Land use class covering light industry, offices, 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 9 of the local plan.

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 the 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.

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 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 1,000m² 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

A distinctive component of natural capital as determined by the functions it performs, e.g. soils, fresh water and species. Assets are not mutually exclusive and there is overlap between categories (for example, soils include species, minerals, and water).

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 Area Transportation Strategy (NATS)

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

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.

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.

Primary Shopping Area

A defined area in which retail development is concentrated

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.

Renewable energy

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

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. Sometimes 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 the 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 Transport 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.

Western Link

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

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 Monitoring Framework

An essential part of the local plan is monitoring its implementation through the collection of relevant information. The most valuable data source for how well the local plan is being implemented comes from planning application decisions. Other pertinent data about whether the local plan's over-arching vision and objectives are being achieved comes from data collected by central Government and other public sector agencies.

Indicator Code	Theme	Indicator
GNL Communities objective – To grow vibrant, healthy communities giving people a high quality of life in well-designed developments with good access to jobs, services and facilities, helping to close the gap between life chances in disadvantaged and other communities.		
GNL1	Population and communities	To improve the district authority ranking of the least deprived communities in England, taken from the seven domains of the English Indices of Multiple Deprivation.
GNL2	Education	To improve the district authority ranking for access to education, skills and training, taken from the English Indices of Multiple Deprivation.
GNL3	Education	To minimise the number of planning approvals granted contrary to the advice of Norfolk County Council Education department, based upon the proximity to or capacity of local school provision.
GNL4	Health	To improve the district authority ranking for Improving health and wellbeing by measuring the risk of premature death and the impairment of quality of life through poor physical or mental health, taken from the English Indices of Multiple Deprivation.
GNL5	Health	To minimise the number of planning approvals granted contrary to the advice of NHS organisations or Public Health Norfolk, based upon the capacity of healthcare provision or incompatibility with public health objectives.
GNL6	Health	To improve the percentage of physically active adults, taken from Public Health England data.
GNL7	Crime	To improve the district authority ranking for reducing the risk of crime, both risk of personal and material victimisation, taken from the English Indices of Multiple Deprivation.
GNL Economy objective – 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 an entrepreneurial, enterprising, creative and broad-based economy with high productivity and a skilled workforce.		
GNL8	Jobs	To increase the annual count of jobs, taken from the Business Register and Employment Survey (BRES) across the local plan area.
GNL9	Employment	To increase the employment rate of the economically active population, taken from the official labour market statistics, Nomis).
GNL10	Earnings	To increase median earnings: a) hourly b) weekly c) annual pay for full-time employees, taken from the Annual Survey of Hours and Earnings (ASHE) by the Office of National Statistics.
GNL11	Skills	To increase the percentage of workforce employed in higher occupations (official labour market statistics, Nomis).
GNL12	City centre retailing floorspace	To monitor the net change in retail floorspace in Norwich City Centre.
GNL13	Business floorspace	To increase total business floorspace (sqm) in: a) Norwich b) Broadland c) South Norfolk, taken from Valuation Office Agency (VOA) data.
GNL14	New employment sites	To monitor office (B1), industrial (B2), and storage / distribution (B8) floorspace implemented on allocated sites.
GNL15	New employment sites	To monitor office (B1), industrial (B2), and storage / distribution (B8) floorspace implemented on non-allocated sites.
GNL Environment objective – 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 achieve net zero greenhouse gas emissions by 2050.		
GNL16	Climate change	To minimise carbon dioxide equivalent emissions per capita to contribute to meeting the national target to bring all greenhouse gas emissions to net zero by 2050, taken from the Department for Business, Energy and Industrial Strategy data. The GNL will support achievement of any objectives or targets identified in adopted local strategies.
GNL17	Air quality	To minimise nitrogen dioxide and airborne particulates measured at: a) Castle Meadow b) Lakenfields (proxy close to city centre)
GNL18	Biodiversity	To increase the percentage of SSSIs in 'favourable condition' or 'unfavourable recovering condition', by district area, taken from Natural England data.
GNL19	Biodiversity	To increase the percentage of local conservation sites in "positive conservation management", taken from Norfolk Wildlife Trust.

Indicator Code	Theme	Indicator
GNLP20	Biodiversity	To minimise the number of planning approvals granted contrary to the advice of Natural England or Norfolk Wildlife Trust (on behalf of the County Wildlife Partnership) or the Broads Authority on the basis of adverse impact on a site of acknowledged biodiversity importance.
GNLP21	Green infrastructure	To increase the percentage of allocated residential sites, or sites permitted for development of 10 or more homes, that have access to a semi-natural green space of at least 2 ha within 400m.
GNLP22	Green infrastructure	To increase the total hectares of accessible public open space (cumulative) provided as a consequence of a planning condition, section 106 obligation or CIL investment within the plan period.
GNLP23	Green infrastructure	To increase the length of new greenway (defined as a shared use, car-free off-road route for a range of users and journey purposes) provided as a consequence of a planning condition, section 106 obligation or CIL investment.
GNLP24	Landscape	To minimise the number of planning approvals granted contrary to the advice of the Broads Authority based on adverse impact on the Broads landscape.
GNLP25	Condition of heritage assets	To reduce the number (and percentage) of buildings at risk: a) listed buildings b) scheduled ancient monuments on the Buildings at Risk Register, taken from Historic England data.
GNLP26	Renewable energy	To increase sustainable and renewable energy capacity permitted by type (where not ancillary to other types of development).
GNLP27	Renewable energy	To achieve 100% against the renewable energy policy: a) for housing to achieve a 19% reduction against Part L of the 2013 Building Regulations; b) for appropriate non-residential uses over 500 sqm in floorspace to achieve the BREEAM "Very Good" energy efficiency standard or its equivalent successor.
GNLP28	Use of previously developed land	To maximise the percentage of new and converted dwellings on previously developed land
GNLP29	Use of greenfield land	To minimise the number of planning permissions granted on non-allocated sites on class 1, 2 or 3a agricultural land.
GNLP30	Flood risk	To minimise the number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence or water quality grounds.
GNLP31	Water	To achieve 100% against the water efficiency policy for new homes of 110 litres per person per day.
GNLP Homes objective – To enable delivery of high-quality homes of the right density, size, mix and tenure to meet people’s needs throughout their lives and to make efficient use of land.		
GNLP32	Housing	The total number of new dwellings (all tenures) completed.
GNLP33	Housing	The total number of new affordable tenure dwellings completed.
GNLP34	Housing	To monitor dwelling completions by size (bedroom number) and to aim to be within a 10% tolerance of the most recent sub-regional housing market assessment.
GNLP35	Gypsy and Traveller sites	To monitor the number of Gypsy and Traveller pitches granted planning permission against the requirements of the accommodation needs assessment.
GNLP36	Affordable housing	To monitor the percentage of sites of 10 or more homes that achieve 33% affordable housing.
GNLP37	Adaptable housing	Percentage of sites of 10 or more homes where 20% are accessible and adaptable, as defined by Building Regulation M4(2).
GNLP38	Housing space standards	For 100% of new dwellings to meet the Government’s Nationally Described Space Standards (NDSS).
GNLP39	Custom build	Percentages of sites of 40 dwellings or more (excluding flats) where 5% of plots are provided for custom build.
GNLP Infrastructure objective – 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.		
GNLP40	Highways	To minimise the number of planning approvals granted contrary to the advice of Norfolk County Council Highways department, based upon access or surrounding road network constraints.
GNLP41	Transport and access to services	To improve the district authority ranking for reducing the barriers to housing and services, taken from the English Indices of Multiple Deprivation.
GNLP42	Sustainable transport	To monitor the percentage of major planning permissions with a planning obligation towards the provision of new footways, cycleways or public transport provision (excluding CIL).
GNLP Delivery objective – To promote the delivery of housing, jobs and infrastructure to meet identified needs, supported by intervention mechanisms where the market is unable to deliver.		
GNLP43	Growth delivery and 5-year land supply of housing	To monitor the number of site allocations provided with pre-application advice.

Indicator Code	Theme	Indicator
GMLP44	Growth delivery and 5-year land supply of housing	To monitor the number of site allocations with outline consent given.
GMLP45	Growth delivery and 5-year land supply of housing	To monitor the number of site allocations with full/reserved matters consents given.
GMLP46	Growth delivery and 5-year land supply of housing	To monitor the number of site allocations where development has commenced (with percentage of homes and/or floorspace completed).
GMLP47	Growth delivery and 5-year land supply of housing	To monitor the non-allocated sites with outline consent given.
GMLP48	Growth delivery and 5-year land supply of housing	To monitor the non-allocated sites with full/reserved matters consents given.
GMLP49	Growth delivery and 5-year land supply of housing	To monitor the non-allocated sites where development has commenced (with percentage of homes and/or floorspace completed).

Appendix 4: Plans to be superseded and plans to be carried forward

Plans proposed to be superseded by the Greater Norwich Local Plan:

- The Joint Core Strategy for Broadland, Norwich and South Norfolk (2011 and subsequently readopted 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)

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)

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
Drayton	BDC	July 2016	2026
Gt & Lt Plumstead	BDC	July 2015	2034
Hellesdon	BDC	December 2017	2026
Horsford	BDC	July 2018	2038
Old Catton	BDC	July 2016	2035
Rackheath	BDC	July 2017	2037
Salhouse	BDC	July 2017	2026
Sprowston	BDC	May 2014	2026
Strumpshaw	BDC	July 2014	2026
Wroxham	BDC	March 2019	2039
Cringleford	SNC	January 2014	2026
Easton	SNC	December 2017	2042
Mulbarton	SNC	February 2016	2030

In addition, there are 7 qualifying bodies in Broadland which have designated their neighbourhood area and 11 in South Norfolk. This means they have committed to developing a neighbourhood plan. There is also one neighbourhood area designated within Norwich. Of the places preparing neighbourhood plans, two in Broadland have been approved by the local authority to proceed to a referendum. These are in Spixworth and Taverham scheduled for May 2021. However, these plans do not currently have significant weight in the planning process. At least two further Neighbourhood Plans are well-advanced, those in Long Stratton and Poringland. Subject to their being approved following an examination and referendum, it is anticipated these could be made by mid-2021.

Appendix 5 Village Clusters in Broadland

In addition to the existing commitment of 1,143 homes in the village clusters in Broadland, new site allocations are made in the GNLP Sites Plan for the following number of homes in village clusters in Broadland through this plan. Please note that some parishes cluster with settlements higher in the settlement hierarchy e.g. Blickling, Burgh & Tuttington and Oulton cluster with Aylsham as it provides the local primary school. The table only shows the housing numbers for the village clusters, with housing numbers for the higher order settlements set out in policies 7.1 to 7.3 of the plan.

Map Reference	Total Dwellings	Village Cluster
1	0	Aylsham, Blickling, Burgh & Tuttington and Oulton
	<i>Main Town</i>	<i>Aylsham</i>
	0	Blickling
	0	Burgh & Tuttington
	0	Oulton
2	20	Blofield Heath and Hemblington
	20	Blofield Heath
	0	Hemblington
3	0	Brundall and Postwick with Witton
	<i>Key Service Centre</i>	<i>Brundall</i>
	0	Postwick with Witton
4	40	Buxton with Lamas and Brampton
	40	Buxton with Lamas
	0	Brampton
5	0	Cantley
6	40	Cawston with Brandiston and Swannington
	40	Cawston
	0	Brandiston
	0	Swannington
7	20	Coltishall with Horstead Belaugh
	20	Coltishall
	0	Horstead
	0	Belaugh
8	15	Foulsham and Themelthorpe
	15	Foulsham
	0	Themelthorpe
9	40	Freethorpe, Halvergate and Wickhampton
	40	Freethorpe and Wickhampton
	0	Halvergate
10	0	Frettenham
11	0	Great and Little Plumstead
12	20	Great Witchingham, Lenwade, Weston Longville, Alderford, Attlebridge, Little

		Witchingham and Morton on the hill
	20	Great Witchingham and Lenwade
	0	Weston Longville
	0	Alderford
	0	Attlebridge
	0	Little Witchingham
	0	Morton on the hill
13	0	Hainford and Stratton Strawless
	0	Hainford
	0	Stratton Strawless
14	0	Hevingham
15	0	Honingham (clustered with Easton in South Norfolk)
	<i>Norwich Urban Area</i>	<i>Easton</i>
	0	Honingham
16	45	Horsford, Felthorpe and Haveringland
	45	Horsford
	0	Felthorpe
	0	Haveringland
17	50	Horsham and Newton St Faiths
18	60	Lingwood & Burlingham, Strumpshaw and Beighton
	60	Lingwood & Burlingham
	0	Strumpshaw
	0	Beighton
19	35	Marsham
20	60	Reedham
21	0	Reepham, Booton, Guestwick, Heydon, Salle and Wood Dalling
	<i>Key Service Centre</i>	<i>Reepham</i>
	0	Botton
	0	Guestwick
	0	Heydon
	0	Salle
	0	Wood Dalling
22	12	Salhouse, Woodbastwick and Ranworth
	12	Salhouse

	0	Woodbastwick
	0	Ranworth
23	25	South Walsham and Upton with Fishley
	25	South Walsham
	0	Upton with Fishley
24	0	Spixworth and Crostwick
	0	Spixworth
	0	Crostwick
25	0	Taverham and Ringland
	<i>Norwich Urban Area</i>	<i>Taverham</i>
	0	Ringland
TOTAL	482	

Settlements higher in the Hierarchy

See policies 7.1 to 7.3 for housing allocations in the following locations.

Map Reference	Settlement	
A	<i>Acle</i>	<i>Key Service Centre</i>
B	<i>Blofield</i>	<i>Key Service Centre</i>
C	<i>Drayton</i>	<i>Norwich Urban Area</i>
D	<i>Hellesdon</i>	<i>Norwich Urban Area</i>
E	<i>Old Catton</i>	<i>Norwich Urban Area</i>
F	<i>Rackheath</i>	<i>Norwich Urban Area</i>
G	<i>Sprowston</i>	<i>Norwich Urban Area</i>
H	<i>Thorpe St Andrew</i>	<i>Norwich Urban Area</i>
I	<i>Wroxham</i>	<i>Key Service Centre</i>
J	<i>Aylsham</i>	<i>Main Town</i>
K	<i>Brundall</i>	<i>Key Service Centre</i>
L	<i>Reepham</i>	<i>Key Service Centre</i>
M	<i>Taverham</i>	<i>Norwich Urban Area</i>

Additional Appendix for cabinets' version of the plan in the new year

Appendix 6 Housing delivery trajectories

Appendix 7 Implementation of policy 7.5

This appendix relates to policy 7.5. It lists the parishes in Greater Norwich as either smaller parishes (with fewer than 140 dwellings based on council tax records in 2020), or larger parishes. Under policy 7.5, the maximum number of additional dwellings from small scale additional windfall from the adoption of the plan will be three in the smaller parishes and five in larger parishes as defined below.

Three dwellings maximum	Five dwellings maximum
<p>Broadland parishes:</p> <p>Alderford, Attlebridge, Beeston, Belaugh, Blickling, Booton, Brampton, Brandiston, Burgh & Tuttington, Crostwick, Guestwick, Haveringland, Heydon, Little Witchingham, Morton on the Hill, Oulton, Reepham Whitwell, Ringland, Salle, Swannington, Themelthorpe and Wood Dalling.</p>	<p>Broadland parishes:</p> <p>Acle, Aylsham, Beighton, Blofield, Brundall, Buxton with Lamas, Cantley, Cawston, Coltishall, Drayton, Felthorpe, Foulsham, Freethorpe, Frettenham, Great & Little Plumstead, Great Witchingham, Hainford, Halvergate, Hellesdon, Hemblington, Hevingham, Honingham, Horsford, Horsham & Newton St Faith, Horstead with Stanninghall, Lingwood & Burlingham, Marsham, Old Catton, Postwick with Witton, Rackheath, Reedham, Reepham, Reepham Hackford, Salhouse, South Walsham, Spixworth, Sprowston, Stratton Strawless, Strumpshaw, Taverham, Thorpe St Andrew, Upton with Fishley, Weston Longville, Woodbastwick and Wroxham</p>
<p>South Norfolk parishes:</p> <p>Ashby St Mary, Bedingham, Burgh St Peter, Carleton St Peter, Claxton, Colney, East Carleton, Flordon, Framingham Pigot, Gissing, Great Melton, Heckingham, Hedenham, Hellington, Heywood, Holverston, Howe, Ketteringham Kimberley & Carleton Forehoe, Kirby Bedon, Kirstead, Morningthorpe & Fritton, Mundham, Norton Subcourse, Raveningham, Shelton & Hardwick, Sisland, Stockton, Thwaite, Topcroft, Wheatacre, Wramplingham and Yelverton.</p>	<p>South Norfolk parishes:</p> <p>Alburgh, Aldeby, Alpington, Ashwellthorpe & Fundenhall, Aslacton, Barford, Barnham Broom, Bawburgh, Bergh Apton, Bracon Ash & Hethel, Bramerton, Brandon Parva Coston Runhall & Welborne, Bressingham & Fersfield, Brockdish, Brooke, Broome, Bunwell, Burstn & Shimpling, Caistor & Bixley, Carleton Rode, Chedgrave, Costessey, Cringleford, Denton, Deopham & Hackford, Dickleburgh & Rushall, Diss, Ditchingham, Earsham, Easton, Ellingham, Forncett, Framingham Earl, Geldeston, Gillingham, Great Moulton, Haddiscoe, Hales, Hempnall, Hethersett, Hingham, Keswick & Intwood, Kirby Cane, Langley with Hardley, Little Melton, Loddon, Long Stratton, Marlingford & Colton,</p>

	Morley, Mulbarton, Needham, Newton Flotman, Poringland, Pulham Market, Pulham St Mary, Redenhall with Harleston, Rockland St Mary, Roydon, Saxlingham Nethergate, Scole, Seething, Shelfanger, Shotesham, Spooner Row, Starston, Stoke Holy Cross, Surlingham, Swainsthorpe, Swardeston, Tacolneston, Tasburgh, Tharston & Hapton, Thurlton, Thurton, Tibenham, Tivetshalls, Toft Monks, Trowse with Newton, Wacton, Wicklewood, Winfarthing, Woodton, Wortwell, Wreningham and Wymondham.
--	--

Additional Appendix for cabinets' version of the plan in the new year

Appendix 8 Superseded policies

Additional Appendix for submission version of the plan in summer 2021

Appendix 9 Amendments to Policies Maps