Norfolk Strategic Planning Framework

Shared Spatial Objectives for a Growing County and ~~Emerging~~ Statement of Common Ground

~~December 2017~~January 2019

Signatories

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- Broadland District Council
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- Natural England
- Environment Agency
- Anglian Water
- New Anglia Local Enterprise Partnership

Acknowledgements

The authors would like to thank the following organisations for their support in the production of this document:

- Breckland District Council
- Broadland District Council
- Broads Authority
- Great Yarmouth Borough Council
- Borough Council of King's Lynn and West Norfolk
- North Norfolk District Council
- Norwich City Council
- South Norfolk Council
- Norfolk County Council
- Suffolk County Council
- Babergh & Mid Suffolk District Councils
- Waveney District Council
- West Suffolk Council
- Fenland District Council
- East Cambridgeshire District Council
- South Holland District Council
- Natural England
- Environment Agency
- Wild Anglia
- Anglian Water
- New Anglia Local Enterprise Partnership
- UK Power Networks
- ~~Greater Cambridge Greater Peterborough Local Enterprise Partnership~~
- Cambridgeshire and Peterborough Combined Authority
- Great Yarmouth & Waveney CCG
- North Norfolk CCG
- Norwich CCG
- South Norfolk CCG
- West Norfolk CCG
- NHS Sustainability and Transformation Partnership Estates for Norfolk and Waveney

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- Mobile UK

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Section 1 – Introduction

	1.1 Purpose of this Document Norfolk's Local Planning Authorities (including Norfolk County Council) have a long track record of working together to achieve shared objectives. In early 2015 they, working through its strategic planning member forum, agreed to formally cooperate on a range of strategic cross-boundary planning issues through the preparation of ~~this~~ the Norfolk Strategic Planning Framework (NSPF). ~~(previously called the Norfolk Strategic Framework and referred to in this document as the NSF).~~ The aim of producing the framework ~~is~~ was to: - Agree shared objectives and strategic priorities to improve outcomes for Norfolk and inform the preparation of future Local Plans; - Demonstrate compliance with the duty to co-operate and consistency with the revised National Planning Policy Framework ~~(while recognising the latter is due to be revised shortly)~~; - Find efficiencies in the planning system through working towards the establishment of a shared evidence base; - Influence subsequent high level plans (such as the New Anglia LEP's Strategic Economic Plan); and - Maximise the opportunities to secure external funding to deliver against agreed objectives.
Update section with latest position	Following consultation in August/September 2017 the endorsed NSPF was published in March 2018. With the publication of a revised National Planning Policy Framework (NPPF) on the 24th July 2018[1] and the requirement to apply a new standardised methodology to assessing housing need and produce statements of common ground it is clear that Norfolk's local planning authorities needed to continue to work closely together to address strategic planning matters. The Norfolk Strategic Planning Member forum agreed to

[1] See https://www.gov.uk/government/publications/national-planning-policy-framework--2

	continue to formally cooperate on strategic planning activities and to update the NSPF in light of the publication of the revised NPPF. ~~The project has been underway since October 2015. Four working groups have been established to pull together a shared evidence base on housing, employment, infrastructure and delivery issues.~~ A number of working groups have been tasked with updating the document, t~~T~~hese ~~working~~ groups consist of Local Authority staff assisted by other organisations including the Environment Agency, Natural England~~,~~ NHS Sustainability and Transformation Partnership (STP), Anglian Water, UK Power Networks ~~, Homes and Communities Agency~~ and the New Anglia Local Enterprise Partnership. Our thanks is extended to all those who have contributed to this work which has informed this framework. For further information on the work of the Norfolk Strategic Planning Member Forum and about the process for preparing this strategy please see the Forum's website: www.norfolk.gov.uk/nsf ~~This~~ Once again this document is intended to be strategic in nature. It provides only an overview of background information and shared research. A wealth of information has been produced by the working groups; however a decision has been made to keep this document concise and to concentrate on the matters where there is a clear need for agreement between the Local Authorities. We acknowledge that not all factors have been considered, but where appropriate, relevant additional information has been highlighted. Mitigation of certain issues does not diminish their importance or value. Details of the lead contact in each local Council on strategic planning matters are included in Appendix 1.
Include Governance arrangements here	1.2 Governance Arrangements for the creation of this document **Norfolk Strategic Planning Member Forum** The development of this Framework is overseen by the Norfolk Strategic Planning Member Forum. This consists of one Member from each of the Borough Council of King's Lynn and West Norfolk, Breckland District Council, Broadland District Council, Broads Authority, Great Yarmouth Borough Council, North Norfolk District Council, Norwich City Council, South Norfolk Council and the Norfolk County Council. The membership of the group will be determined by each authority via annual nomination preferably of the Planning Portfolio Member or equivalent for each authority. The operation of the Member Forum and officer support group is governed by formal terms of reference available from www.norfolk.gov.uk/nsf. Chairmanship and vice chairmanship is determined by the Forum and reviewed each year. The meetings of the Forum are held every three months and held in public. An agenda and papers are circulated in advance of each meeting and

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informal action notes will be taken and published on the Norfolk Strategic Planning Framework website (www.norfolk.gov.uk/nsf). Each authority endorses this document through their relevant committees or cabinets.

Norfolk Strategic Planning Officers Group

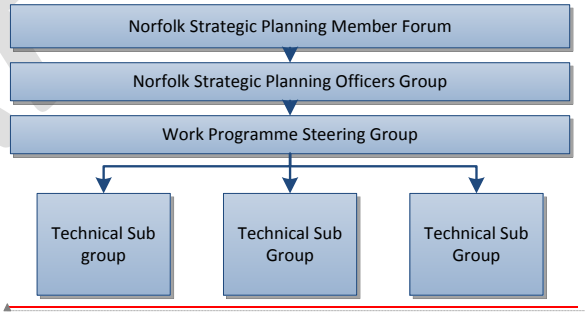
The Norfolk Strategic Planning Officers Group consists of~~n the~~ key planning policy officers from each Planning Authoirty in Norfolk as well as other key statutory agencies. The group reviews the progress of the document production on a monthly basis. The group have ensured that the document progresses to the timetable and meets any government and legislative requirements.

The Steering Groups

The steering group is responsible for the creation of the document, receiving reports from the Techincal Sub groups to help in the authoring process.

Technical Sub groups

The Technical Sub Groups provide technical evidence and make recommendations in relation to the document to the Steering Group. They consist of officers from the Authorities involved in the production of the document and a range of bodies who have expertise and interest in matters related to the group's subject.



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1.~~2~~ 3 Changes to the document ~~since consultation~~

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	In updating this document Norfolk's local planning authorities sought to ensure the NSPF meets the new requirements of the revised National Planning Policy Framework (NPPF) particularly: • it meets the requirements set out to become a Norfolk wide Statement of Common Ground (SCG) • it includes an assessment of the impacts of the interim new housing methodology in the housing section and the ability of each authority to meet its own housing needs. • Updates to remaining sections to take account of new or updated information ~~A draft of this document was published for extensive public consultation over the summer of 2017. The consultation closed on 22nd September and a significant number of representations were received during the period. These representations have all been analysed and a considerable number of changes to this document have been made in response. Details of the representations made and responses to them can be seen at: https://norfolk.citizenspace.com/consultation/norfolk-strategic-framework/~~ ~~Shortly before the consultation on the NSF closed the government published consultation proposals titled "Planning for the right homes in the right places"[2]. This document potentially has some significant implications for the NSF which have been reflected in this version of the document. In particular the government consultation proposed:~~ ~~a) a detailed methodology of a proposed standard approach to assessing housing need across local authority areas which had been previously proposed in the housing white paper [3]as a measure to make the assessment of local housing need simpler, quicker and more transparent and therefore speed the production of local plans; and~~ ~~b) to introduce a requirement in the revised National Planning Policy Framework[4] that all local planning authorities should produce a statement of common ground setting out cross boundary matters, including the housing need for the area, distribution and proposals for meeting any shortfalls.~~

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~~[2]See https://www.gov.uk/government/consultations/planning-for-the-right-homes-in-the-right-places-consultation-proposals~~
~~[3] https://www.gov.uk/government/collections/housing-white-paper~~
~~[4] Due to be produced by Spring 2018~~

~~Both these proposals have the potential to significantly impact upon the NSF as the draft document already addressed issues of housing need and also did much of what the government are proposing to introduce by introducing the requirement for producing a statement of common ground. In the consultation document the government stressed that "The statement of common ground is not intended to replicate any stage of the plan-making process, nor should it be an additional burden on local planning authorities. Critically, we do not want this proposal to disrupt existing joint working arrangements where these are effective."[5]~~

~~Taking this steer from government the authorities are of the view that the NSF should effectively become the statement of Common Ground for Norfolk and a number of amendments have been made to the NSF so it is clear that this is the intention and to comply with the detail of what was proposed by government in the consultation document. Clearly as the government proposals have only been published for consultation at this stage it will be necessary to keep this decision under review and change the NSF further during 2018 if this is deemed necessary in order to comply with the requirements of the revised national Planning Policy Framework when it is finalised.~~

1.~~3~~ 4 Timescale for and coverage of the Document

This document relates to the whole of Norfolk and all Norfolk authorities which include:
Breckland District Council, Broadland District Council, Broads Authority, Great Yarmouth Borough Council, Borough Council of King's Lynn and West Norfolk, Norwich City Council, North Norfolk District Council, South Norfolk Council and Norfolk County Council.

All Norfolk Local Planning Authorities have agreed that in their next generation of Local Plans to plan to a common end date of at least 2036. This is reflected in the evidence base for this framework insofar as it seeks to provide statistical information looking ahead to this period. This is also the date by when objectives are to be achieved. However, in parts, notably the vision, it is necessary for the document to take a longer term

~~[5] See para 65 of the consultation document~~

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	view. **Agreement 1 - That when preparing new Local Plans which seek to identify levels of Objectively Assessed Need for housing the Norfolk Planning Authorities will produce documents which provide for the development needs of their areas until at least 2036.**

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Section 2 – Vision and Objectives

Update population figures	**2.1 Introduction** Norfolk is a diverse County. It covers a land area of 5,370 sq. km (2,074 sq. miles) and has a population of 89~~2~~8,~~9~~400[6]. It is a largely rural county with a relatively low population density, although over half of the population lives in the built up areas of Norwich, Great Yarmouth and King's Lynn and a number of market towns[7]. These built up areas have a very considerable stock of historic assets and can offer a very attractive quality of life to residents.

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[6] Mid year 2017~~6~~ ONS estimate see Norfolk Insight web page http://www.norfolkinsight.org.uk/population

[7] The 21 largest others centres are Attleborough, Aylsham, Cromer, Dereham, Diss, Downham Market, Fakenham, Harleston, Holt, Hunstanton, Loddon, Long Stratton, North Walsham, Sheringham, Stalham, Swaffham, Thetford, Wroxham/Hoveton, Wymondham, Watton, Wells-Next-The-Sea

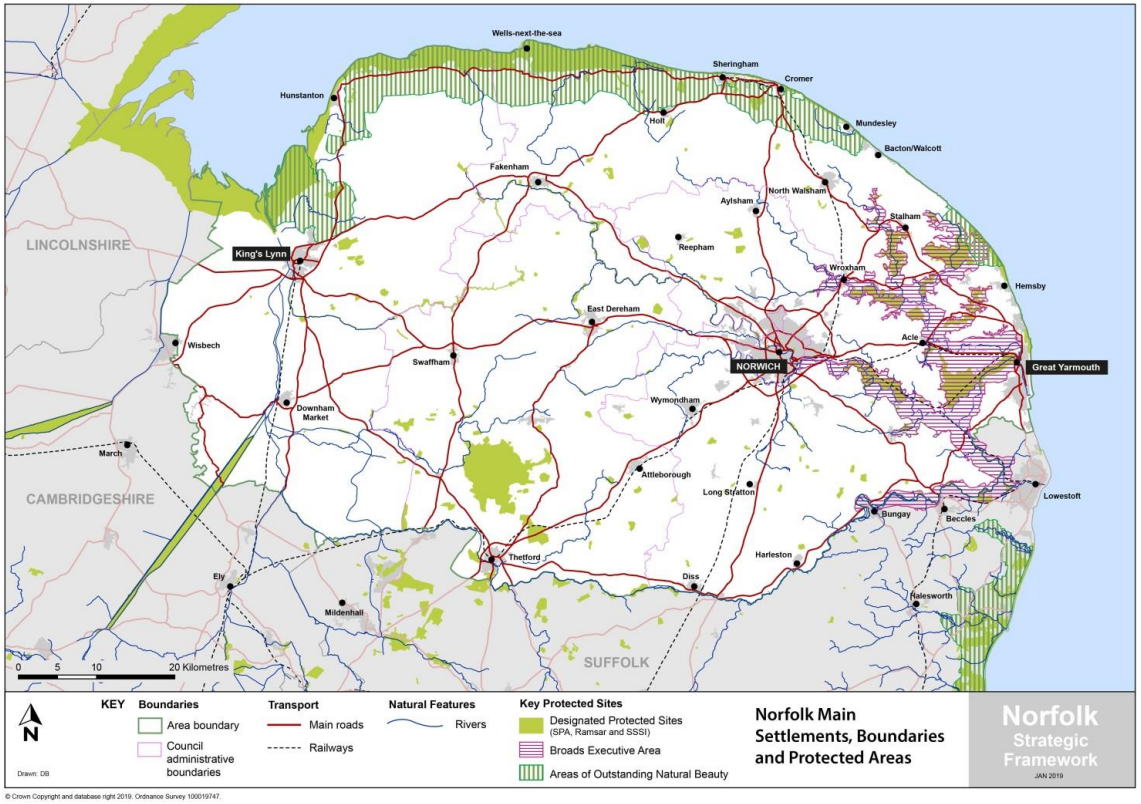

Figure 1: Map of Norfolk's main settlement, Authority boundaries, major transport connections and protected areas. *2018*

Norfolk borders Suffolk to the south, Cambridgeshire to the southwest, and Lincolnshire to the west, and has a long coastal boundary stretching from The Wash to the south of Great Yarmouth. It contains many environments which are highly valued for their landscape and for their biodiversity and/or geodiversity interests. In particular, the Norfolk Coast Area of Outstanding Natural Beauty, the Brecks and the Broads, which is a unique network of protected rivers and lakes that extends partly into Suffolk and has the equivalent status

Remove references to GCGP and update section regarding CA Update reference to NDR	to a National Park. Norfolk's economy is also diverse. It is home to a number of world class industries such as on the Norwich Research Park and the offshore energy sector in Great Yarmouth. Employment levels are growing; there is a highly skilled and versatile population with good graduate retention rates and improving links to the thriving markets of Cambridge, London and the wider South East. However, it is not without challenges~~,~~; gross value added per job in the area remains below the UK average[8], there are high levels of deprivation especially in urban areas and skill levels in the workforce are relatively low. The Economic Strategy (which was produced by the New Anglia Local Enterprise Partnership in 2017) identifies a number of interventions designed to significantly uplift economic performance in Norfolk. ~~Additionally, the King's Lynn and West Norfolk Council area is also covered by the Greater Cambridge Greater Peterborough (GCGP) Local Economic Partnership. Details of the GCGP Strategic Economic Plan can be seen online[9]. The document is under review. The new Cambridgeshire Combined Authority is also reviewing economic prospects in their area.~~ Norfolk's infrastructure is comparatively under developed compared to many other parts of the wider South and East of England. For many years Norwich was the largest city in England not connected to the motorway network by a dual carriageway. Cross county trips tended to be slow and unreliable and rail journey times from London were comparable to places in the north of England such as York and Warrington. However, the dualling of the A11 and the completion of the Broadland Northway (previously known as the Northern Distributor Road) improved travel time and connectivity considerably, and ~~recent~~ announcements on both the A47 and the Greater Anglia rail franchise have the potential to improve this further. Norwich Airport, the busiest airport in East Anglia, offers regular flights to various destinations in the UK and Europe. Many of the key road and rail links connecting Norfolk to the rest of the UK are still in need of improvement as are many of the links within the County. The need to enhance capacity of infrastructure networks can add considerable costs and increase

[8] See NEW Anglia ~~Lep~~ LEP Economic Strategy page 7 https://newanglia.co.uk/our-economic-strategy/~~http://www.newanglia.co.uk/wp-content/uploads/2014/03/New-Anglia-Strategic-Economic-Plan-V2.pdf~~

[9] ~~see~~ ~~http://www.gcgp.co.uk/local-growth-strategy/~~

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Update figures from better broadband for Norfolk	delays to development. Patchy mobile coverage is a continuing frustration to residents and businesses[10]. However, the picture regarding superfast broadband coverage is rapidly improving; with 92% ~~nearly 88~~%[11] of the county's homes and businesses ~~can~~ able to now access superfast broadband, up from 42% in 2012[12], and through the extension to the better broadband for Norfolk programme ~~it is aimed~~which plans to make high-speed broadband available to more than 95 per cent of Norfolk's premises by ~~spring~~ April 2020. Through working together and with government, businesses and residents Norfolk's Local Authorities hope to successfully address the challenges faced and maximise the potential of the County. As a basis for guiding this shared endeavour, the following shared vision and objectives have been agreed for consultation by the Strategic Planning Member Forum. For further information on the background to this material please see the papers previously considered by the Member Forum[13]. **2.2 Proposed Spatial Vision** **Agreement 2 - In preparing their Local Plans the Norfolk Planning Authorities will seek to positively contribute towards the delivery of the following vision.** "By the middle of the 21st century Norfolk will be increasingly recognised nationally for having a strong and vibrant economy providing high quality economic opportunities for residents in urban and rural areas. Its settlements and key infrastructure will be physically resilient to the impacts of climate change. The natural, built and historic environments will be enhanced through the regeneration of settlements, safeguarding and enhancement of current assets and networks, improving both biodiversity and the quality of life for residents. Housing needs will be met in full in socially inclusive communities. The County will be better connected by having good transport links to major cities in the UK and Europe and excellent digital connectivity. A good

[10] See www.norfolk.gov.uk/mobilemap
[11] See Better Broadband for Norfolk Website
[12] See Better Broadband for Norfolk Information Sheet 26 (26 May 2017)
[13] See papers for the 13th October 2016 Member Forum at www.norfolk.gov.uk/nsf

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	relationship between homes and jobs will minimise the need to travel and residents will have choice about how they meet their demand for local travel.”
	2.3 Proposed Shared Objectives
	Agreement 3 - By 2036, through co-operation between Local Authorities and preparation of Development Plans, Norfolk will seek to maximise the delivery of the following objectives (in no particular order): To realise the economic potential of Norfolk and its people by:
Remove references to GCGP	• facilitating the development and infrastructure needed to support the region’s business sectors and clusters, driving economic growth through the enhancement of productivity, skills and education to provide widening opportunities in line with the New Anglia Local Enterprise Partnership Economic Strategy~~, the Greater Cambridge Greater Peterborough Enterprise Partnership Economic Strategy and this framework~~; • fully exploiting the economic opportunities offered by the economic success and global reputation of Cambridge; • providing for job growth broadly matching increases in housing provision and improving the alignment between the locations of workplaces and homes; • ensuring effective and sustainable digital connections and transport infrastructure between and within Norfolk’s main settlements and across county boundaries to strengthen inward investment; ~~and~~ • strengthening Norfolk’s connections to the rest of the UK, Europe and beyond by boosting inward investment and international trade through rail, road, sea, air and digital connectivity infrastructure~~.~~; • strengthening Norfolk's competitiveness through the delivery of well-planned balanced new developments providing access to a range of business space as well as high quality residential, well serviced by local amenities and high quality educational facilities~~.~~;
Highlight the current retail difficulties	• Recognising the role of our city centre and the need to re-examine and revitalise the role of town centres as a focus for investment and enhancing the quality of life for residents~~.~~; • recognising that the long term conservation of Norfolk's natural environment and heritage is a key element of the county's competitiveness.
	To reduce Norfolk’s greenhouse gas emissions as well as the impact from, exposure to, and effects of climate

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	change by: • locating development so as to reduce the need to travel; • effecting a major shift in travel away from car use towards public transport, walking and cycling; • maximising the energy efficiency of development and promoting the use of renewable and low carbon energy sources; and • managing and mitigating against the risks of adverse weather events, sea level rise and flooding by reducing the impacts on people, property and wildlife habitats. To address housing needs in Norfolk by: • providing for the quantity of housing growth which will support the economic prospects of the County and address in full the identified need for new homes in line with the Economic Strategy~~ies~~ of the New Anglia ~~& GCGP~~ LEP~~s~~; • ensuring that new homes built are of the right sort in terms of size, type, and tenure to contribute positively towards addressing identified needs including for affordable homes, homes for the elderly and students, and other groups in society requiring specialist living accommodation; • Ensuring that new homes are served and supported by adequate social infrastructure, including schools, libraries, fire service provision; play space and green infrastructure provided through developer funding (e.g. through S106 agreements and/or Community Infrastructure Levy) • contributing towards sustainable patterns of development including improving the relationship between homes, jobs and other key day to day services; • delivering high quality, energy efficient homes in attractive communities which make a positive contribution to the health and well-being of communities; and • ensuring that homes are delivered at the right time to address identified needs. To improve the quality of life for all the population of Norfolk by: • ensuring new development fulfils the principles of sustainable communities, providing a well-designed and locally distinctive living environment adequately supported by social and green infrastructure; • promoting social cohesion by significantly improving the educational performance of our schools, enhancing the skills of the workforce and improving access to work, services and other facilities, especially for those who are disadvantaged; • maintaining cultural diversity while addressing the distinctive needs of each part of the county; • ensuring all our communities are able to access excellent sporting facilities, health services and

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	opportunities for informal recreation; • promoting regeneration and renewal of disadvantaged areas; and • increasing community involvement in the development process at local level. To improve and conserve Norfolk's rich and biodiverse environment by: • ensuring the protection and enhancement of Norfolk's environmental assets, including the built and historic environment, biodiversity, geodiversity, soils, protected landscapes, the Broads, the Brecks and the coast; • protecting the landscape setting of our existing settlements where possible and preventing the unplanned coalescence of settlements; • maximising the use of previously developed land within our urban areas to minimise the need to develop previously undeveloped land; • minimising, where possible, development on the best and most versatile agricultural land; • where previously undeveloped land is developed, the environmental benefits resulting from its development will be maximised; • protecting, maintaining and enhancing biodiversity through the conservation of existing habitats and species, and by creating new wildlife habitats through development; • providing a coherent connected network of accessible multi-functional greenspaces; • reducing the demand for and use of water and other natural resources; and • Protecting and enhancing water, air, soil and other natural resource quality where possible.

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Section 3 – Understanding the County

	3.1 Administrative Boundaries Within Norfolk there are seven separate District Council areas[14] (as shown in Fig.2), each of which is a Local Planning authority. Overlying parts of five of these areas (and also part of Waveney District in Suffolk) is the Broads Authority which is the Local Planning Authority for its area rather than the District Councils. The Broads Authority Executive Area (in which the Broads Authority are the planning authority) overlays these administrative areas and is illustrated in Figure 1.

[14] Breckland District Council, Broadland District Council, Great Yarmouth Borough Council, King's Lynn and West Norfolk Borough Council, North Norfolk District Council, Norwich City Council and South Norfolk Council.

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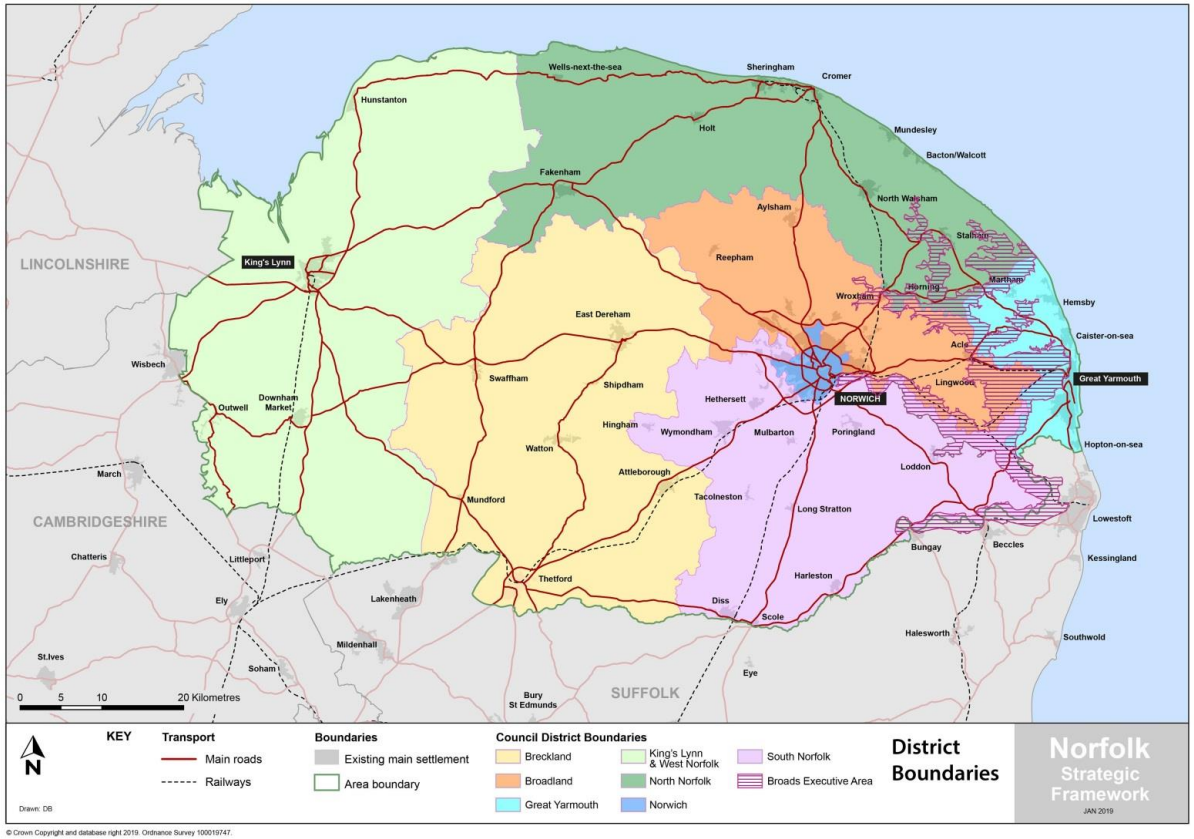
Wells-next-the-sea
Sheringham
Cromer
Hunstanton
Holt
Mundesley
Bacton/Walcott
Fakenham
North Walsham
Aylsham
Stalham
LINCOLNSHIRE
King's Lynn
Reepham
Wroxham
Horning
Martham
Hemsby
East Dereham
Caister-on-sea
Acle
Wisbech
Great Yarmouth
Swaffham
Shipdham
Lingwood
Outwell
Downham Market
Hethersett
NORWICH
Hingham
Wymondham
Mulbarton
Poringland
Hopton-on-sea
Watton
Loddon
March
Attleborough
Tacolneston
Mundford
Long Stratton
CAMBRIDGESHIRE
Lowestoft
Bungay
Beccles
Chatteris
Littleport
Kessingland
Thetford
Harleston
Ely
Lakenheath
Diss
Scole
Halesworth
Southwold
Mildenhall
St.Ives
Soham
Eye
0 5 10 20 Kilometres
Bury St Edmunds
SUFFOLK
N
KEY
Transport
Main roads
Railways
Boundaries
Existing main settlement
Area boundary
Council District Boundaries
Breckland
Broadland
Great Yarmouth
King's Lynn & West Norfolk
North Norfolk
Norwich
South Norfolk
Broads Executive Area
District Boundaries
Norfolk Strategic Framework
JAN 2019
Drawn: DB
© Crown Copyright and database right 2019. Ordnance Survey 100019747.

Remove waste wording as new section included	**Figure 1: Map of Norfolk District boundaries and the major transport connections. *2017***
	In addition to the eight Local Planning Authorities the County Council are also a Local Planning Authority responsible for minerals and waste planning as well as certain operational development related to their functions (most notably for educational development). ~~As County wide plans are already in place for minerals and waste[15] this framework does not address minerals and waste matters further although further iterations of these documents will doubtless need to reflect our shared ambitions for growth.~~ As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. Marine plans will inform and guide decision makers on development in marine and coastal areas. On 2 April 2014 the East Inshore and Offshore marine plans were published, becoming a material consideration for public authorities with decision making functions. Social, economic and environment considerations are neither determined by, nor constrained to, the administrative boundaries of the various planning authorities. Some issues affect single authorities, others are universal to the whole of the County, and across the area there are strong functional relations between places administered by neighbouring authorities. Indeed some settlements straddle the boundaries of planning authorities (Wroxham and Hoveton), as does the infrastructure which is necessary to support development. The economic geography of Norfolk is complex as it reflects a multicentric area and boundaries tend to be fuzzy. Overall the County has a relatively high level of self-containment as the vast majority of the resident workforce stay in Norfolk for work, although there are some strong functional cross county boundary linkages[16]. Within the County the three larger urban areas of Norwich, King's Lynn and Great Yarmouth have a considerable influence providing jobs, retail, health care and a broad range of services and facilities as well as homes for a significant

~~[15] https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/minerals-and-waste-planning-policies/adopted-policy-documents~~

[16] The linkages between Great Yarmouth and Lowestoft; the settlements in the Waveney Valley; and between King's Lynn and the Fens and Cambridge being particularly important.

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Update this section in light of new government methodology?	proportion of the county's population. These three centres are located in the east, west and centre of the County and have relatively limited functional connection with one another, notwithstanding the A47 linking all three. **3.2 Housing Markets** Housing Market Areas (HMAs) are defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work. In defining them, regard is given particularly to: house prices and rates of change in house prices; household migration and search patterns; and contextual data (for example travel to work area boundaries, retail and school catchment areas). They tend to represent *"...the geographical area in which a substantial majority of the employed population both live and work and where those moving house without changing employment choose to stay"*[17]. All areas need to be identified as being within a housing market although housing market areas can overlap. Norfolk HMAs can be seen in Figure 3. Prior to the introduction of a new housing m~~M~~ethodology in the revised National Planning Policy Framework in July 2018, t~~T~~he Norfolk Districts and the Broads Authority ~~have~~ had produced ~~up to date~~ Strategic Housing Market Assessments (SHMAs) which covered the entire County[18]. Within the Central Norfolk SHMA area (comprising of Broadland District Council, Norwich City Council and South Norfolk Council) a case can also be made for the identification of a core area based around Norwich and its immediate environs including parts of both South Norfolk and Broadland District Councils. Outputs from the Central Norfolk SHMA include separate conclusions in relation to this core area. The boundaries of Housing Market Areas will rarely correspond with the administrative boundaries of Local Authorities (Fig.3). In Norfolk there are three distinct HMAs centred on Norwich, King's Lynn, Yarmouth and their surrounding hinterlands. However there are some areas of the County which are distant from any of these centres; functional links are less apparent, and the case for inclusion within one HMA rather than another is less compelling. To ensure comprehensive coverage the Norfolk Authorities have agreed that the boundaries of the Housing Market Areas should be co-terminus and because housing targets will be set for each Planning Authority area the boundaries of HMAs should

[17] Local Housing Systems Analysis: Best Practice Guide. Edinburgh: Scottish Homes
[18] See https://www.norwich.gov.uk/download/downloads/id/3993/shma_-_june_2017.pdf
https://www.west-norfolk.gov.uk/download/downloads/id/1736/shma_document.pdf
https://www.great-yarmouth.gov.uk/CHttpHandler.ashx?id=1241

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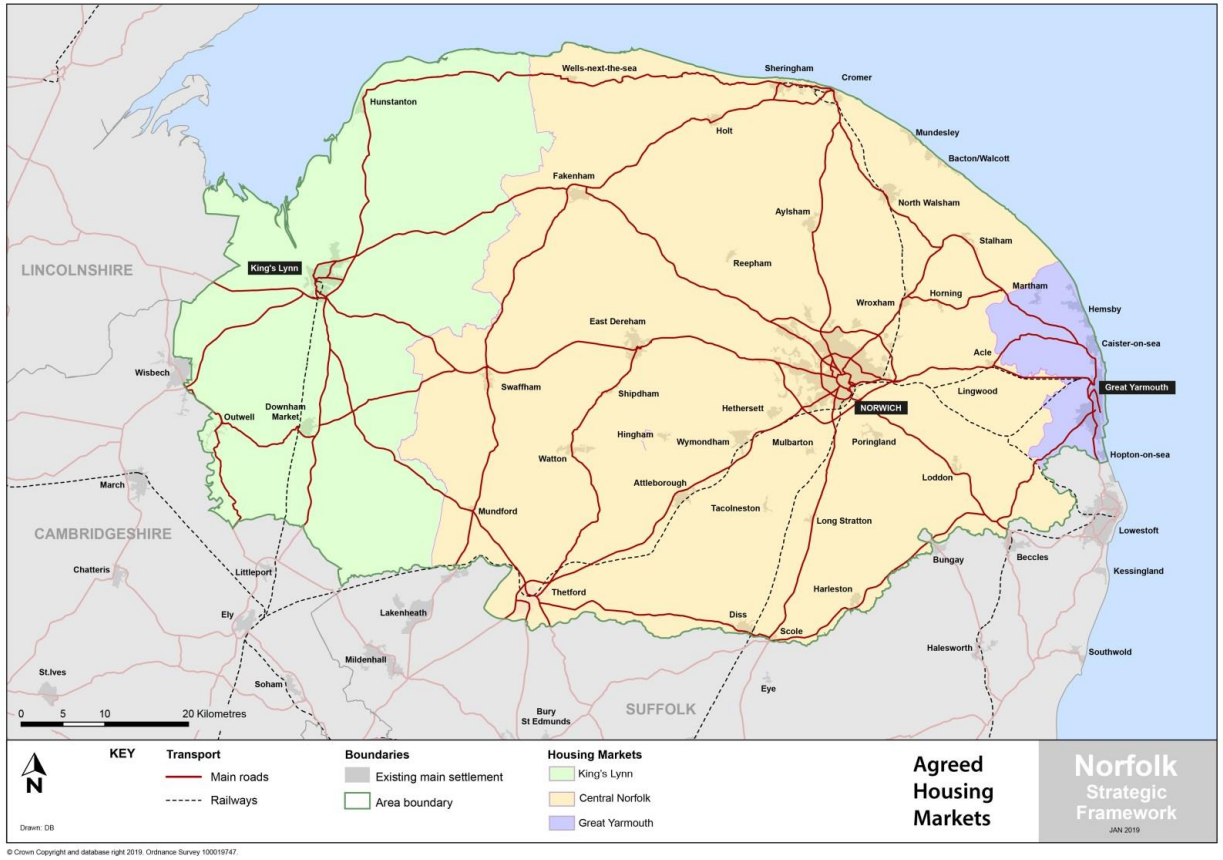
be ‘snapped to’ Authority boundaries.



Updated in light of new

Agreement 4 –To produce and maintain an assessment of housing needs~~Strategic Housing Market~~

government methodology	~~Assessments~~ **covering the three contiguous and non-overlapping broad market areas of Great Yarmouth, Central Norfolk and West Norfolk** The housing needs of the relevant parts of the Broads Authority Area are included within the SHMAs for Central Norfolk, Great Yarmouth and Waveney. The level of need within the Broads Authority area is specified within the Central Norfolk SHMA[19]. The new interim Government methodology cannot be used to calculate the housing requirements within the Broads area, therefore there remains a requirement for the Broads Authority to calculate a separate housing need when it reviews its local plan.
Updated in light of new government methodology	By virtue of the methodological requirements of the definition HMAs, the Central Norfolk Housing Market is very large and includes settlements some considerable distance apart which have little or no functional connection. In response to this the Central Norfolk Strategic Housing Market Assessment[20] defines a core housing market area identifying the settlements with the strongest connections to the Norwich Urban Area. This supports the decision to prepare separate Local Plans for North Norfolk and Breckland District Councils (see below).
Updated in light of new government methodology	Following the introduction of a New Housing Methodology in the Revised National Planning Policy Framework in July 2018~~The above agreement was drafted in advance of the publication of the "Planning for the right homes in the right places". Clearly, with the possibility of a new standard methodology to assess objectively assessed housing need whether there will be a need to produce Strategic Housing Market Assessments in future is now open to question. However~~, it is clear that government still expects local planning authorities to plan for the right mix of home types and tenures to reflect local needs and the evidence base for such planning is only currently available from the SHMAs and is not available from the new proposed standard methodology. ~~Therefore it has been concluded that until revised guidance from government is available on these matters it is best to retain agreement 4 within the NSF.~~ **3.3 Strategic Functional Economic Market Areas** Government guidance recognises that since patterns of economic activity vary from place to place, there is no standard approach to defining a functional economic market area. However in recognising these areas it is possible to define them by taking account of factors including:

[19] See pages 132-134 of the Central Norfolk SHMA https://www.norwich.gov.uk/download/downloads/id/3993/shma_-_june_2017.pdf
[20] See pages 35-36 of the Central Norfolk SHMA https://www.norwich.gov.uk/download/downloads/id/3993/shma_-_june_2017.pdf

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	• extent of any Local Enterprise Partnership within the area; • travel to work areas; • housing market area; • flow of goods, services and information within the local economy; • service market for consumers; • administrative area; • catchment areas of facilities providing cultural and social well-being; and • transport networks. Boundaries of Travel to Work Areas (TTWAs) are illustrated below in Figure 4. Information on retail matters are captured within the existing evidence base supporting Local Plans[21]. Both these sources suggest that whilst Norwich is a major Regional Centre and draws trade from an extensive catchment across Norfolk and the wider region, both King's Lynn and Great Yarmouth retain a sufficient degree of self-containment to be considered in different functional economic market areas for most purposes. It should also be noted that there are some very strong and significant cross boundary functional economic relationships. Great Yarmouth has particularly strong links with Lowestoft to the South. Within the Waveney Valley there are strong relationships between settlements on both sides of the County boundary. In the West of the County, King's Lynn in particular has functional economic linkages to the Lincolnshire and Cambridgeshire Fens. Settlements such as King's Lynn, Downham Market and Thetford also benefit to some extent by good access to the Cambridge economy. The position within the Central Norfolk area is again more complicated as for certain economic functions (such as higher order retail and cultural activities) the catchment area extends over the whole of Central Norfolk areas; there are far weaker connections in other areas of economic activity. In outer parts of the Central Norfolk area there is little

[21] See in particular the Employment, Town Centre and Retail Study for the greater Norwich Local Plan: https://gnlp.jdi-consult.net/localplan/readdoc.php?docid=14

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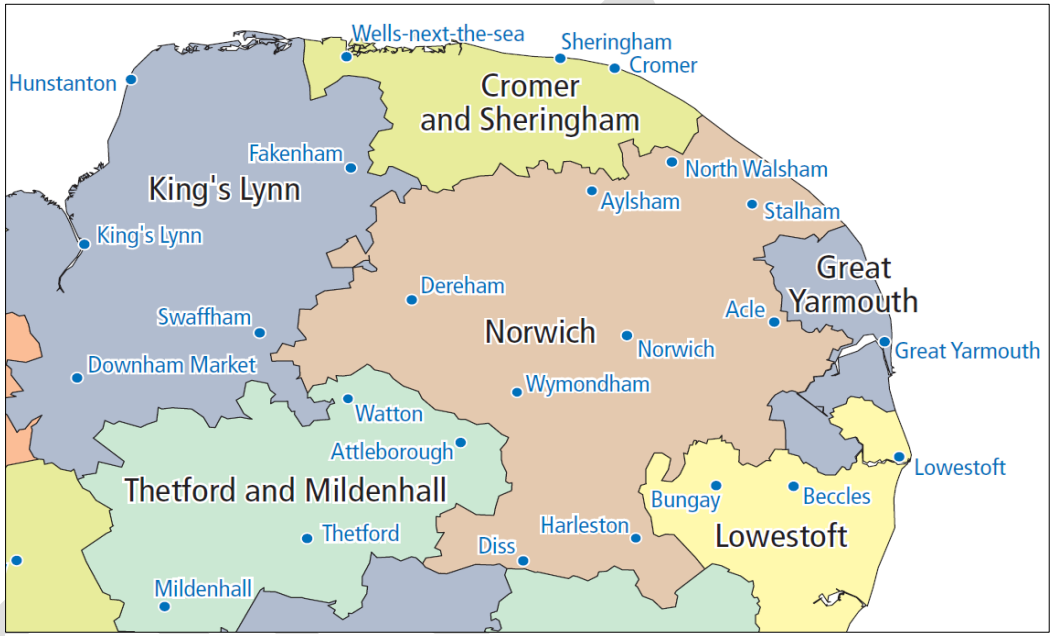
No updates to map	functional connection for convenience shopping and the proportion of working residents who work in the Norwich urban area is very low[22]. Both Thetford and Mildenhall and Cromer and Sheringham are still regarded as being distinct Travel to Work Areas. These are illustrated below.  Figure 24: Norfolk's 2011 travel to work areas (TTWAs). Source: *ONS 2015* The information available, including particularly the TTWAs and the higher retail analysis, suggests that the boundaries

[22] The Central Norfolk SHMA identified the following settlements within the area of the 5 Central Norfolk Districts as having less than 10% of their resident workforce working in Norwich: Diss, Harleston, Sheringham, Swaffham, Thetford, Watton and Wells.

Updated this as NDR now open	of strategic functional market areas are likely to be similar to the Housing Market Areas described above. Albeit, for many purposes significant sub-areas within these strategic areas will exist for a number of economic functions, especially within the Central Norfolk area. **3.4 Implications of Changing Infrastructure on Market Areas** Norfolk has benefitted from a number of significant improvements to its transport infrastructure. It is arguable that these, and others expected to be built over the next few years will have some effect on the functionality of the housing and economic markets. For example the dualling of the A11 (Fiveways to Thetford) was completed and opened in December 2014, significantly improving the road connectivity between much of the County, Cambridge, the wider South East and the Midlands. The A47/A143 link road, which opened in December 2015, now better connects Great Yarmouth's Enterprise Zone at Beacon Park to further growth areas. ~~Work has also commenced on the~~The Broadland Northway ~~Norwich Northern Distributor Road,~~ which completed in Spring 2018~~which is expected to be completed before the end of 2018, and~~ is a key part of the Norwich Area Transportation Strategy which also includes considerable investment in a range of other improvements across Norwich[23]. The Highways (England) Roads Investment Strategy contains a number of improvement schemes for the A47 as part of the government's trunk road programme from 2015 to 2020: A47 Vauxhall and Gapton Roundabouts, Great Yarmouth • A47 Blofield to Burlingham Dualling • A47 Easton to Tuddenham Dualling • A47/A11 Thickthorn junction Additionally further improvement to the strategic road network of the County will be delivered by the Long Stratton bypass which is expected to be underway by 2020. The A17 is an important part of the road network, serving longer-distance trips, and is expected to be included as part of the Major Road Network, which we understand government will consult on before the end of the year. In summer 2016 the Department for Transport confirmed Abelio as the operator of the new East Anglian rail franchise,

[23] See www.greater**norwich**growth.org.uk/dmsdocument/554 for further information

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	which commenced in October 2016. The ~~new~~ nine year franchise will deliver a variety of improvements including the following that are of particular significance for Norfolk: • Replacement of the entire fleet of trains which will all be in service by the end of 2020; • More services and faster journeys across the network, including two 'Norwich in 90' trains each way per day; • Norwich to Cambridge services extended to Stansted Airport every hour; • Faster services between Cambridge and London; • Work with Network Rail to implement specific schemes to drive up performance and reliability throughout the franchise; • Increase in seats into London in the morning peak period, and an increase of more than 1,000 services per week on the franchise network; and • Various other improvements including improvements to WiFi, stations and ticketing systems. A priority is the improvement of the Cambridge Norwich services including half hourly frequency. Whilst the recently delivered and announced infrastructure enhancements are welcomed and cumulatively will assist the County in reaching its economic potential it is not considered likely they will result in any significant change to the functional geography of the County in the immediate future with regard to either housing or economic markets. East/West communications across the County will remain relatively slow and lack reliability, therefore it is likely that both King's Lynn and Great Yarmouth will retain similar levels of self-containment in housing and economic matters as present. The functional geography of the County will remain broadly as it is at least for the period of the preparation of the next round of Local Plans.
Updated this text	In ~~the "Planning for the right homes in the right places[24]" consultation document~~ the revised NPPF the government introduced the requirement ~~the government proposes "that every local planning authority produce a statement of common ground~~ to produce a Statement of Common Ground (SCG) over the housing market area or other agreed geographical area where justified and appropriate~~"~~.

~~[24] https://www.gov.uk/government/consultations/planning-for-the-right-homes-in-the-right-places-consultation-proposals~~

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In- light of this~~e~~ ~~objective~~requirements~~s~~ ~~of the government in introducing the requirement for statements of common ground,~~ and the above analysis of our functional economic geography it is the view of the Norfolk Local Planning Authorities that there is a strong case to produce a single statement of common ground across Norfolk rather than seeking to produce three separate ones based on one large and two small Housing Market Areas. The reasons for this are:

- The recognised desire of the government not to disrupt existing joint working arrangements where these are effective;
- The high overall rate of self-containment of the Norfolk economy;
- The somewhat weak functional relationship between the outer areas of the Central Norfolk Housing Market Area and its core and the similarity of the strategic issues faced by these outer areas with the adjoining coastal and rural areas of Kings Lynn and West Norfolk and Great Yarmouth Boroughs; and
- The way in which the Broads Authority area overlaps both the Great Yarmouth and Central Norwich Housing Market Areas and five of the District planning authority areas which are signatories to this Framework.

Furthermore the shared understanding of economic geography has led to a number of agreements being reached about appropriate Local Planning areas for Norfolk.
The relative self-containment of both King's Lynn and Great Yarmouth suggests that in practical terms there may be problems in seeking to meet growth pressures evident in King's Lynn and Great Yarmouth within the central Norfolk area and vice versa. In the light of this the following agreement has been reached.
Agreement 5 - That Great Yarmouth and King's Lynn and West Norfolk will each continue to prepare separate Local Plans for their areas.
With regard to Central Norfolk, the evidence does suggest that there may be some possibility for some of the growth pressures evident within the five Districts of Central Norfolk to be met within the different administrative areas of Central Norfolk. These five District authorities (Breckland, Broadland, North Norfolk, Norwich City and South Norfolk, along with the Broads Authority that partly overlaps 4 of their administrative areas) already co-operate closely, have a shared SHMA and are working on other joint studies. However, as noted above the Central Norfolk Housing Market Area is broad and contains places that have little relationship within one another and only a comparatively weak relationship with Norwich at the centre of the area. In the light of this the Local Authorities have reached agreement that whilst it will be necessary to closely co-operate on strategic planning matters and shared evidence it is only appropriate to seek to plan jointly over the area closer to Norwich with much stronger functional connectivity. The

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Include reference to SCG for Costal areas Include reference to GY and Waveney SCG	possible advantages of producing a single Local Plan covering all of Central Norfolk are considered to be outweighed by the delays this would cause to plan preparation and the difficulty of getting meaningful engagement over such a large area. **Agreement 6 - That Breckland and North Norfolk will continue to prepare separate Local Plans for their areas whilst Broadland District Council, Norwich City Council and South Norfolk Council will co-operate on a new Greater Norwich Local Plan that will replace the current Joint Core Strategy and various other existing Local Plan documents in this area.** The issue of whether it is appropriate to define any sub market areas or not will be a matter for those Plans. This approach does not preclude the possible redistribution of growth across the Central Norfolk area should this be supported by evidence and agreed by the relevant planning authorities. Furthermore, the Broads Authority Area overlaps functional housing and travel to work areas of Central Norfolk, Great Yarmouth and Lowestoft. The area clearly has a unique environment and a very distinct set of planning challenges which suggest that joint Local Planning would not be the best approach. **Agreement 7 - That, in view of the very distinct issues facing the Broads Authority Area, spatial planning matters will continue to be best addressed by way of a standalone Broads Local Plan.** For further information on the current Local Plans in the County and the timetable for review please see the Norfolk Compendium[25]. Given the high degree of self-containment in relation to the housing market and travel to work areas the framework relates principally to the county of Norfolk although where appropriate cross boundary initiatives are in place. For example planners from all of the Norfolk and Suffolk coastal local planning authorities, including the Broads Authority have also held a series of meetings over the latter part of 2017/early 2018 to share knowledge and experience and

[25] See https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/monitoring-land-use/norfolk-compendium-of-local-plans-2016.pdf

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Include cross border working	identify common interests around the coastal planning process. This has led to the creation of a separate 'Coastal' Statement of Common ground being developed[26]. Other joint working arrangements include a Statement of common ground between Great Yarmouth and Waveney and the Cambridge Norwich Tech corridor, further details of cross boundary initiatives are in appendix 2.

Section 4 – Projections of growth

Updated figures throughout section	As a baseline for planning activity published projections for the County must be considered, including projections regarding population, households and employment. These are summarised below. However, it should be recognised that these are statistical projections and tend to be very heavily based on the extrapolation of past trends. In forward planning it is essential that other factors are given due weight. This is done in subsequent sections of this document and these projections are only produced for information. **4.1 Population Projections** The most recent set of national population projections were published by the Office for National Statistics (ONS) in May of ~~2016~~2018[27]. These show a drop in the rate of overall population growth from the 2014 ONS figures, however Table 1 shows ~~a steady~~the growth in population levels projected at a ~~14~~10% increase over the ~~22~~ 20 year

[26] See https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/policy-performance-and-partnerships/partnerships/strategic-member-forum/nspmf-statement-of-common-ground-coastal-zone-planning-report-180712.pdf

[27] Available at https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2

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period from ~~2014~~2016-2036. All districts are projected to see a ~~broadly similar~~ level of growth of between ~~9~~5% and ~~15~~18% ~~overall apart from South Norfolk that is projected to grow much more rapidly~~.

Table 1: Current and projected population numbers for Norfolk Districts. *Source: ONS, ~~2016~~2018*

District	~~2014~~2016 (000's)	2036 (000's)	Population growth 2014-2036 (%)
Breckland	~~134~~137.1	~~154~~156	~~15~~14
Broadland	~~126~~127.4	~~140~~138.1	~~11~~8
Great Yarmouth	~~98~~99	~~107~~103.8	~~9~~5
King's Lynn And West Norfolk	~~150~~151.8	~~167~~164.4	~~11~~8
North Norfolk	~~103~~103.6	~~116~~112.1	~~13~~8
Norwich	~~138~~139.9	~~159~~154	~~15~~10
South Norfolk	~~129~~133	~~160~~156.8	~~24~~18
Norfolk	~~878~~891.7	~~1,002~~985.2	~~14~~10

It should be noted that these projections do not take into account existing planned growth such as existing commitments in the Greater Norwich Joint Core Strategy. This would suggest a somewhat different distribution of population growth between the Greater Norwich authorities.

The population projections also contain considerable information of the age profile of the population. This is potentially of considerable strategic significance for Norfolk which will have considerable implications for Local Authority services and will need to be considered in Local Plans. The projected age profiles are set out in the Table 2 and 3 below.

	~~2014~~2016				2036			
District	All people (000s)	000s aged 0-19	000s aged 20-64	000s aged 65+	All people (000s)	000s aged 0-19	000s aged 20-64	000s aged 65+

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		(%)	(%)	(%)		(%)	(%)	(%)
Breckland	~~134~~137.1	~~29.4~~29.6 (~~21.9~~21.5)	~~72.9~~74.2 (~~54.4~~54.1)	~~31.7~~33.4 (~~23.7~~24.4)	~~153.7~~156	~~31.2~~30.9 (~~20.3~~19.8)	~~73.5~~75.5 (~~47.8~~48.4)	~~49~~49.8 (31.9)
Broadland	~~126~~127.4	~~26.1~~26.3 (~~20.7~~20.6)	68.8 (~~54.6~~54)	~~31.2~~32.2 (~~24.8~~25.3)	~~140.1~~138.1	~~27.2~~27.3 (~~19.4~~19.8)	~~67.8~~67.5 (~~48.4~~48.9)	~~45.2~~43.1 (~~32.3~~31.2)
Great Yarmouth	~~98.2~~99	~~22.2~~22 (~~22.6~~22.2)	~~53.4~~53.6 (~~54.4~~54.1)	~~22.5~~23.4 (~~22.9~~23.6)	~~107~~103.8	~~22.3~~21.2 (~~20.8~~20.4)	~~52.7~~50.8 (~~49.3~~48.9)	~~31.9~~31.7 (~~29.8~~30.5)
King's Lynn And West Norfolk	~~150~~151.8	~~31.8~~32.3 (~~21.2~~21.3)	81 (~~54~~53.4)	~~37.1~~38.4 (~~24.7~~25.3)	~~166.9~~164.4	~~34~~33.2 (~~20.4~~20.2)	~~79.9~~78.8 (47.9)	~~53.2~~52.3 (~~31.9~~31.8)
North Norfolk	~~102.9~~103.6	~~18.6~~18.3 (~~18.1~~17.7)	52.1 (~~50.6~~50.3)	~~32.1~~33.2 (~~31.2~~32)	~~115.8~~112.1	~~19.5~~18.2 (~~16.8~~16.2)	~~50.8~~49.4 (~~43.9~~44.1)	~~45.6~~44.7 (~~39.4~~39.9)
Norwich	~~137.5~~139.9	~~30.2~~31.5 (~~22~~22.5)	~~86.9~~87.7 (~~63.2~~62.7)	~~20.4~~20.8 (~~14.8~~14.9)	~~158.9~~154	~~35.1~~33.7 (~~22.1~~21.9)	~~95.9~~93.2 (~~60.4~~60.5)	~~27.8~~27 (17.5)
South Norfolk	~~129.2~~133	~~29~~29.6 (~~22.4~~22.3)	~~69.7~~71.4 (~~53.9~~53.7)	~~30.4~~31.7 (~~23.5~~23.8)	~~159.6~~156.8	~~35.4~~33.3 (~~22.2~~21.2)	~~77.2~~77 (~~48.4~~49.1)	~~46.8~~46.6 (~~29.3~~29.7)
Norfolk	**~~877.7~~891.7**	**~~187.4~~189.6 (~~21.4~~21.3)**	**~~484.9~~489.1 (~~55.2~~54.9)**	**~~205.2~~212.9 (~~23.4~~23.9)**	**~~1002~~985.2**	**~~204.7~~197.8 (~~20.4~~20.1)**	**~~497.8~~492 (~~49.7~~49.9)**	**~~299.4~~295.3 (~~29.9~~30)**

Table 2: Existing population numbers (000s) and % by age quantiles (~~2014~~2016) and projected population numbers and % by age quantiles (2036) of Norfolk Districts. *Source: ONS*

Table 3: Change in 000s between ~~2014~~ 2016 and 2036. Difference between 'All People' for each district between ~~2014~~ 2016 and 2036 in %. *Source: ONS*

	Difference between ~~2014~~ 2016 and 2036			
District	**All people (000s)**	**000s aged 0-19 (%)**	**000s aged 20-64 (%)**	**000s aged 65+ (%)**
Breckland	~~19.7~~18.9	~~1.8~~1.3 (~~-1.6~~41.7)	~~0.6~~1.3 (~~-6.6~~5.7)	~~17.3~~16.5 (~~8.2~~7.5)
Broadland	~~14.1~~10.7	~~1.1~~1 (~~-1.3~~0.8)	~~-1~~-1.3 (~~-6.2~~5.1)	~~14~~10.9 (~~7.5~~5.9)
Great Yarmouth	~~8.8~~4.8	~~0.1~~-0.8 (-1.8)	~~-0.7~~-2.8 (~~-5.1~~5.2)	~~9.4~~8.3 (6.9)
King's Lynn And West Norfolk	~~16.9~~12.6	~~2.2~~0.9 (~~-0.8~~1.1)	~~-1.1~~-2.2 (~~-6.1~~5.5)	~~16.1~~13.9 (~~7.2~~6.5)

North Norfolk	~~12.9~~8.5	~~0.9~~-0.1 (~~-1.2~~1.5)	~~-1.3~~-2.7 (~~-6.8~~6.2)	~~13.5~~11.5 (~~8.2~~7.9)
Norwich	~~21.4~~14.1	~~4.9~~2.2 (~~0.1~~-0.6)	~~9~~5.5 (~~-2.8~~2.2)	~~7.4~~6.2 (~~2.7~~2.6)
South Norfolk	~~30.4~~23.8	~~6.4~~3.7 (~~-0.3~~1.1)	~~7.5~~5.6 (~~-5.6~~4.6)	~~16.4~~14.9 (~~5.8~~5.9)
Norfolk	**~~124.3~~93.5**	~~17.3~~8.2 (~~-0.9~~1.2)	~~12.9~~2.9 (~~-5.6~~5)	~~94.2~~82.4 (~~6.5~~6.1)

These tables show that whilst the overall population of the County is projected to grow steadily at a relatively modest rate, the change in the age profile is more significant with over ~~three quarters~~88% of the total increase between ~~2014~~ 2016 and 2036 being accounted for by growth in the over 65s[28]. ~~The number at the older end of the age spectrum projected to increase particularly strongly; the number of over 80s is projected to almost double.~~ Between the ages of 20 and 64 population growth is projected to be very slow, with only a ~~2.7~~0.6% growth rate over the ~~22~~ 20 year period, whilst the numbers of 0-19 years olds are projected to grow by ~~9.2~~4.3%.

These numbers do vary somewhat between individual districts (with Norwich being notably less affected by an ageing population) but the growth in the elderly population is projected to affect most parts of the County and will create significant issues given current models for funding social care and education provision. These issues are not considered further in the framework but the issues relating to housing are considered further in the housing section below.

The ~~recent~~ 2017 Health profile for England[29] suggests :

- Life expectancy continues to rise, albeit at a declining rate, but the number of years spent in poor health is increasing. This will impact the need for particular housing, transport and service delivery solutions
- The life expectancy gap between men and women is ~~–~~closing which may later affect the size of older person households over time
- Deprivation and inequality continue to be key and ~~-~~enduring factors in poor health outcomes and so need addressing. Consequently access to housing and ~~–~~employment and the impact of spatial and economic

[28] Total growth in population age 65 plus is 82,400~~95,000~~

[29] See https://www.gov.uk/government/statistics/2017-health-profiles

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planning on these factors needs consideration

- There is growing evidence of the link between incidents of flooding and poor mental health

4.2 Household Projections

The most recent set of household projections were published by Department for Communities and Local Government (DCLG) in ~~July 2016~~Sept 2018[30]. These show that due to demographic changes households will increase at a marginally faster rate than population. Similar patterns of growth are shown as for population but again it should be noted that these projections do not take into account growth planned in existing Local Plans which may influence the scale and distribution of the growth in households.

Table 4: ONS 2016 household projections~~ousehold numbers with future household projections~~. *Source: ONS*

District	2011	2016	2026	2036	Household growth 2016-2036 (%)
Breckland	54,522	57,464	63,264	69,588	21
Broadland	53,343	54,683	57,877	61,115	12
Great Yarmouth	41,988	43,015	45,004	47,296	10
King's Lynn and West Norfolk	62,928	64,345	67,903	71,800	12
North Norfolk	46,033	47,355	50,406	53,689	13
Norwich	59,587	62,192	65,793	69,582	12
South Norfolk	52,825	56,720	63,842	69,618	23
Norfolk	**371,225**	**385,784**	**414,089**	**441,688**	**14**

[30] See https://www.gov.uk/government/statistical-data-sets/live-tables-on-household-projections

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Updated to include 2014 table

It should also be noted that the latest Government Technical consultation[31] regarding the standard housing need methodology uses the 2014 based household projections, these show a larger growth in households in all districts except in Breckland than the figures above. According to ONS this is because of lower assumptions about future levels of fertility and international migration, and an assumption of a slower rate of increase in life expectancy in the 2016 based projections. It is clear these figures remain important in calculating local housing need and the 2014 based projection figures are included in the table below. ~~of the household growth projected between 2014 and 2036 can be accommodated by housing for which provision has already been made through planning permissions and/or allocations made in existing Local Plans.~~

Table 5: ONS 2014 household projections. *Source: ONS*

District	2011	2016	2026	2036	Household growth 2016-2036 (%)
Breckland	54,744	57,652	63,041	67,797	18
Broadland	53,431	55,123	59,101	62,704	14
Great Yarmouth	42,177	43,579	46,718	49,687	14
King's Lynn and West Norfolk	63,214	65,082	69,508	73,633	13
North Norfolk	46,118	47,940	51,922	55,671	16
Norwich	60,135	63,509	68,782	73,658	16
South Norfolk	53,028	56,660	63,923	69,953	23
Norfolk	**372,847**	**389,545**	**422,995**	**453,088**	**16**

[31] See https://www.gov.uk/government/consultations/changes-to-planning-policy-and-guidance-including-the-standard-method-for-assessing-local-housing-need

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Update section based on new EEFM run

4.3 Employment Projections

Across the East of England Local Authorities use the East of England Forecasting Model (EEFM) to better understand the development needs of their area. The model provides a set of baseline forecasts designed to facilitate the setting of consistent housing and jobs targets and can also provide a means of generating alternative scenarios. It is prepared by the independent forecasting house Cambridge Economics and further information about the model and details of runs published are available online[32].

Table 5 sets out the headline results for Norfolk Districts produced in the ~~2016~~ 2017 run of the model. As with any forecast model, these results need to be treated with a degree of caution. They are "policy neutral" and assume that policy context in the future remains broadly as it has in the past. They cannot reflect the impact of any recent or future interventions that may be made through infrastructure investment, Economic Strategies or Local Plans. In addition, the reliability of a number of the underlying datasets decreases at smaller scales, and economic activity is not limited by council boundaries, so individual sector and District forecasts should be treated as being broadly indicative.

Overall the model shows that without additional intervention total job levels in the Norfolk economy are projected to grow at relatively modest rates over the next 20 years with most of the growth projected taking place within Greater Norwich. If the aims of the City Deal are added to the model's forecasts, it projects that over 92~~75~~% of all the net growth in Norfolk will take place in Greater Norwich.

Table 6~~5~~: ~~Current t~~Total employment by district~~with projected jobs levels and growth~~. Source: EEFM 2016~~7~~ and Central Norfolk SHMA

Districts	Total employment (000's)				~~2014~~2016-2036 growth (000's)
	2011	2016	2026	2036	

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[32] See http://cambridgeshireinsight.org.uk/EEFM

	Breckland	49.8	~~55.3~~57.5	58.2	~~56.7~~59.8	~~0.6~~2.3
	Broadland	53.7	~~55.7~~58.7	61.1	~~57.8~~62.6	~~5.0~~3.9
	Great Yarmouth	41.9	~~45.1~~43.9	45.9	~~49.7~~47.6	~~5.7~~3.7
	King's Lynn & West Norfolk	62.6	~~68.4~~68.9	71	~~72.8~~72.3	~~5.4~~3.4
	North Norfolk	39.5	~~41.8~~42.4	43.3	~~43.7~~44.3	~~2.5~~1.9
	Norwich	89.5	~~99.4~~102	108.4	~~110.9~~113.3	~~18~~11.3
	South Norfolk	56.3	~~60.3~~63.3	68.9	~~70.8~~74.7	~~11.3~~11.4
	Greater Norwich*	199.4	~~215.4~~223.9	250.3**	~~251.3~~262.3**	~~46.1~~38.4
	Norfolk	393.3	~~426.0~~436.7	468.7**	~~474.3~~486.4**	~~60.5~~49.6
	*Broadland, Norwich & South Norfolk **City Deal additional 11,800 jobs added but not broken down between GN Districts Note The Broads does not have its own jobs figures but any jobs delivered contribute to district target.					

Section 5 – The Economy

Remove references to GCGP	Strategic Economic Objectives To realise the economic potential of Norfolk and its people by: • facilitating the development and infrastructure needed to support the region's business sectors and clusters, driving economic growth through the enhancement of productivity, skills and education to provide widening opportunities in line with the New Anglia Local Enterprise Partnership Economic Strategy~~, the Greater Cambridge Greater Peterborough Enterprise Partnership Economic Strategy and this framework~~; • fully exploiting the economic opportunities offered by the economic success and global reputation of Cambridge; • providing for job growth broadly matching increases in housing provision and improving the alignment between the locations of workplaces and homes; • ensuring effective and sustainable digital connections and transport infrastructure between and within Norfolk's main settlements and across county boundaries to strengthen inward investment; ~~and~~ • strengthening Norfolk's connections to the rest of the UK, Europe and beyond by boosting inward investment and

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Highlight the current retail difficulties	international trade through rail, road, sea, air and digital connectivity infrastructure~~.~~; • strengthening Norfolk's competitiveness through the delivery of well-planned balanced new developments providing access to a range of business space as well as high quality residential, well serviced by local amenities and high quality educational facilities~~.~~; • Recognising the role of our city centre and the need to re-examine and revitalise the role of town centres as a focus for investment and enhancing the quality of life for residents~~.~~; • recognising that the long term conservation of Norfolk's natural environment and heritage is a key element of the county's competitiveness.
Update section based most recent information	**5.1 Introduction** Compared to other areas in the UK, Norfolk has generally weathered the economic downturn since 2008 well. This is largely due to its diverse economy which is not reliant on any one sector. County employment levels and Gross Value Added (GVA) have returned to pre-downturn levels. The value of Norfolk's economy is £18.~~6~~ 7 billion.[33] Overall Norfolk's economy is growing, although growth is stronger in some parts of the County than others. This growth is driven by certain sectors of the economy, mostly concentrated in specific geographic areas, where there are particular strengths and expertise, for example energy, advanced engineering, tech/digital, food and life sciences. Norfolk's overall employment rates have consistently remained above national levels over the past 10 years (currently 75.2%, compared to the national level of 75%~~by 2.8%)~~ and unemployment rates are generally ~~currently 2.1%~~ below the national level and lower than they were 10 years ago[34].~~rate at 3.1% - the lowest rates in a ten year period.~~ However, this disguises substantial variation,~~ and~~ the County includes some of the most deprived communities in the Country which have not weathered the downturn so well and a State of the Nation report, published in Nov 2017, has revealed parts of the county are some of the worst in England for social mobility.~~.~~ The potential impact of Brexit adds uncertainty to future projections. There are significant geographic clusters of existing business activity that anchor the Norfolk economy, with a number of these

[33] New Anglia LEP, 2015

[34] ONS Annual Population survey, (July 2017-June 2018)

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offering significant potential for growth. These key sector/industrial clusters can be summarised as follows:

- Agriculture and Food Processing – Breckland, King's Lynn & West Norfolk, North Norfolk, Greater Norwich
- Tech/digital Industries – Greater Norwich
- Offshore Energy – Great Yarmouth
- Engineering & manufacturing – King's Lynn & West Norfolk, Breckland, Greater Norwich, Great Yarmouth
- Financial Services - Greater Norwich
- Health and Life Sciences – Greater Norwich
- Tourism – The Broads, The Brecks, Great Yarmouth, North Norfolk, King's Lynn & West Norfolk , Greater Norwich

Notwithstanding these clusters and our economic strengths, the challenge going forward is the Norfolk economy's high level of dependency on lower wage, lower-skill sectors such as food production, agriculture and tourism, and the related high concentrations of very deprived populations in some parts of the County and 'hidden' rural poverty elsewhere. This is reflected in productivity levels per head which are currently at 25% ~~significantly~~ below the national average[35]. This, coupled with low levels of investment, relatively poor infrastructure and skills attainment, impacts on potential future economic growth.

While this Strategic Framework addresses development matters (broadly speaking, building and changes in the use of land), it is recognised that to be fully effective this needs to be complementary to other programmes and measures at the district, county, regional and national levels. In the light of the factors mentioned above, endeavours to promote 'inclusive growth' are especially relevant such as developing skills, community aspiration and capacity; recognising and nurturing the contributions of voluntary and community sectors; the quality of job opportunities, etc.

Many districts have their own economic development strategies, and there is a good record of collaboration on specific economic development projects. This Framework provides the opportunity to lay the foundation for developing strategy and such cooperation going forward.

The UK government published a ~~green~~ white paper Building a Britain fit for the future~~our Industrial Strategy~~ in ~~January~~ November 2017[36]. The overarching aim and ambition of the Industrial Strategy is to provide a long term framework to build on our areas of competitive advantage, to close the gap between our best and worst performing areas, and make the UK one of the most

[35] See East of England Forecast Model 2017 - https://cambridgeshireinsight.org.uk/eefm/

[36] See https://www.gov.uk/government/publications/industrial-strategy-building-a-britain-fit-for-the-future~~https://www.gov.uk/government/consultations/building-our-industrial-strategy~~

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Update section based on Industrial Strategy Update section to remove GCGP Reference to Local Energy East Project	competitive places in the world to start or grow a business. The strategy identified 5 foundations of productivity and 4 grand challenges to put the UK at the forefront of the industries of the future~~10 key separate but linked pillars of the strategy and recognised the importance of place in shaping and delivering the Industrial Strategy~~. Additionally local authorities within Norfolk are working to produce a local industrial strategy. The overarching strategy for Norfolk set in the context of the New Anglia LEP area is set out in the Economic Strategy which was published in 2017[37]. ~~(Please note the King's Lynn and West Norfolk area is also covered by the Greater Cambridge Greater Peterborough Local Economic Partnership Strategic Economic Plan[38]).~~ This set a number of ambitious targets regarding jobs numbers, new business start-ups, housing delivery, and productivity by 2036. Some of the key targets are summarised in Table 6: Table ~~7~~6: Summary of Key Economic Strategy targets (New Anglia Area) **Economic Strategy Headline** — **Target (to 2036)** **Jobs** — 88,000 more jobs **Businesses** — 30,000 new businesses **Housing** — 140,000 new houses **GVA** — £39 per Hour It is expected that measures to assist in the delivery of these objectives will be brought forward as part of the Implementation of Delivery and Investment Plans ~~in Spring 2018~~. The Norfolk Local Authorities are committed to strengthened collaboration and focus on new initiatives and interventions to help nurture economic growth in higher value, knowledge based sectors across Norfolk. These include new multi-site Enterprise Zones led by the New Anglia LEP, the new Cambridge-Norwich Tech Corridor, innovation centres at King's Lynn and Hethel, and energy related Enterprise Zones across Great Yarmouth and Waveney. The Local Energy East Strategy sets out collective ambitions to 2030 underpinned by a range of activities that the Local Energy East Network and the Greater South East Energy Hub will take forward to ensure that the remains at the forefront of clean growth in the UK and grasps the opportunities ahead. Supporting the growth of Norwich Research Park for example, and other key Enterprise Zone sites, will help to grow knowledge

[37] See https://newanglia.co.uk/our-economic-strategy/
~~[38] see http://www.gcgp.co.uk/local-growth-strategy/~~

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jobs in key sectors and enhance the commercialisation of research. A greater focus on supporting digital entrepreneurs will also help strengthen the growing cluster of tech/digital creative enterprises in and around Norwich's city centre, and strengthening supply chains in the manufacturing, engineering and energy sectors will enhance business sustainability and employment growth.

The DCLG household forecast reproduced above in section 4.2, Table 2&3 suggests that there will be an annual growth in households of approx. ~~3,200~~2,800 households per annum across Norfolk through to 2036. Yet the housing needs assessment set out in table 9 in section 6.3 below commits the Local Authorities to making provision for a least 4,~~000~~ 200 new homes per annum over the same period (excluding additional housing for the City Deal). Although a minor element of this difference may be accounted for because of housing backlogs caused by historic under-delivery, the largest factor is the expectation of economic development that has been built into the needs assessments. The methodologies used to calculate housing needs effectively make some allowance for job and productivity growth in future being in excess of current levels. Therefore it is recognised that additional economic interventions will be needed in order to deliver the objectives identified within this framework.

The development of this framework has concentrated on; identifying strategic sites, possible further interventions and cross boundary working that will need to be taken forward to deliver the shared objectives that have been agreed.

5.2 Strategic Employment Sites

Strategic employment sites have been agreed through joint activity on economic development and inward investment. They are all located in the growth locations identified in New Anglia LEP's Strategic Economic Plan and are targeted at the SEP's key sectors. Therefore it is crucial to facilitate a step change in our economy and the focus of promotional activity.

Together they form a package of sites that provides a comprehensive offer for inward investment and strategic growth, a number of which have Enterprise Zone status. The number and availability of these sites gives Norfolk an economic advantage in attracting certain types of inward investment. In addition, as a result of their scale and type, these sites have additional potential through existing and planned close cross-boundary working. By their nature some of these sites form part of wider functional economic areas which span district/county boundaries, increasing potential for joint collaboration to enhance economic growth.

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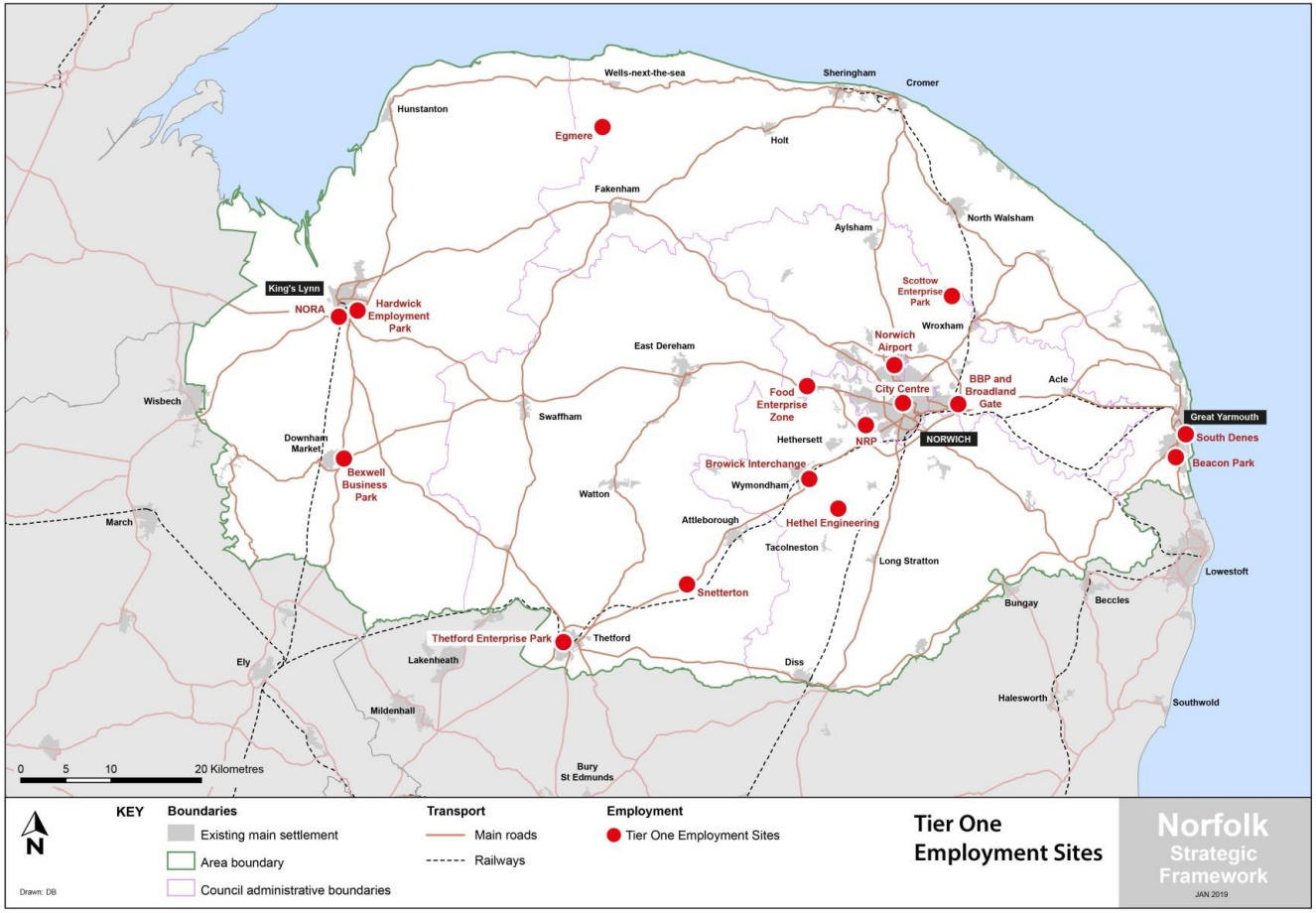

Figure 3: Norfolk's Tier One Employment Sites. *2017*

Updated this table to include Egmere

Agreement 8 recognises that these Tier 1 sites should be protected from loss to alternative uses such as housing which is consistent with Paragraph 4.18 of the Housing White Paper which proposes that employment sites identified as "strategic" will not be subject to reduced protection from residential development. It is therefore proposed that the Tier 1 employment sites identified in Table 7 are formally recognised as "strategic" employment sites within Agreement 8.

Table 8~~7~~: Tier one employment sites, sector, location and size. *2017*

Site	Supports SEP Key Sector(s)	SEP Growth Location	Land available (approx.)
Bexwell (Downham Market)	ICT and Digital Creative	King's Lynn and Downham Market (A10)	29 ha
Broadland Business Park area - plots on existing BBP - BBP Laurel Farm - St Andrews northside, - Broadland Gate	Financial services ICT & Digital Creative	Greater Norwich	55ha
Browick Interchange (Wymondham)	Advanced Manufacturing & Engineering. ICT and Digital	Tech Corridor	22 ha
Egmere Business Zone	Offshore renewables sector	Space to Innovate Enterprise Zone	7.4ha
Food Enterprise Zone Honingham/Easton	Food, Drink & Agriculture	Greater Norwich / Tech-corridor	19ha
Great Yarmouth Enterprise Zone and Energy Park sites: - Beacon Park (EZ) - South Denes (EZ & EP)	Energy	Great Yarmouth and Lowestoft	13.5ha 25ha
Hardwick extension (King's Lynn)	Advanced Manufacturing & Engineering ICT and Digital Creative	King's Lynn and Downham Market (A10)	27 ha
Hethel Engineering Centre and Technology Park	Advanced Manufacturing & Engineering	Greater Norwich Tech Corridor	20ha

Nar Ouse Business Park (King's Lynn) (part EZ)	Advanced Manufacturing & Engineering ICT and Digital Creative	King's Lynn and Downham Market (A10 corridor)	17 ha (EZ)
Norwich City Centre	ICT and Digital Creative Financial Services Tourism and Culture	Greater Norwich	Multiple Sites
Norwich Airport - Aeropark - Southern area (around Hurricane Way) - Airport business park	Advanced Manufacturing & Engineering	Greater Norwich	75ha+
Norwich Research Park (part Enterprise Zone) NRP North and South	Life Sciences Food, Drink & Agriculture	Greater Norwich Tech Corridor	45ha (EZ 25ha)
Scottow Enterprise Park	Logistics Energy	Greater Norwich/ North Norfolk	26 ha
Snetterton	Advanced Manufacturing & Engineering	Tech corridor	68ha
Thetford Enterprise Park	Advanced Manufacturing & Engineering Food, Drink & Agriculture	Tech corridor	18ha

Agreement 8 - The above list of locations are the Tier One Employment sites and should be the focus of investment to drive increasing economic development in key sectors, and protected from loss to other uses.

This list will need to be kept under review in the light of emerging Economic Strategy priorities and the progress on Local Plans.

5.3 Key Cross-Boundary Economic Issues and Interventions

This section identifies the principal strategic economic matters and other matters which can only be fully addressed through development plans in (or across) more than one local planning authority area. It therefore does not include a wide range of matters which whilst they are recognised as very important, but which do not meet the specific definition of strategic development 'Duty to Cooperate' matters laid down by the Localism Act. These include the generality of

	• rural economy (including agriculture); • tourism and recreation; • development of market towns; Development associated and supporting these is addressed through individual local plans and informal joint working between local planning authorities, and these issues are addressed more widely through economic and other strategies. Neither is this section intended to include every economic issue that requires cross-boundary working, but just those of an extensive or special significance from a Norfolk wide perspective. **The role of Greater Norwich** Norwich and its immediate hinterland is the prime economic generator in the County. Its influence, and the policy measures required to make the most of this extend well beyond both the City Council's boundaries and the existing urban area. A large part of the county depends upon the vibrancy of the city for employment, services, higher order retail, culture and leisure. It also has an economic importance as a public transport hub. The vibrancy and focus of activity in the city centre also attracts significant numbers of visitors, and helps make the wider area an appealing place to live, work, invest and locate businesses. The economy of this wide area of influence will benefit from ensuring that the city is accessible; the centre continues to thrive and is attractive to inward investment; and out of centre development complements the overall offer.
Update reference to NDR – Broadland North way	The Broadland Northway ~~Norwich Northern Distributor Road (NDR)~~ will support the delivery of planned housing and jobs to the north and north-east of Norwich. It will improve strategic access to a wide area of Broadland and North Norfolk. Realising the full range of economic opportunities will benefit from cooperation. The Airport supports the economy of the area including the off shore energy sector. Broadland, Norwich, and South Norfolk, with Norfolk and the Broads Authority, are working through the Greater Norwich Development Partnership (GNDP) on the planning of the area.
Include information on GN Infrastructure plan	The Five Year Infrastructure Investment Plan identifies the projects from the Greater Norwich Infrastructure Plan the delivery of which is considered to be a priority for achieving the economic growth targets, as set out in the Joint Core Strategy and the Greater Norwich City Deal. The Greater Norwich Growth Programme identifies infrastructure schemes to be prioritised for delivery and development within each financial year, using pooled CIL funding. The Norwich Area Transportation Strategy (NATS) identifies the transport improvements needed over the next 15+ years. The NATS Implementation Plan (agreed 2010, updated 2013) sets out a range of transport measures with their intended phasing for delivery over the short to medium term. Both are due to be updated. **Cambridge to Norwich Technology Corridor**

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Update section to remove GCGP	The corridor from Norwich to Cambridge, identified in Fig.6, includes a cluster of existing tech businesses and strategic employment sites. It provides the potential for significant economic development, particularly as connectivity has improved with full dualling of the A11 between Norwich and Cambridge. The corridor also benefits from the Norwich to Cambridge railway line. These opportunities need to be supported and exploited to maximise economic benefits. The corridor is identified as a key growth corridor in the New Anglia LEP's Strategic Economic Plan ~~and the Greater Cambridge Greater Peterborough LEP are also part of the Cambridge Norwich Tech Corridor Initiative partnership~~. The Cambridge Norwich Tech Corridor initiative[39] has been established to maximise the economic benefits of this high quality location for technology based businesses with its world class universities, research institutes and long established tech businesses. The partnership will capitalise on the talent pool, emerging sectors, low cost space, high quality environment, infrastructure networks and a fast growing economy to deliver innovation-led growth and investment.

[39] See http://www.techcorridor.co .uk/ for further information

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In Norfolk the corridor extends through Norwich, South Norfolk and Breckland, and then into Suffolk and Cambridgeshire.

A47 Corridor

The A47 crosses the county and, directly or indirectly, affects all Norfolk's districts, parts of Suffolk and Cambridgeshire. The current limitations of the A47 act as a brake on economic growth, hindering investment, adding business and commuter costs, cause disproportionate accident and safety issues and contribute to the 'peripheral' image of Norfolk. Improvements to the road will unlock jobs, increase GVA and attract additional private investment all along its length.

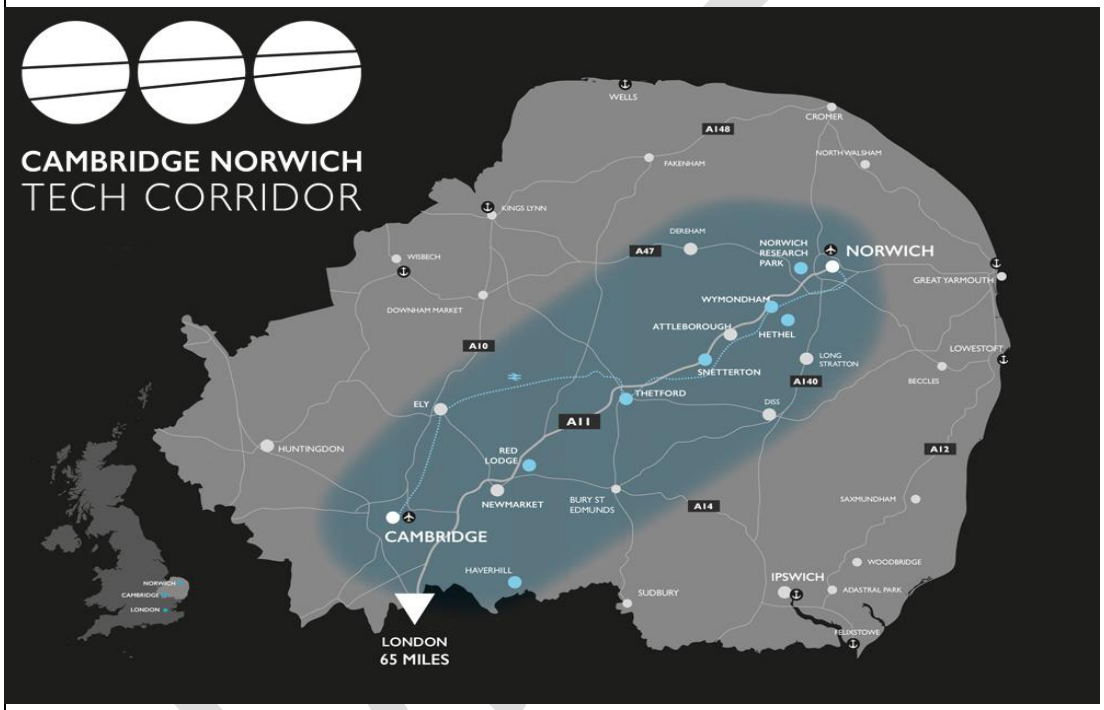

Figure 6: The Tech Corridor between Cambridge and Norwich, *2017*

The A47 Alliance comprises of representatives from all Local Authorities, the business community, MPs and stakeholders along the whole of the trunk road route between Peterborough and Lowestoft. The Alliance is working to make the case for improvements and to secure the necessary investment to implement these. Partners will need to consider how best to cooperate to realise the economic potential of improvements.

At Wisbech the emerging Garden Town proposal may result in up to 12,000 additional homes (on top of the 3,550 homes already allocated in the Fenland Local Plan) effectively doubling the size of the town. This is linked to a potential new rail connection which would put the town within commuting distance of Cambridge and Peterborough. The existing allocation relating to East Wisbech is incorporated into the emerging plan.

Offshore Energy Sector / Ports of Great Yarmouth & Lowestoft

The ports of Great Yarmouth and Lowestoft are successfully developing their role in the huge growth in offshore wind generation and major planned gas field decommissioning in the southern North Sea, building on 50 years' experience in offshore energy.
These two ports, in close proximity, together form a strategically significant economic (and infrastructure) resource, generating employment and supply chains of regional significance. The sector is also supported by businesses and facilities, such as Norwich Airport, in Greater Norwich. The critical mass of facilities, infrastructure and businesses helps the area compete with areas elsewhere, including on the other side of the North Sea.
There is a long and continuing history of collaboration between Great Yarmouth, Waveney, Norfolk and Suffolk Councils to make the most of these opportunities.
Through close cooperation, these bodies and the LEP were successful in bidding for an Enterprise Zone (EZ) covering six sites in Great Yarmouth and Waveney to strengthen and build the offshore energy sector in the area. This EZ is one of the most successful in the country, the only zone to have exceeded the original EZ targets. The two Norfolk sites in Great Yarmouth are South Denes and Beacon Park.
Great Yarmouth Borough Council, Norfolk County Council, Highways England and the New Anglia LEP have cooperated closely on developing the road transport infrastructure to support the growth of the offshore energy sector in Great Yarmouth, with particular focus on bidding for a third river crossing, to provide direct access to the Port from the trunk road network, rather than through the heart of the town as at present, and improving the A47 link to the rest of the country.

Norfolk Coast, the Broads and the Brecks

The Norfolk Coast, the Broads and the Brecks are the 3 key cross boundary areas of the county where economic benefits include not only their attraction for tourism and recreation, but also their contribution to quality of life, and hence the attractiveness of Norfolk as an area to live, work and to locate a business. The economies of these areas are dependent on businesses, infrastructure and environmental protection in surrounding areas. This is particularly the case for the Broads Authority Executive Area, where the Broads Authority boundary is very tightly drawn.
In order to maximise the economic benefits a number of issues require coordination across planning authority boundaries, including coastal change, erosion and flooding; environment, landscape and habitats; as well as tourism and recreation itself. By working together the relevant authorities can ensure complementary measures, and maximise potential economic benefits.
All the Norfolk coastal districts, together with the Broads Authority (part of which is on the coast), Waveney District Council in Suffolk, and the Environment Agency have worked together on one or more of the three Shoreline Management Plans covering the Norfolk Coast, developing understanding of the technical and political challenges involved, and coordination of efforts to address these.
The quality, importance and diversity of the natural environment, including the Coast, the Broads and the Brecks, is reflected in the

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Additional information regarding the GCGP Combined Authority	numerous national and international designations, including Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Ramsar sites, and Sites of Special Scientific Interest (SSSIs), and protected landscapes (Norfolk Coast Area of Outstanding Natural Beauty and the Broads). The planning authorities have a role in helping to protect and manage these assets, along with Natural England, the Environment Agency and a wide range of non-statutory environmental and community organisations. Ensuring that new development can proceed sustainably without harm to protected sites or species, or to biodiversity or geodiversity in the wider environment, is a particular challenge. Through joint working and cooperation across planning authority boundaries, a better understanding of the potential impacts from development (especially relating to housing and recreation) is being developed, and new ideas and best practice for monitoring and mitigating any impacts are being shared **A10 corridor** The A10, and parallel rail line from King's Lynn to Cambridge (passenger and freight), provides a strategic transport corridor. The section from King's Lynn to Downham Market is identified as a growth location in the New Anglia SEP. To realise the growth potential of the A10 Corridor there is a need to improve journey times, reliability of services and enhancement of operational capacity. Cambridgeshire County Council have commissioned studies of the economic potential and transport options for the route north of Cambridge. A feasibility study is underway to strengthen the case for the Ely area improvements (road and rail) to enable more frequent rail services to operate in future; while longer peak hour trains should be able to run from King's Lynn by the end of 2018. A new Cambridge North railway station recently opened enabling improved access to jobs in the businesses on the north side of Cambridge for Norfolk residents once longer trains are up and running. There is potential for large-scale job growth in the corridor at Downham Market; while the largest housing allocation in the west at West Winch/North Runcton requires the completion of the West Winch Relief Road and Hardwick junction improvements to be fully developed. **Relationship to the Cambridgeshire and Peterborough Combined Authority** Following the formation of the Combined Authority (in part replacing the old LEP organisation for greater Cambridgeshire and Peterborough, including some surrounding authorities) a new relationship is in place for economic growth between Norfolk and wider Cambridgeshire. The A47 /A10/ Tech Corridor and proposals for the Wisbech area as mentioned above are still in place but with the potential to be significantly accelerated by the new organisation. Some of these projects pass through West Norfolk as one gateway into the Combined Authority (CA) area, from Norfolk. It is widely recognised that these projects are mutually beneficial to the CA and Norfolk. This is particularly true of physical improvements for A47 and A10 (including the rail corridor). Future Local Plan proposals should recognise the new opportunities. A degree of local joint working already exists, including joint housing allocations at Wisbech. **Agreement 9 - The emerging Local Plans for the area will include appropriate policies and proposals to recognise the**

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Updated with latest initiatives	**importance of the above cross boundary issues and interventions.** **5.4 Strategic Principles of Economic Success** It is clear that Local Authorities will need to continue to work collaboratively with one another, LEPs and businesses in order to deliver the step change in economic performance that is necessary to deliver the shared objectives. Among the measures that are thought likely to be necessary at this stage are: Supporting future economic growth • supporting the development of businesses in identified priority sectors, including building on and making links with established and emerging clusters, and the provision of land and premises; • facilitating physical regeneration and enhancement projects in areas of deprivation, involving the local community in the process; • encouraging international trade and supporting increased inward investment • recognising the contribution of Norfolk's market towns Education and skills • supporting the creation, expansion and enhancement of education establishments, including further education, technical institutes and universities to increase the level of skills in the workforce; and • enhancing the quality of the natural and built environment to ensure that the area remains attractive for its quality of life, and as a location for business. • Supporting the role of apprenticeships for retraining and up skilling the workforce including the expansion of the syllabus offered • Supporting labour market resilience through initiatives including support for residents with health related problems to get back into work Connectivity • supporting employment allocations that minimise travel distance and maximise the use of sustainable transport modes; • ensuring that investment in strategic transport infrastructure demonstrably supports economic growth, and also ensuring that economic strategies and Local Plans support the case for investment in that infrastructure; and • enhancing the provision of infrastructure to enable digital connectivity that will facilitate economic growth.

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Section 6 – Housing

	Strategic Housing Objectives To address housing needs in Norfolk by: • providing for the quantity of housing growth which will support the economic prospects of the County and address in full the identified need for new homes; • ensuring that new homes built are of the right sort in terms of size, type, and tenure to contribute positively towards addressing identified needs including for affordable homes, homes for the elderly and students, and other groups in society requiring specialist living accommodation; • Ensuring that new homes are served and supported by adequate social infrastructure, including schools, libraries, fire service provision; play space and green infrastructure provided through developer funding (e.g. through S106 agreements and/or Community Infrastructure Levy) • contributing towards sustainable patterns of development including improving the relationship between homes, jobs and other key day to day services; • delivering high quality, energy efficient homes in attractive communities which make a positive contribution to the health and well-being of communities; and • ensuring that homes are delivered at the right time to address identified needs. **6.1 Introduction**

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Update section on new housing methodology Rewrite of housing section and update to agreements in light of new government housing methodology and ability of authorities to meet revised OAN figures.	The overall objective of national policy is to ensure that sufficient homes of the right type, are built in the right locations, and at the right time to address all existing and newly arising needs for homes. This means meeting both the market *demand* for new housing and addressing the *need* for homes including the needs of those who are currently unable to afford to buy or rent a suitable home locally. Homes built should be of the right type having regard to needs of the existing and future population and should address the specific needs of groups such as the elderly, those with disabilities, students and the gypsy and traveller community. Local Plans should include measures to address the need for appropriate specific types of dwellings~~. These could include for~~, those wishing to build their own home ~~self-build~~, starter homes to purchase and other tenures of affordable housing. Whilst this document considers the likely scale of growth in the different parts of the County, it is not its purpose to determine how many new homes are required or where precisely these should be located. These will be decisions for individual Local Plans or any County wide development plans which may be prepared. Instead the focus is on cross boundary strategic considerations concerning, for example, the capacity of each authority to accommodate the required growth, considering how growth in one area may have impacts elsewhere, the need or otherwise to redistribute growth beyond the administrative boundaries of individual authorities and the implications of this, or the need to take collective measures to improve the rates of housing delivery in the County. In February 2017 the Government published the Housing White Paper "Fixing our Broken Housing Market"[40]. This document set~~s~~ out a broad range of reforms that Government planned~~s~~ to introduce to help reform the housing market and increase the supply of new homes with the principal aim of increasing housing delivery in England to 300,000 net additional dwellings per year by the mid 2020's. Many of these measures were subsequently introduced via an updated National Planning Policy Framework including a new standardised national methodology to be used for calculating the minimum number of new homes which might be required. Alongside this the ~~White Paper a number of supporting technical documents which provided the evidence underpinning many of the white paper proposals were also published and the~~ government has ~~recently launched~~introduced a Housing Infrastructure Fund[41], published a Garden Communities Prospectus, invited bids for Housing Deals, and has committed to spending an additional 2 billion on affordable homes, all measures targeted at delivering an

[40] Available at https://www.gov.uk/government/collections/housing-white-paper
[41] Available at https://www.gov.uk/government/publications/housing-infrastructure-fund

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increased supply of homes.~~targeted at unblocking delayed developments~~. It is clear that increasing the delivery of new homes is likely to remain a major priority for the UK government for the foreseeable future~~ and the issue of delivery is considered further below~~.

Based on the latest projections[42] by 2036 the population of ~~the County~~Norfolk is expected to grow from an estimated population in 2016 of ~~889~~891,~~800~~ 700 to ~~1,00,2000~~[43]985,200, a rise of 911~~1~~3,5~~2~~00 or ~~12.7~~around 10.5%. Much of this growth is driven by net inward migration and an increase in ~~the aging population~~life expectancy.

Based on this population projection and the associated national household projections it is likely ~~the evidence~~[44] ~~suggests~~ that the Norfolk Authorities will need to collectively plan for ~~approximately~~ at least an additional ~~84,000~~75,996 (approx. ~~4000~~ 4,222 per annum) homes between ~~2015~~ 2018 and 2036. Many of these new homes are already included within adopted Local Plans in the County and a significant proportion already have planning permission~~documents~~. However ~~I~~in most ~~parts~~ of the County housing delivery rates have fallen behind existing annualised plan targets and although ~~building~~ rates have improved in recent years ~~the~~ most Authorities in the County are currently aiming to deliver higher annual targets ~~around 4,900 homes per year~~ to address earlier shortfalls.

As part of the duty to co-operate, and as reflected in the remainder of this section the Norfolk Authorities have reached a number of key agreements both about the geographical area over which it is most appropriate to prepare Local Plans, the period to be planned for, and how each plan will provide at least the minimum number of dwellings required over the agreed period. In reaching these Agreements the authorities have had regard to the needs which may arise from outside of the County and have collectively agreed a process for establishing each areas capacity to accommodate growth. ~~Since the draft NSF was published for consultation the government published a proposed standard approach to assessing local housing need. Overall this proposed methodology suggested that the annual housing need of Norfolk was similar to the needs that had been identified by the local authorities through the production of the Strategic Housing Market Assessments. The draft NSF had identified annual housing need as 3,966 homes whereas the standard methodology suggested a figure of 4,106 (3.5%) higher. Additionally the local authorities had, previously in draft agreement 16, suggested that they would agree~~

[42] Mid 2016 Popultion Projections, ONS

~~[43] Mid 2014 based ONS population projections~~

~~[44] Central Norfolk, King's Lynn and Great Yarmouth Strategic Housing Market Assessments~~

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~~to "The quantity of homes planned will be increased by a buffer equal to not less than 10% of their OAN requirement, such buffers to be treated as additional supply rather than as part of their housing target" and in agreement 13 the authorities producing the Greater Norwich Local Plan had suggested they would accommodate a further uplift from the City Deal. It is as yet unclear as to whether either uplift would be considered necessary on top of the need calculated by its proposed standard methodology.~~

~~Notwithstanding the overall similarity at the County level between the figures contained within the draft NSF and those within the government's proposed methodology, the picture varied more considerably at the level of individual district, with each District figure being at least 15% different from that which had been locally calculated. This difference is illustrated in the table over the page.~~

~~**Table 8: Objectively Assessed Need (OAN)**~~

~~**Area**~~	~~**Annualised housing need Table 8 of draft NSF**~~	~~**Annualised housing need in proposed govt methodology**~~	~~**Difference**~~
~~**Breckland**~~	~~584[45]~~	~~680~~	~~+96 (16.4%)~~
~~**Broadland**~~	~~389~~	~~528~~	~~+139 (35.7%)~~
~~**Great Yarmouth**~~	~~420~~	~~338~~	~~-82 (-19.5%)~~
~~**KLWN**~~	~~670~~	~~525~~	~~-145 (-21.6%)~~

~~[45] Note as the Breckland Local Plan is covering a period of 2011-36 it's annualised OAN is considered to be 612pa rather than 584pa as this reflects under delivery in the period 2011-15~~

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~~**North Norfolk**~~	~~405~~	~~511~~	~~+106 (26.2%)~~
~~**Norwich**~~	~~724~~	~~602~~	~~-122 (-16.9%)~~
~~**South Norfolk**~~	~~763~~	~~922~~	~~+159 (20.8%)~~
~~**Broads Authority (Norfolk part)**~~	~~11~~	~~n/a~~[46]	~~n/a~~
~~**Norfolk**~~	~~3,966~~	~~4,106~~	~~+140 (3.5%)~~

~~This potential different distribution of housing needs across the County potentially raises a number of cross boundary issues that will need careful consideration moving forward and it is clear that the agreements previously suggested will not necessarily be able to be maintained if the proposed standard approach is imposed on the local authorities. This matter will need further consideration in the early part of 2018 when the government announces its response to the consultation it has conducted and produces the draft revised NPPF.~~

~~It would appear that impacts of the considerable fluctuations at District level will be moderated by the fact that Broadland, Norwich and South Norfolk are intending to produce the Greater Norwich Local Plan allowing for redistribution of needs across the plan area. Furthermore, as Breckland District Council submitted it's emerging Local Plan in November 2017 it will be covered by the transitional arrangements proposed in the consultation paper meaning that the assessment of OAN will be based on the Central Norfolk SHMA rather than the proposed standard methodology.~~
~~However, there will be a need to consider whether the scale of uplift in housing rates suggested for North Norfolk District is capable of being delivered without compromising either the principles of sustainable development or the special qualities of the District. This work will need to be done collectively in early 2018 as it could lead to potential redistribution of housing to elsewhere in the County.~~

~~For the time being the agreements previously proposed for housing are proposed to be retained but it should be~~

~~[46] The Government Consultation said 'where local planning authorities do not align with local authority boundaries, such as National Parks, the Broads Authority and Urban Development Corporations, available data does not allow local housing needs to be calculated using the standard method set out above'. In these cases we propose that authorities should continue to identify a housing need figure locally, but in doing so have regard to the best available information on anticipated changes in households.~~

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~~noted that these only apply insofar as the current evidence base of the SHMAs relate to and will need to be reviewed if the standard methodology is imposed.~~

6.2 Existing targets, supply, and delivery rates up to 2021

~~The NPPF requires that when Local Plans are prepared they plan for the required quantity of homes and that this quantity is deliverable over the period covered by each plan. In addition each authority should ensure that for each rolling five year period there are sufficient deliverable sites available to meet identified housing targets, address any historical shortfalls and provide for a buffer of either 5% or 20% of additional deliverable supply as a mechanism to extend choice and help ensure targets are met.~~

The number of dwellings built in the County since 2007 have generally fallen behind published Local Plan targets due to the impact of the recession. As a consequence, the required annual rate of housebuilding required to meet existing Local Plan targets has been increasing ~~by arithmetic~~ as ~~the targets seek for any~~local Authorities seek to address shortfalls~~ in housing provision to be met in full over the plan period or the next five years (depending on the precise methodology~~). Furthermore to ensure that local targets can be addressed national policy[47] requires that each authority provides a buffer of deliverable supply thus ensuring that at all times more deliverable supply is available than is required to meet needs alone, with the size of the buffer determined by delivery rates over the preceding three years. This has resulted in some areas having very high annual targets over the next five years which are well above the long term requirements set out in their respective Local Plans or produced by applying the standard methodology.~~Additional uplifts in targets over the next five year period are also necessary where there has been persistent under-delivery, to provide more choice and competition in the market. This can result in some areas having very high levels of deliverable housing sites that need to be identified in order to meet housing needs in the next five years.~~

It is likely that this trend of increasing annual rates of housebuilding requirements will not continue in the future, for two reasons: firstly, the rate at which housing is being delivered is increasing; and secondly, local planning authorities need to keep their assessments of housing need and local plans up to date. In reviewing housing need, the appropriate level of backlog that needs to be addressed is reconsidered and in parts of the County it appears

[47] National Housing Delivery Test – Results of this test are published by government in November of each year and compare the number of dwellings built over a three year period with the number required.

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that current levels of backlog arise in part from historic projections of levels of net in-migration in the period 2008-16 being considerably higher than the actual net in-migration levels that were observed during this period. Therefore, as new Local Plans are adopted, there may be tendency for rates of housebuilding required in the short term (i.e. the next five years) to reduce from their current levels due to reassessment of the backlog element within them.

It should also be noted that land supply issues may ease because since the recession and particularly the publication of the National Planning Policy Framework in 2012, the number of unbuilt planning permissions has also been increasing, so that by the start of 2016 there was a large stockpile of consented sites. Across the county as a whole, the Authorities assess that some 30,000 new dwellings could be built in the five years between 2016 and 2021 from currently available sites.

In practice, delivery rates of housing development will vary considerably from one year to the next, with significant periods of under-delivery in some years and over-delivery in others, depending on a wide range of factors including site availability, economic conditions, and the capacity of the local building industry. For this reason annualised targets represent a blunt instrument against which to assess delivery. Individual authorities will continue to consider carefully how new housing needs evidence might be taken into account appropriately in plan-making and the determination of planning applications.

Detailed information on the availability and deliverability of new housing is published annually by each authority in their Five Year Land Supply Statements.

6.3 Future Housing Demand and Need 2015-2036.

The National Planning Policy Framework requires that the ~~Objectively Assessed Need (OAN)~~need for homes ~~within defined Housing Market Areas (HMAs)~~ in terms of quantity, size, type and tenure with an area is addressed by planning authorities when preparing Local Plans, unless the consequences of doing so would result in unsustainable development. Where planning authorities conclude that it is not desirable to address identified needs within an individual authority area they should reach agreement with others to ensure that needs are met.~~Working with others, Local Authorities should determine their OAN over an identified period and plan to ensure that this is addressed.~~

Following the publication of the revised NPPF in July 2018 the quantity of homes needed should be calculated in accordance with the new standard method in national guidance. This currently applies a fixed uplift to household projections based on the relationship between local incomes and house prices for each authority area with the result being capped to ensure that resulting figures are no more than 40% above existing requirements for any

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Updated figures based on new methodology	individual authority. In some parts of the County this has resulted in the need to deliver higher quantities of new homes than was previously the case as identified in Strategic Housing Market Assessments. **Table 9: Local Housing Need based on mid 2014 household projections applying standard national methodology** **Area** / **Annualised housing need in SHMAs** / **Annualised housing need applying standard methodology (2014 base)** / **Variation** **Breckland** / 584[48] / 697 / +113 **Broadland** / 389 / 544 / +155 **Great Yarmouth** / 420 / 360 / -80 **KLWN** / 670 / 556 / -134 **North Norfolk** / 405 / 543 / +138 **Norwich** / 724 / 604 / -122 **South Norfolk** / 763 / 918 / +159 **Broads Authority (Norfolk part)** / 11 / n/a[49] **Norfolk** / 3,966 / 4,222 / +256 As can be seen the application of the new national standard methodology for assessing housing requirements produces a similar overall requirement for the County as a whole, namely 4,222 dwellings per year compared to the 3,966 identified in the earlier Strategic Housing Market Assessments but the distribution of this growth is

[48] Note as the Breckland Local Plan is covering a period of 2011-36 it's annualised OAN is considered to be 612pa rather than 584pa as this reflects under delivery in the period 2011-15

[49] The Government Consultation said 'where local planning authorities do not align with local authority boundaries, such as National Parks, the Broads Authority and Urban Development Corporations, available data does not allow local housing needs to be calculated using the standard method set out above'. In these cases we propose that authorities should continue to identify a housing need figure locally, but in doing so have regard to the best available information on anticipated changes in households.

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	different. This potential different distribution of housing needs across the County potentially raises a number of cross boundary issues that will need careful consideration. This matter may need further consideration as each authority progresses work on its individual or joint Local Plans. The impacts of the considerable fluctuations at District level will be moderated to some extent by the fact that Broadland, Norwich and South Norfolk are intending to produce a single Greater Norwich Local Plan allowing for consideration of how needs might be addressed across the larger plan area. Furthermore, as Breckland District Council submitted its Local Plan in November 2017 and the Broads Authority submitted its Local Plan in March 2018 they are covered by the transitional arrangements included in the NPPF 2018 meaning that the assessment of OAN will be based on the Central Norfolk SHMA rather than the standard methodology. However, there may be a need to consider whether the scale of uplift in housing rates suggested for some local planning authorities are capable of being delivered without compromising either the principles of sustainable development or the special qualities of the area. For the time being the agreements previously proposed for housing are proposed to be retained. The evidence[50] concludes that Norfolk is covered by all, or parts of, three separate Housing Market Areas and this has led to agreement about producing evidence and appropriate planning areas. Strategic Housing Market Assessments have been prepared for each of these Housing Market Areas which prior to the publication of the Standard National Housing Needs Methodology identified the objectively assessed needs for new homes within each HMA and for each separate District within them. New evidence, including revised national population and household forecasts, will be published at regular intervals and Authorities will use the latest

[50] **Central Norfolk Strategic Housing Market Assessment 2017** - covering Norwich, Broadland, and South Norfolk authorities, together with substantial parts of North Norfolk, Breckland and the Broads Authority, together with a more marginal interaction with other parts of Norfolk and Suffolk.
King's Lynn and West Norfolk Strategic Housing Market Assessment – Covering the administrative area of King's Lynn and West Norfolk Borough Council.
Great Yarmouth Strategic Housing Market Assessment - Covering the administrative area of Great Yarmouth Borough Council.

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	available information from a range of sources in relation to both demand, and their ability to plan a sustainable supply, when determining final housing targets for inclusion in Local Plans. Furthermore government has indicated that the standard national methodology may be subject to further change. To ensure better alignment of Local Plans all Norfolk Authorities have agreed to prepare new Local Plans which address the level of housing need for the period until at least 2036 and most have formally commenced the process of plan review. ~~The evidence[51] concludes that Norfolk is covered by all, or parts of, three separate Housing Market Areas and this has led to agreement about producing evidence and appropriate planning areas.~~ ~~Strategic Housing Market Assessments have been prepared for each of these Housing Market Areas which identify the objectively assessed needs for new homes within each HMA. This evidence has also been used to derive OAN figures for each planning authority area. New evidence, including revised national population and household forecasts, will be published at regular intervals and Authorities will use the latest available information from a range of sources in relation to both demand, and their ability to plan a sustainable supply, when determining final housing targets for inclusion in Local Plans.~~ ~~To ensure better alignment of Local Plans all Norfolk Authorities have agreed to prepare new Local Plans which address the level of housing need for the period until at least 2036 and most have formally commenced the process of plan review. The latest Strategic Housing Market Assessments conclude that approximately 84,000 new homes (4,000 pa) will be required in the County between 2015 and 2036. As outlined earlier, a significant proportion of this is already included within the adopted Plans of the authorities, has planning permission or is under construction. New Local Plans being prepared by the Planning Authorities will need to address the remainder and clearly show how the OAN for each Housing Market Area is being addressed.~~ ~~The current process of establishing OAN and translating this into housing targets is a complex one and the required approach and the underpinning evidence is subject to periodic change. Further changes have been signalled in the Housing White Paper and the recent consultation on Planning for the Right Homes in the Right Places. Furthermore~~

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[51] ~~**Central Norfolk Strategic Housing Market Assessment 2017** – covering Norwich, Broadland, and South Norfolk authorities, together with substantial parts of North Norfolk, Breckland and the Broads Authority, together with a more marginal interaction with other parts of Norfolk and Suffolk.~~
~~**King's Lynn and West Norfolk Strategic Housing Market Assessment** – Covering the administrative area of King's Lynn and West Norfolk Borough Council.~~
~~**Great Yarmouth Strategic Housing Market Assessment** – Covering the administrative area of Great Yarmouth Borough Council.~~

~~whilst Housing Market Areas are by definition relatively self-contained there are clearly wider relationships with parts of Suffolk, Cambridgeshire, Lincolnshire and the wider south-east which should be taken into account when determining housing targets for inclusion in Local Plans. It is not the role of this Framework to set the housing targets for individual Local Plans but to ensure that sufficient homes are built. All Norfolk Authorities have agreed to prepare Local Plans, either individual or joint plans, which will aim to deliver *at least* enough homes to address all OAN until at least 2036.~~

Agreement 10 - When determining their respective Local Plan housing targets each authority, working together where desirable, will aim to deliver at least ~~Objectively Assessed~~the local housing n~~N~~eed as identified in the most up to date evidence (Table ~~8~~9). Where this would result in unsustainable development, agreement will be sought with other authorities, initially within the same Housing Market Area, to ensure sufficient homes are provided to meet identified needs and demands in the area until at least 2036.

~~**Table 9: Objectively Assessed Need (OAN) in Norfolk Housing Market Areas.**~~
~~***Source: CN SHMA 2017, KLWN OAN Update 2016, GY SHMA 2013, AMR 2016***~~

~~Housing Market Area~~	~~Planning Authority Area~~	~~Total OAN identified in Assessment for the 21 years between 2015-2036~~	~~Annualised OAN~~
~~Central Norfolk SHMA**~~	~~Norwich City~~	~~15,201~~	~~724~~
	~~South Norfolk~~	~~16,032~~	~~763~~
	~~Broadland~~	~~8,160~~	~~389~~
	~~Breckland***~~	~~12,272~~	~~584~~
	~~North Norfolk~~	~~8,511~~	~~405~~
~~Central Norfolk Sub Total (excluding BA~~		~~60,176~~	~~2,865~~

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~~area)~~				~~* Totals for Great Yarmouth and King's Lynn and West Norfolk assume annualised rates identified in published SHMAs are rolled forward~~
~~**King's Lynn and West Norfolk OAN Update 2016***~~	~~King's Lynn and West Norfolk~~	~~14,070~~	~~670~~	
~~**Great Yarmouth SHMA 2013***~~	~~Great Yarmouth Borough Council~~	~~8,820~~	~~420~~	
~~**Part Central Norfolk part Great Yarmouth HMA**~~	~~Broads Authority (within Norfolk)~~	~~229~~	~~11~~	
~~**Norfolk Total**~~		~~**83,295**~~	~~**3,966**~~	

~~to 2036. All SHMAs will be subject to periodic update and these updates and other evidence will be used to establish Local Plan housing targets.~~

~~** Based on CN SHMA June 2017 which reflects the 2014 household projections, excluding any additional provision needed to reflect the City Deal~~

~~*** Note as the Breckland Local Plan is covering a period of 2011-36 it's annualised OAN is considered to be 612pa rather than 584pa as this reflects under delivery in the period 2011-15~~

The Broads

The total OAN in the Broads Authority Executive Area between 2015 and 2036 is 286 dwellings (approx. 14 per year). In the Central Norfolk SHMA these figures are broken down between the overlapping Districts as follows:

Table ~~9~~10: Projected dwelling need within the Broads Authority area 2015-2036

	Broadland	North	Norwich	South Norfolk	Great Yarmouth	Waveney

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			Norfolk			
Total OAN	50	70	3	40	66	57

In view of the special qualities of the Broads there has been a long standing agreement between the BA and their overlapping local councils about the other areas planning to meet any housing needs arising in the BA area[52]. It would clearly not be in the best interests of good planning in Norfolk for planning in the Broads area to be driven by a need to meet statistically derived housing targets where this would be incompatible with the protection of the special qualities of the Broads. ~~Following various legal cases it has been considered necessary to change this historic approach and for the OAN to be calculated for the BA area. However, it would clearly not be in the best interests of good planning in Norfolk for planning in the Broads area to be driven by a need to meet statistically derived housing targets where this would be incompatible with the protection of the special qualities of the Broads.~~

Agreements 11 and 12 below addresses this matter although it should be noted that emerging evidence suggests, with the possible exception of the part of the BA area in Great Yarmouth Council area, that the BA will be able to find sufficient sites for housing to meet identified needs within its own area in locations considered to be compatible with the protection of the Broads.

Agreement 11 – The Broads Authority will meet its calculated portion of the wider housing ~~need within each of the relevant SHMAs,~~ requirement as far as is compatible with the protection of the Broads landscape and special qualities.

Agreement 12 – South Norfolk, Norwich City, Broadland, North Norfolk, and Great Yarmouth Councils will seek to include appropriate provision within their Local Plans to address the housing needs arising from the parts of the Broads Authority area overlapping their administrative boundaries if these cannot be met within the Broads Local Plan.

Waveney District Council in Suffolk (and hence not signatories to this framework) have also agreed to do the same.

Implications of the City Deal for Housing

[52] See http://www.broads-authority.gov.uk/__data/assets/pdf_file/0008/432998/Duty-to-Cooperate-Planning-For-Housing-and-Employment-in-and-Around-the-Broads-Proposed-Memorandum-of-Understanding-040113.pdf

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	In December 2013 the Greater Norwich City Deal was signed[53]. The City Deal was expected to see 300 new businesses supported and secure an additional £100 million of private investment. The deal was also expected to create more than 19,000 jobs, including 3,000 high value jobs at Norwich Research Park, 2,000 jobs around Norwich Airport, 1,000 jobs based around Norwich University of the Arts and 6,000 construction jobs. The housing implications of the City Deal were assessed thoroughly as part of the Central Norfolk SHMA. This calculated that ~~the total~~an upward adjustment of 9,505 dwellings to the housing requirement was needed to ensure sufficient homes are provided to meet the needs of the additional workers resulting from the City Deal ~~was 9,505 over the period 2015-2036 across the five Central Norfolk Districts~~. However, as the OAN for the Central Norfolk Authorities already ~~includes~~ included a response to market signals ~~uplift~~, it concludes that additional provision is only needed in the three Greater Norwich districts where the implications of the City Deal exceed the response to market signals already built into the figures. Because of the changes in calculating housing need the additional provision will be reconsidered within the Greater Norwich Local Plan. **Agreement 13 – In addition to their OAN, Broadland, Norwich City, and South Norfolk Councils will seek to deliver an additional supply of ~~5,228~~ homes[54] within the Greater Norwich Local Plan to ensure the housing needs arising from the City Deal are met in full.** **6.4 Type of Homes** It is critically important to ensure that sufficient homes are provided but it is equally important that the homes that are built are the right type in terms of size, affordability and tenure. In this regard key issues affecting the County are providing suitable homes for: • Those on lower household incomes who are unable to afford market prices and rents • A rapidly aging population • A growing student population in and around Norwich

[53] See https://www.gov.uk/government/publications/city-deal-greater-norwich

~~[54] Paras 5.6-13 and table 96 of the Central Norfolk SHMA 2017 explain this in some detail. Overall if the additional jobs envisaged under the City Deal are delivered the requirement for housing in Greater Norwich will increase by 8,361 over the period 2015-36, however, 3,133 of this is already captured in the Objectively assessed need figure due to the response to market signals, therefore the additional requirement if City Deal job growth levels are achieved is 5,228 homes.~~

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	• Gypsy and Traveller communities Collectively, the Authorities are committed to the delivery of energy efficient homes which minimise the inefficient use of scarce resources and each Local Plan will consider the desirability of requiring enhanced construction standards which go beyond the requirements of the current National Building Regulations. For example, all authorities in the County have committed to introducing lower water consumption targets for new dwellings and most are likely to introduce enhanced accessibility requirements. Unless there is a significant increase in earnings or a slowing rate of house price increases the evidence concludes that dwelling affordability will continue to be a major issue in most parts of the County. Delivery of affordable homes, as with other types of housing has failed to keep pace with existing and newly arising needs. Forecasts indicate that across the County as a whole some 26% of the total future housing requirement will need to be provided as affordable homes but this masks significant local variations. The significance of this issue for Norfolk should not be underestimated. There would be particularly severe impacts on a number of key economic sectors if housing affordability worsens and there is not considerable increases in the availability of forms of housing that meet the needs of people who are employed in low wage sectors across the county. ~~Essentially t~~The situation will vary from one council area to another so is best addressed through local plans rather than through collective agreement. Inward migration from the rest of the UK, mainly due to retirement to the area, is forecast to be the major driver of population growth in the County over the next 20 years and a rapidly aging population, particularly outside of the three main urban centres will continue to increase the need for homes. By 2036 over 15% (~~163~~156,~~04~~00 people) of Norfolk's population is forecast to be over 75 years of age and if current trends continue this will increase the need for specialist forms of accommodation such as care, nursing and assisted living schemes. These specialist accommodation needs are not included within household projections and authorities should carefully consider the latest available evidence[55] and develop strategies to ensure these needs are met. If current trends continue an increasing proportion of elderly people will remain in their homes for longer periods.

[55] Norfolk Accommodation Needs of the Elderly Study 2016.

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Updated elderly figures from County's Living Well Homes paper	**Specialist types of accommodation** Strategic Housing Market Assessments are prepared to establish the likely total need for new dwellings over a given period. These assessments quantify the needs of those residing in households including gypsy and travellers and those living in caravans and houseboats but they do not account for those living in other types of communal accommodation such as care and nursing homes and student halls of residence. Therefore in addition to the target for new dwellings Local Plans will need to separately quantify and provide for other specialist types of accommodation and fully understand the relationship between the need for new dwellings and the need for different types of non-household accommodation. **Elderly People** The identified OAN of approx. 84,000 dwellings across Norfolk by 2036 includes the conventional housing needs of elderly people, but does not include people residing in care and nursing homes. On this basis, all self-contained elderly person housing is counted within the housing supply; but the supply of bed spaces in residential institutions (Use Class C2) is not. If sufficient Class C2 bed spaces are not provided in the period 2015-36 then these people will not vacate existing dwellings and therefore more dwellings may be required. Evidence[56] indicates that the current supply of ~~beds in Care homes~~specialist housing for Norfolk is estimated to be ~~9,921~~8,808; this is around ~~660~~ 7,500 beds less than the current identified need for ~~10,581~~16,352 spaces. If current trends and policies continue ~~and the proportion of people living in care homes remains static~~ the estimated need in Norfolk by 2036 will be ~~17,949~~27,737 beds, this is 18,~~028~~ 928 more beds than the current ~~supply and is equivalent to an increase of 382 beds per year~~. ~~The study[57] also provides information on the distribution of existing and needed bed spaces throughout Norfolk.~~ As a result the increasing need Norfolk's local planning authorities consider there is a case for further joint work in this area. Whilst the county have recently published the Extra Care Housing Strategy, it is felt that further work is required to identify the need and types of accommodation which are required to support the increase in the elderly population going forward and as such a study should be commissioned.

[56] See https://www.norfolk.gov.uk/livingwellhomes
~~[57] Norfolk Accommodation Needs of the Elderly Study 2016See https://www.norfolk.gov.uk/livingwellhomes~~

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	Student Housing and the OAN Planning Policy Guidance was updated in March 2015 to include specific reference to identifying the needs of students. It requires that Local Planning authorities should plan for sufficient student accommodation whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campuses. The largest higher education provider in Central Norfolk is the University of East Anglia (UEA). The University has a campus in Norwich and a total of over 14,500 students, with around 90% of UK national students being full time (academic year 2016-17) and the remainder being part time. The University currently maintains 4,300 bed spaces on campus. Norwich also contains the Norwich University of the Arts which has 1,900 full-time students, City College with 11,000 full and part-time students and Easton College with 300 students. The Central Norfolk Strategic Housing Market Assessment concludes that based on historical trend the student population in and around Norwich is likely to grow by around 420 students per year. The SHMA assumes that this student population will live in dwellings and this need is added to the OAN requirement for new homes. If accommodation is provided in the form of student halls of residence or other specialist student accommodation provided by the private sector the OAN dwelling requirement can be reduced accordingly at a suggested ratio of one dwelling reduction for each three bed spaces provided. **Accommodation needs of Gypsies, Travellers, and other types of accommodation** The accommodation needs of Gypsies and Travellers, including Travelling Showpeople, and those residing in boats and mobile/park homes are included within the overall assessments of housing need and comprise part of that need rather than an additional requirement. These types of accommodation which are provided can therefore count towards addressing locally set housing targets. Locally authorities have prepared specific evidence to quantify the levels of need for such accommodation and use this evidence to inform Local Plan preparation. Five Norfolk authorities (Broadland, Gt Yarmouth, North Norfolk, Norwich and South Norfolk), plus the Broads

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Authority, commissioned a Caravans and Houseboats Needs Assessment to 2036, which was completed in October 2017 [58]. Breckland DC commissioned its own study[59] and the Borough Council of King's Lynn and West Norfolk is a partner in a Cambridgeshire-based needs assessment[60].

Agreement 14- The Norfolk Planning Authorities will quantify the need for, and plan to provide for, the specialist accommodation needs of the elderly, students, gypsy and travelling Show People, and those residing in other specialist types of accommodation and working together will ensure that the distribution of provision responds to locally identified needs.

Other forms of specialist accommodation such as self-build and accommodation for military personnel will be addressed by individual authorities but the Norfolk Strategic Planning Member Forum will keep this position under review.

~~Considerable comment was made on this document during the consultation stage that more should be done to control the impact that second homes and holiday homes are having on the availability and affordability of residential accommodation generally and particularly in coastal areas of the County. Whilst there may be significant concerns on these matters in parts of the County, and there are a range of actions that local councils are taking to promote the provisions of affordable and open market housing which meets the needs of local people, in practice there is nothing that can be done under the current legislative framework to control the occupancy of the existing housing stock in the way that appears to be favoured by a number of respondents of the draft NSF.~~

6.5 Capacity and Distribution

Some parts of the County are more constrained than others and their capacity to accommodate new growth is similarly variable.

Each Authority has~~, or is,~~ prepar~~ed~~ing Housing and Economic Land Availability Assessments (HELAAs) [61] using a standardised methodology which has been agreed by all Authorities. These are assessments of unconstrained

[58] See https://www.south-norfolk.gov.uk/sites/default/files/Norfolk-Caravans-and-Houseboats-Needs-Assessment.pdf
[59] See https://www.breckland.gov.uk/media/2662/Breckland-Gypsy-and-Traveller-Accommodation-Assessment/pdf/2016_11_29_Breckland_GTAA_Final_Report.pdf
[60] See https://www.scambs.gov.uk/sites/default/files/2016_11_14_cambridgshire_gtaa_final_report.pdf
[61] Housing and Economic Land Availability Assessments

capacity and take no account of the policy choices that each authority may make when preparing their Local Plan. ~~Although this work has still to be completed~~ It is anticipated that Norwich City, Broadland and South Norfolk will work jointly to address their shared housing need through the Greater Norwich Local Plan with other District Authorities having the capacity to address its own housing need.

Agreement 15 – All Local Planning authorities will produce their Housing and Economic Land Availability Assessments to the standard Norfolk methodology.

6.6 Delivering Housing Growth

Over the past decade the quantity of new homes delivered in the County has not kept pace with published targets notwithstanding that the number of planning permissions granted typically exceeds the required quantity of development. This is likely to have been compounded by economic recession and poorer housing market conditions in some areas which may have reduced developer confidence.

Slower than required delivery rates have resulted in inadequate or marginal five year land supply positions resulting in the need to release unplanned development sites in some parts of the County. Recognising this, and reflecting the provisions of the recently published Housing White Paper the Norfolk Authorities have agreed to take a range of actions to improve future housing delivery. ~~The situation will be reviewed in Spring 2018 in light of the new government methodology once this is published and the impact this will have on OAN for each district can be ascertained.~~

Agreement 16 - To minimise the risk of slow delivery over the next plan period, where it is sustainable to do so, the following will be done:

- **Housing strategies will seek to allocate a range of different sizes of sites, where such sites are available and would result sustainable development.**
- **Clear evidence and demonstration of ability to deliver development will be required <u>prior</u> to the allocation of larger sites for development.**

However, such is the scale of delivery challenge facing the County there may well be the need for further actions to be taken to ensure housing targets can be met. Norfolk authorities have jointly commissioned a study to look further into the issues impacting delivery within the county. The report highlighted 10 measures to be considered which will be further addressed by Local Authorities in bringing forward their Local Plans:

- Allocating a balanced range of sites and scales of development
- Enable early stage engagement with high profile councillors and leader of the Council to facilitate

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	stakeholder buy-in and community liaison at the site allocation stage. • Support and encourage allocation and development of retirement developments, bungalows, lifetime homes and extra care facilities for independent elderly living in suitable environments • Use Planning Performance Agreements where appropriate for larger scale and more complex housing sites • Employ or nominate strategic development officers to focus on larger scale growth allocations and assist developers through the planning process. These staff may be a shared resource between neighbouring authorities. • Seek to invoke Service Level Agreements for Utilities and Network Rail related infrastructure where large scale sites are reliant on strategic interventions. • Review the s106 approach for larger scale sites and consider a hybrid approach with early phases considered in more detail than later phases to enable flexibility for sites which have longer timeframes. • Facilitate the creation of a county-wide developer forum • Consider whether statutory powers can be used to assist with unlocking difficult sites • Work up a funding strategy with the local highway and flood authorities to support sites where major infrastructure is required and this is not covered by CIL. Alongside these possibilities there may also be other measures taken which would complement these actions: • Greater support with infrastructure planning in relation to large scale plans for urban expansion to increase confidence and reduce risks for the industry and make them more attractive for housebuilders to build out at quicker rates than in the past. Increasing the number of housebuilders active in the Norfolk market and increased use of modular (off-site) building techniques will also assist here; • Action to stimulate the SME's in the construction sector to increase the number of firms capable of building on the scale of sites that typically result in 5-50 dwellings being provided; and • Action to stimulate the self and custom build sector considerably. • Further joint working to improve the speed, customer focus, predictability and efficiency of the planning system; and • A considerable drive to increase the number of people entering the construction sector across the board, particularly in the light of the probable impact of Sizewell C construction on the market of skilled construction labour in Norfolk.

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	The Norfolk Strategic Planning Member Forum is likely to give consideration to whether there is any benefit in doing further joint work on delivery issues in ~~2018~~early 2019.

Section 7 – Infrastructure and Environment

	Strategic Infrastructure and Environmental Objectives To realise the economic potential of Norfolk and its people by: • strengthening Norfolk's connections to the rest of the UK, Europe and beyond by boosting inward investment and international trade through rail, road, sea, air and digital connectivity infrastructure; and • ensuring effective and sustainable digital connections and transport infrastructure between and within Norfolk's main settlements to strengthen inward investment. • strengthening Norfolk's place competitiveness through the delivery of well-planned balanced new developments providing access to a range of business space as well as high quality residential, well serviced by local amenities and high quality educational facilities. • Recognising the role of our city centre and town centres as a focus for investment and enhancing the quality of life for residents. • recognising that the long term conservation of Norfolk's natural environment and heritage is a key element of the county's competitiveness. To reduce Norfolk's greenhouse gas emissions as well as the impact on, exposure to, and effects of climate change by: • locating development so as to reduce the need to travel; • effecting a major shift in travel away from car use towards public transport, walking and cycling; • maximising the energy efficiency of development and promoting the use of renewable and low carbon energy sources; and • managing and mitigating against the risks of adverse weather events, sea level rise and flooding by reducing the impacts on people, property and wildlife habitats.

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	To improve the quality of life for all the population of Norfolk by: • ensuring new development fulfils the principles of sustainable communities, providing a well-designed and locally distinctive living environment adequately supported by social and green infrastructure; • promoting social cohesion by significantly improving the educational performance of our schools, enhancing the skills of the workforce and improving access to work, services and other facilities, especially for those who are disadvantaged; • maintaining cultural diversity while addressing the distinctive needs of each part of the county; • ensuring all our communities are able to access excellent sporting facilities, health services and opportunities for informal recreation; • promoting regeneration and renewal of disadvantaged areas; and • increasing community involvement in the development process at local level. To improve and conserve Norfolk's rich and biodiverse environment by: • ensuring the protection and enhancement of Norfolk's environmental assets, including the built and historic environment, biodiversity, geodiversity, soils, protected landscapes, the Broads, the Brecks and the coast;; • protecting the landscape setting of our existing settlements where possible and preventing the unplanned coalescence of settlements; • maximising the use of previously developed land within our urban areas to minimise the need to develop previously undeveloped land; • minimising, where possible, development on the best and most versatile agricultural land; where previously undeveloped land is developed, the environmental benefits resulting from its development will be maximised; • protecting, maintaining and, enhancing biodiversity through the conservation of existing habitats and species, and by creating new wildlife habitats through development; • providing a coherent connected network of accessible multi-functional greenspaces; • reducing the demand for and use of water and other natural resources; and • Protecting and enhancing water, air, soil and other natural resource quality where possible.

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7.1 Introduction

Infrastructure and Environmental objectives have been considered together in the context of the Norfolk Strategic Planning Framework. The issues addressed are complex and multi-faceted and much of the work that has been completed on this subject by working closely with appropriate expert groups.

As is reflected in the introductory text in this framework and is recognised in the agreed vision and objectives the future economic and social prospects for the County cannot be divorced from issues of environmental protection and infrastructure provision. The quality of Norfolk's environment, both in terms of the countryside, it's historic City and the wide range of distinctive towns and villages it includes, give access to a quality of life which is one of the key selling points of the County and the retention and enhancement of which will be crucial to attracting the growth in highly productive economic sectors that is sought. Yet, as is also noted, Norfolk's infrastructure is comparatively under developed compared to many other parts of the wider South and East of England and will need significant enhancement if growth is to be delivered at the scale envisaged without compromising the quality of life and environment on offer.

It would appear that there is a growing recognition of the comparative under development of Norfolk's Infrastructure and a number of announcements have been made about funding of investment in key infrastructure enhancements, especially in relation to transport. These are detailed later in the document and it will be important to ensure timely implementation of these projects.

The Infrastructure Delivery Plan[62] (IDP) has been produced by the County Council working with all the local planning authorities and utility providers. It identifies strategic infrastructure requirements and provides an update on the delivery of a range of projects. The projects in the IDP reflect the key infrastructure needed to deliver the scale of growth ambitions outlined in the NSPF. The IDP is a working document that will be regularly updated as information becomes available. The IDP will help co-ordination, implementation, prioritise activity and respond to any funding opportunities. It will also enable Local Authorities to prioritise the release of revenue funding for the development of

[62]See https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/business-policies

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Update utilities list based on new IDP	scheme information to assist the prospects of successful bids being made for capital funding to deliver further projects. As it concentrates on strategic infrastructure it does not identify the full range of infrastructure required for development.

7.2 Utilities

To deliver the rate of growth that is planned across Norfolk in the coming years considerable further investment will be needed in utilities infrastructure. A list of the main schemes that are thought to be necessary is outlined below.

Table ~~10~~11: Priority Utilities Projects for Promotion[63]

Project Name	Estimated Start date	Estimated Cost	Likely funding sources
Easton, Hethersett and Cringleford sewerage upgrade	Delivery 2011-2026	TBC	Private sector
Broadland Growth Triangle ~~Northeast Norwich~~ Trunk Sewer	Delivery 2011-2026	TBC	Private sector
Broadland Growth Triangle and North ~~and Northeast~~ Norwich substations	Not Known	TBC	Community Infrastructure Levy and private sector
Snetterton energy supply	~~2017/18~~under	£~~3~~4.1m	Local Enterprise Partnership. Private

[63] The preparation of Anglian Water's Long Term Recycling Plan is currently at an early stage and is due to be formally published, following consultation, in summer 2018. It relates to the investment that will be made by Anglian Water as part of our business plans which are prepared once every 5 years to ensure that there is sufficient sewage treatment capacity to accommodate growth within our region. Water and wastewater infrastructure is funded and delivered through a combination of investment made by Anglian Water through their business planning process and developer contributions for water supply and foul sewerage network improvements which are sought under the provisions of the Water Industry Act 1991. As such there are existing mechanisms to ensure that any improvements are made to the water supply and foul sewerage networks to serve new development.

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	construction		sector, Local Authority Funding now agreed
Thetford energy supply (Sustainable Urban Extension)	~~Not Known~~2019	£6.5m	HCA Housing Infrastructure Fund ~~Growth Deal and private sector~~
Thetford energy supply (Thetford Enterprise Park)	Not Known	£1m	BRP, LEP, Private Sector
Thetford water supply	~~Not Known~~2018	£9.~~7~~8m	HCA, Growth Deal, Private Sector~~TBC~~
Thetford Sewage Scheme	~~Not Known~~2019	£2m	Growth Deal, Private Sector~~TBC~~
Earlham Substation	Not Known	TBC	Community Infrastructure Levy and private sector
Heigham Water Works	Not Known	TBC~~£30m~~	Private sector
Wymondham water supply connections	Not Known	£22m	Private sector
King's Lynn Sewerage improvements	Not Known	£1.5-1.7~~2~~m	Community Infrastructure Levy and private sector
Increased surface water capacity North Lynn	~~Not Known~~2020/21	TBC	IDB/private sector

7.3 Electricity

Provision of energy, particularly electricity is fundamental to housing and economic growth as energy consumers require access to reliable energy supplies. Since 2004, the UK have been a net importer of energy, and this has changed the way we view our energy security (Annual Energy Statement 2014). Housing and employment growth will put a greater strain on the electricity network with many of the primary substations in Norfolk already reaching capacity.

The 33kV main transmission network in Norfolk is the main network for new on-shore electricity providers and major users such as employment sites and large scale residential development. It is essentially three networks with one in the west serving King's Lynn and West Norfolk and extending in a limited way into the western side of North Norfolk and Breckland; one centred in Norwich and extending to Attleborough and the central and eastern parts of North Norfolk; and one serving the towns along the southern border and extending round to Great Yarmouth. This leaves significant, largely rural, parts of the county some distance from potential connections to this network. This particularly applies to a central swathe running north south, and a southern swathe running east west.

The electricity network is subject to a number of operational constraints which challenge the ability to predict the

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Update section based on work with UKPN	future capacity of substations over the time periods that are typical for Local Plans. UK Power Networks (UKPN) will not normally invest to provide additional unassigned capacity and the costs of capacity upgrades falling on developers can be significant. The ability of developers to reserve supply, and unexpected windfall development adds further uncertainty to the forward planning process. In addition, the power requirements of end users of employment sites can vary significantly and are unknown at the time the land is allocated in a Local Plan. In developing Local Plans it is clear that Local Authorities will need to work closely with UKPN to ensure that identified locations where housing and employment growth will require strategic enhancement of the electricity supply networks to support new developments can be delivered without delaying the delivery of development or rendering it unviable. Partners continue to work with UKPN to overcome current constraints and prevent future issues, and to explore mechanisms to ensure the cost of electricity infrastructure is shared proportionately between planned developments. To support this partners are working with UKPN to ensure there is more detailed information available to authorities providing an understanding of potential constraints and where development will require strategic enhancement of the electricity supply networks. A study is also underway in Greater Norwich to investigate power supply issues in this area. Additionally all Local Plans across Norfolk will need to promote new developments which minimises energy use; minimise reliance on non-renewable or high-carbon energy sources and promote and encourage the use of decentralised and renewable or low-carbon energy sources and sustainable construction technologies ensure that investment decisions help promote growth and overcome constraints and there are forward looking decision on energy investment. **7.4 Water** Norfolk lies within one of the driest parts of the UK. Planned growth in housing and employment will significantly increase water demand. The area's large agricultural sector is also dependent on water availability in the summer. Water quality is crucial, due to the number of protected sites relying on high water quality, including the Broads Anglian Water supplies water to the majority of Norfolk county with parts of Great Yarmouth and the Broads Authority being served by Essex and Suffolk Water. Water companies have a statutory obligation to prepare and review Water Resource Management Plans (WRMP) once every 5 years setting how they will maintain a sustainable balance between water supplies and demand.

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Update with reference to AW's new WRMP	Anglian Water's Current Water Resources Management Plan runs~~s~~ to 2040 (with the draft Water Resources Management Plan 2019[64] having been consulted on in Spring 2018 running to 2045). This demonstrates how sufficient water for future growth will be provided and therefore water supply is not a strategic constraint to development through appropriate supply and demand measures. Consideration is given to reducing the potential demand for water before proposing supply measures. Local Plans can also contribute to long term water resilience by ensuring that new development incorporates water efficiency measures including the adoption of the optional higher water efficiency standard (110 litres/per person/per day). **Agreement 17 –Norfolk is identified as an area of serious water stress, the Norfolk Authorities have agreed that when preparing Local Plans to seek to include the optional higher water efficiency standard (110 litres/per person/per day) for residential development.** Individual authorities may also wish to consider the inclusion of a specific water efficiency BREEAM standard for commercial development within their Local Plans. Improved water efficiency is not limited to measures within dwellings and commercial buildings and a collaborative approach to promote innovation in water efficiency/re-use is required working closely with water companies and site promoters/developers. The disposal of waste water is addressed by Anglian Waters Long term water recycling plan[65] which highlights the investment needed over the next 25-years to balance the supply and demand for water recycling. The plan considers risk from growth, climate change, severe drought, and customer behaviours. It promotes sustainable solutions for maintaining reliable and affordable levels of service, and facilitates working in partnership to mitigate flood risk. Anglian Water has also implemented new charging rules setting out a fixed, upfront schedule of fees that they charge for laying mains and pipes that connect new buildings and housing developments to their network[66]. This is a significant step in a process to get water companies to provide better service to developers. ~~can be more challenging and impacts decisions on the location and phasing of growth. The capacity of sewage works, the capacity of receiving water courses and quality of outputs are all strategic issues.~~

[64] See https://www.anglianwater.co.uk/about-us/draft-water-resources-management-plan-2019.aspx
[65] See https://www.anglianwater.co.uk/about-us/water-recycling-long-term-plan.aspx
[66] See https://www.anglianwater.co.uk/_assets/media/DS-charging-arrangements-Sept-2018-07.pdf

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	It will be necessary to take a co-ordinated approach to water through water cycle studies to address water supply, quality, waste water treatment and flood risk. Flood risk assessments should be used effectively to ensure development is located appropriately, to help achieve this a Strategic Flood Risk Assessment (SFRA) has been produced~~commissioned~~ jointly by most Norfolk authorities[67]. The release of land for development will be dependent on there being sufficient water infrastructure to meet the additional requirements arising from the new development to ensure that water quality is protected or improved, with no detriment to areas of environmental importance. Growth in several parts of the county is dependent on investment at sewage treatment works. The timing of these investments will have an important effect on the phasing of development. **Agreement 18 –The Norfolk Authorities, Anglian Water and Essex and Suffolk Water have agreed to provide regular and timely updates to each other on the delivery of development sites and proposed utility projects to ensure that development is aligned with water and wastewater infrastructure.** In considering the distribution of growth Local Planning Authorities will need to ensure that distribution avoids cumulative detrimental impact on the most sensitive water courses particularly, those in the Broads and on the Wensum which cross a number of Local Planning Authority boundaries. Each public body will have regard to River Basin Management Plan[68] to ensure that their plans and actions do not risk delivery of the environmental objectives for each water body in the County (not just protected sites). **7.5 Telecoms**

[67] See http://www.broads-authority.gov.uk/planning/planning-policies/sfra/sfra
[68] See https://www.gov.uk/government/publications/anglian-district-river-basin-management-plan

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Update section based on work completed with NCC and Mobile UK	**Broadband** Having access to high-speed and reliable broadband is now regarded as essential by many residents and businesses. The picture regarding superfast broadband coverage is rapidly improving, ~~nearly 88~~92% of the county's homes and businesses can now access superfast broadband, up from 42% in 2012[69], and through the extension of the Better Broadband for Norfolk (BBfN) programme it is aimed to make high-speed broadband available to more than 95% of Norfolk's premises by spring 2020. The BBfN project was launched in 2012, with the aim of ensuring that by the end of 2015 more than 80% of Norfolk's premises could access superfast broadband (24 Mbps download, also known as Next Generation Access (NGA)). ~~A second phase of the project, the Superfast Extension Programme, will help Norfolk reach the national target of 95% of UK homes and businesses by March 2018, which the Government has subsequently brought forward to the end of 2017.~~ It is difficult to get accurate maps showing currently available download speeds across Norfolk, as the situation is changing constantly. But a map produced by Better Broadband for Norfolk (BBfN) in 2016, and reproduced below, shows the availability of Next Generation Access (NGA) broadband across the county[70].

[69] See Better Broadband for Norfolk Information Sheet 26 (26 May 2017)
[70] Interactive up to date maps are available at http://www.betterbroadbandnorfolk.co.uk/

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Updated map

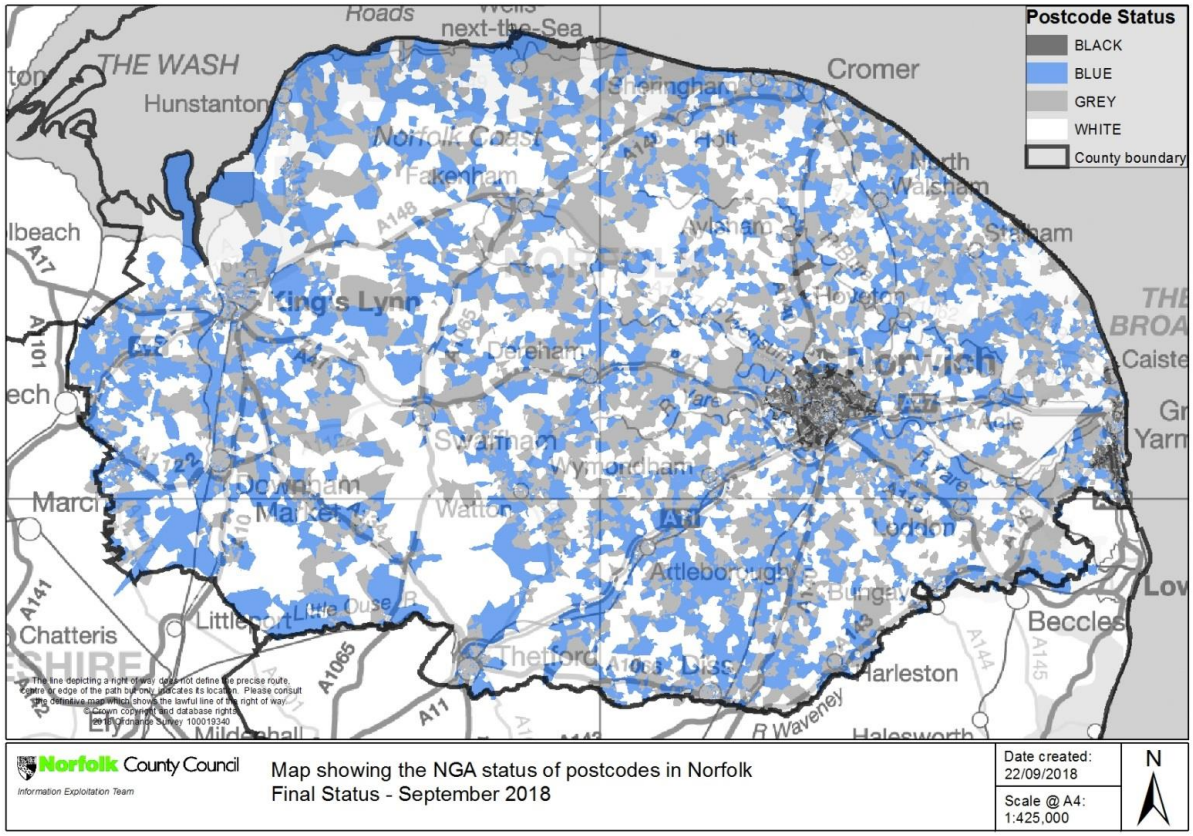

Figure 7: Map showing Next Generation Access (NGA). White areas don't have NGA broadband services~~.~~, Black areas have more than one operator offering NCA, Grey areas have one NGA operator and blue areas have previously been indicated to have planned commercial coverage for NGA broadband.
Source: Better Broadband Norfolk, ~~2016~~2018

Areas where the existing broadband connection speed is less than 2Mbps are classed as "basic" broadband

Update section with reference to Norfolk County Council LFFN bid	connections, and are not scheduled to receive improvements in the immediate future. However, they can apply for a subsidy towards the installation and setup of a satellite broadband solution. In order to extend the provision of superfast broadband further, additional funding would be needed. Where this is not possible or feasible, wireless (Wi-Fi) solutions can be investigated as well as satellite broadband, although it is recognised that there will be many parts of the county where these are not currently practicable. In April 2016, changes to Building Regulations R1[71] were finalised. For applications made on or after 1 January 2017 new buildings are required to have physical infrastructure to support high-speed broadband (greater than 30Mbps). However, there is no requirement to provide external or site-wide infrastructure beyond the access point. The availability of high-speed broadband is clearly of major strategic significance for Norfolk and Norfolk authorities welcome Openreach's offer to install Fibre to the Premises (FTTP) free of charge to all new housing developments of 30 or more homes. However t~~T~~he further rollout of broadband to existing homes cannot be required through any current Local Plan, but the Norfolk authorities are working closely with Better Broadband for Norfolk and other bodies and providers to ensure that high-speed broadband is delivered to more parts of the county as soon as is practicable. Norfolk County Council has developed a Local Full Fibre Networks (LFFN) bid in conjunction with all Norfolk districts, boroughs, Norwich city, the chamber of commerce, the LEP and other relevant regional groups. The bid is for £18-20m of capital to upgrade up to 471 public sector sites across the county. So far the bid has proceeded through a number of stages and is now being worked up with an allocated a member of the DCMS team to go in front of their investment board. Also ~~E~~emerging Local Plans will consider the extent to which they could require high-speed broadband to be delivered as part of new developments and look to include the promotion of Fibre to the Premises (FTTP) to smaller sites~~; the revised National Planning Policy Framework (NPPF), which is due out in spring 2018, might make this easier~~. The revised NPPF (para 112) highlights the importance of reliable communications infrastructure in economic growth and social well-being and requires policies to set out how high quality digital infrastructure is expected to be delivered, ~~A~~authorities will ~~also~~ engage proactively with broadband and mobile network providers to better encourage the rollout of new infrastructure, particularly Openreach, and will seek to involve Openreach at the pre-application stage of major residential and commercial planning applications, as well as through consultations on the

[71] See https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/517789/BR__PDF_AD__R__2016.pdf

Update section in relation to NCC mobile phone coverage survey.	emerging Local Plans. **Mobile telephony** Mobile telephone connectivity has, like broadband, become increasingly important. The most significant change in recent years has been the rollout of 4G services. **Coverage in Norfolk** Interactive mapping (available from Consumer Group Which[72]) shows the general coverage for 2G, 3G and 4G data across Norfolk. The majority of areas across Norfolk receive a weak 2/3/4G signal, with the strongest signals in Norwich and market towns such as King's Lynn and Great Yarmouth. ~~However, this data must be treated with degree of caution as the results are high-level and there are large areas where data is unavailable.~~ Norfolk County Council commissioned AWTG (Advanced Wireless Technology Group) to conduct an independent benchmark assessment of mobile coverage and user experience across Norfolk. The benchmarking campaign was conducted between February and March 2018 using a robust four-tier methodology to maximise the extent and breadth of data collection. This included Walk Testing at over 30 locations including museums, tourist attractions, camping and caravan sites, Rail Testing on all main rail routes in Norfolk, Drive Testing on over 5,500 kilometres of Trunk, A, B and C class roads across Norfolk and Stationary Testing at enterprise zones and 28 Norfolk Broads mooring points. The scope of the campaign covered a detailed assessment of the GSM (2G), UMTS (3G) and LTE (4G) radio network (coverage) performance and received signal strength of the four main mobile network operators in the UK. The results of this assessment can be found at www.norfolk.gov.uk/mobilemap. Nevertheless many mobile "not-spots" remain in Norfolk (some rural areas and parts of the coast in particular), particularly for 4G data coverage, although there are plans to improve this: for example, EE announced in 2016 that it intends to achieve 95% UK geographical coverage by 2020. The next generation of mobile networks will be 5G~~. Whilst there is no agreement as to the precise standards of 5G,~~

[72] http://www.which.co.uk/reviews/mobile-phone-providers/article/mobile-phone-coverage-map

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Updated section based on current information on 5G Updated to highlight work underway by sub group	~~it~~which will probably encompass the following: • 60-100 times faster than 4G Instantaneous playback from downloading speeds and • Sufficient bandwidth to enable a multitude of internet-connected devices to communicate effectively. 5G uses higher frequency radio bands which travel less well than 4G, and can be disturbed by buildings, trees, weather etc. ~~Significantly more base stations, booster stations and new antenna technologies~~Whilst more base stations will be required Mobile Network Operators will use Multi-Input and Multiple-Output (MIMO) technology which will can be rolled out on existing infrastructure where possible. The initial phase will be strengthening the existing infrastructure, then densification for major areas using small high frequency cells will be rollout out in areas with high demand, these are very small and can be fitted to existing street infrastructure like lamp posts.~~ will be required.~~ The rollout of 5G commercially is expected to commence in 2020, and take several years to complete. Getting high quality 5G infrastructure rolled out across Norfolk will be important to delivering the vision of the NSPF. By the time most of the next rounds of Local Plans have been adopted, 5G will be a reality (2020). The main benefit of 5G is that it could, in theory, provide ultra-high speed broadband access to all, without the bandwidth capacity challenges of 4G. This should enable location to be much less of a barrier to receiving broadband than previously, with benefits for homeowners and businesses. It could remove a barrier to location of employment opportunities, particularly home-based and rural-based businesses. ~~The main disadvantages appear to be that further base and booster stations will be required to ensure adequate coverage. As with 4G, it is likely that commercial considerations will play a role in coverage (particularly in the early days of 5G) but authorities will do all they can, through liaison with mobile providers,~~ Norfolk authorities are currently working with Mobile UK to advance knowledge and plans to ensure that rural areas of Norfolk get 5G as early as possible. The key conclusion is that some consistency of approach from all Norfolk Planning Authorities is clearly important for 5G if the very high degree of nationwide coverage required for 5G to be effective is to be secured. Broadly, it should be made as straightforward as possible for 5G base stations and transmitters to be ~~constructed~~approved where they fall outside of the remit of permitted development, and common development management policy text to facilitate this should be explored, taking into account material planning considerations. In particular, care will need to be taken to ensure that new telecommunications equipment is sited and located sensitively in respect of the public realm, street-scene, historic environment and wider landscapes. **Agreement 19 - To maximise the speed of rollout of 5G telecommunications to Norfolk, the Local Planning Authorities ~~will seek to~~are engaging~~e~~ with the telecommunications industry including Mobile UK to produce shared guidance on the location of base and booster stations for the 5G network, taking**

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into account material planning considerations. The aim is to get this guidance agreed before the end of ~~2018~~ Spring 2019 with it potentially being included in emerging Local Plan documents.

7.6 Social Infrastructure

Health

The National Planning Policy Framework (NPPF) requires Local Planning Authorities to ensure that the health and wellbeing of the population, and health infrastructure is considered in plan and decision making.
The need for health infrastructure provision takes place in the context of:

- An increasingly ageing population, with impacts on health and social care provision and costs[73]
- The number of premature deaths increasing, caused by smoking, lack of physical activity, obesity and alcohol misuse. In 2009/10 alone, physical inactivity cost local healthcare authorities £6.2 million per year[74].
- Increasing problem of obesity and associated costs. A quarter of the UK's population is obese costing the tax payer £2.47bn a year[75], and if current trends continue over 50% of the population is predicted to be obese by 2050[76].
- Increase in demand for mental health and wellbeing services which continue to be affected by cuts.[77]
- Changing approaches to healthcare delivery.

It is clear that health issues will become increasingly important considerations in the future planning activities. Therefore, development should facilitate a healthy lifestyle and provide opportunities for a high quality of life through a healthy environment where pollution is controlled and there is adequate access to open spaces and Green

[73] The King's Fund: Future Trends, Demography, Ageing Populations
[74] British Heart Foundation, 2013: Economic costs of physical inactivity.
[75] Institute of Economic Affairs, 2017: Obesity and the Public Purse.
[76] NHS, 2015: "Britain: The fat man of Europe"
[77] Norfolk Community Foundation, 2016: New mental health and wellbeing 'match funding challenge' for Norfolk.

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Update section with reference to STP work and updated health protocol	Infrastructure. Availability of suitable and affordable housing and employment opportunities are also important factors, as is access to active travel opportunities and affordable and practical public transport. To help ensure these issues are addressed~~is happens~~ ~~work has been undertaken on developing~~ a protocol for joint working between planning, public health and health sector organisations was agreed in 2017 and is currently being revised to take account of the emergence of the NHS Sustainability and Transformation Partnership (STP)~~since 2015~~. Throughout ~~this period~~this revision support has come from several quarters, including each of the Norfolk Clinical Commissioning Groups (CCGs). The Protocol seeks to explain the relationship of land-use planning to public health, giving an overview of the planning system to health professionals and an overview of health service commissioning structures to land-use planners. There are mutual commitments to discuss development-related pressures on healthcare services and opportunities for high-quality place-making to enable people to make healthier lifestyle choices. Working with STP colleagues affords an opportunity for long term planning and growth to be considered alongside health infrastructure needs.~~The Protocol also includes NHS England giving the opportunity for monitoring how population change from housing development could have an impact on all aspects of acute and primary care services across Norfolk.~~ The Protocol seeks for health professionals and town planners to work together to secure new healthcare facilities required as a result of development. To assist with such negotiations~~, appended to the Protocol is population~~ modelling data has been used to give an indication of future healthcare requirements for Norfolk. Based on each CCG area, projections are given on future demand for acute hospital beds, intermediate care beds, and the numbers of General Practitioners required. The population increases are modelled on low, medium and high scenarios for house-building rates, reflecting the uncertainty as to how economic conditions might affect the house-building industry in coming years. The ~~second appendix to the~~ Protocol also includes ~~is~~ a *Health Planning Checklist* that consists of six place-making themes. Use of the Checklist is not mandatory; it is simply made available to all practitioners as a convenient method to appraise development schemes in advance of, or at the point of, making a planning application. However there is agreement that within the GNLP area all developments in excess of 500 homes should

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Education section updated with wording from the county council.	use a Health Impact assessment and ~~we would welcome~~all authorities will consider wider use of both HIAs and the checklist to actively consider designing in health benefits. **Agreement 20: The authorities agree to endorse the updated *Planning in Health*: *An Engagement Protocol Between Local Planning Authorities*[78], *Public Health and Health Sector Organisations in Norfolk* and undertake its commitments.** ~~**Assuming this is formally agreed it is expected that each Norfolk CCG will formally agree the Protocol via its Governing Body, and NHS England will do via senior officer support.**~~ **Education** Norfolk's School Capacity return to the DfE (SCAP) indicates that Norfolk's school population will continue to grow over the next 10 years. Primary age population including the influence of housing with full permission will rise by around 4% and secondary by 22% (children currently in the school system including the additional 4% covered by growth). Further housing coming forward is likely to produce a higher increase percentage. Previously reported increases in the school population at reception age is still resulting in an overall increase in the school population in both primary and secondary phases as these children progress through the school system. New housing development has added further pupils to increase the school population overall.~~More specifically, September 2017 school population is over 1300 more than in 2016. Year 10 currently has the lowest cohort of children and numbers have risen steadily since 2006 when that cohort joined the school system in reception. September 2016 reception cohort was nearly 800 pupils higher than it was 5 years ago. Recent years have seen a significant rise in the birth rate and demand for pupil places across the area.~~ Pressure is mainly in urban areas which have seen the highest concentration of population growth. The speed of delivering houses is key to the requirements of school places so careful monitoring of housing progress is undertaken between County Council/District/Borough Councils. Standards in Norfolk schools have risen considerably over the past 5 years with ~~88~~83% of schools being graded Good or Outstanding in ~~2017~~ 2018 compared with 68% 5 years ago – data as at 31 Aug 2018~~70% 4 years ago~~. The Local

[78]See https://norfolk.citizenspace.com/consultation/norfolk-strategic-framework/supporting_documents/Health%20Protocol%20Final%201.2docx.pdf

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	Authority retains responsibility for ensuring that there is a sufficient supply of school places and works with a range of partners, e.g. Dioceses and Academy Trusts to develop local schemes. Norfolk County Council's School Growth and Investment Plan, published every January identifies three growth areas requiring more than one new primary phase school and a further 10 areas requiring one new school. Expansion to existing schools will also be required in some areas of the County. A new High School for north east Norwich is also being discussed and planned. Our strategic priorities were agreed by Children's Services Committee in November 2017 to guide the work with local partners and any proposals for investment in the education infrastructure. These include guidance on the minimum size of new schools and a desire to reduce mixed age classes. More recently members agreed a significant investment in our infrastructure for Special Educational Needs Provision including new special schools. Norfolk County Council works closely with Local Planning authorities as per agreement 21. ~~However, it is difficult to summarise what the strategic infrastructure priorities are and who will deliver against these. Also in the light of recent planning decisions it is questionable to what extent primary and secondary education provision can be seen as a constraint on residential development. Nevertheless the following is agreed:~~ **Agreement 21: The Local Planning authorities will continue to work closely with the County Council and school providers to ensure a sufficient supply of school places and land for school expansion or new schools, and use S106 and / or Community Infrastructure Levy funds to deliver additional school places where appropriate. The authorities agree to continue supporting the implementation of the County Council's Planning Obligations Standards as a means of justifying any S106 payments or bid for CIL funds needed to mitigate the impact of housing growth on County Council infrastructure.** **7.7 Transportation** Considerable work has been completed in relation to transportation matters in support of the NSPF. Notwithstanding the recent and very welcome announcements for further investment in infrastructure there will be a need for considerable further investment in transport infrastructure if this is not to constrain growth. A background paper has been produced summarising the state of the County's transport network, providing much of

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Update transport section to match new IDP	the evidence base for the production of the NSPF and subsequent Local Plans[79]. The paper aims to identify: the current state of the transport system; the constraints (current and future); and opportunities and includes a review of transport constraints to identify issues that, without resolution, may prove a barrier to growth. **Current Network** Norfolk is served by two trunk roads: the A11 from London and Cambridge, and the A47 from the west. The A47 continues from Great Yarmouth to Lowestoft. The A11 is fully dual carriageway and the corridor will see some of the largest scale growth planned in the county (at Thetford, Attleborough, Wymondham, Hethersett and the Norwich fringe at Colney/Cringleford). The A47 is a mix of single and dual carriageway, both within and beyond Norfolk. Away from the strategic road network, Norfolk's road network is a largely rural, single carriageway network. Much of it has not seen significant improvement schemes and so journey times can be slow, particularly away from the higher standard A-class network. The following projects have successfully been funded since 2013 **Completed:** • Broadland Northway (Norwich Northern Distributor Road (incl Postwick)) - £205m • Norwich Pedal ways - £14m • Great Yarmouth Beacon Park Link (A47/143 Link) - £6.8m • A11 dualling Barton Mills to Thetford- £105m • Great Yarmouth Right Turn at the rail station - £400,000 • King's Lynn Lynnsport Link Road- £3.5m **Under construction or part-completed:** • Attleborough Town Centre Improvements - £4.5m • Thetford Enterprise Park Roundabout - £2m • Snetterton Energy Supply - £4.1m • Great Yarmouth Rail Station to the Market Place improvement- £2m • Great Yarmouth sustainable transport package (Part 1) - £2.5m

[79] See https://norfolk.citizenspace.com/consultation/norfolk-strategic-framework/supporting_documents/NSFTTransport_OutputV4.docx

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	• Norwich (various projects including Dereham Road roundabout- £2m, Cycle link extension to Wymondham- £1.3m, City centre Prince of Wales Road - £2.6m, Dereham Road widening- £3m) **Planned, not yet started:** • A11/ORR Daniels Road junction improvement- £2m • Great Yarmouth congestion-busting projects- £3.3m • Great Yarmouth sustainable transport package (Part 2) - £3.5m • Great Yarmouth Third River Crossing- £120m • A47 improvements £2-300m (incl Thickthorn and Great Yarmouth junction improvements and dualling Blofield to North Burlingham, and Easton to North Tuddenham) • A140 Hempnall Roundabout - £4m Norfolk County Council, in partnership with Norwich City Council, Broadland District Council and South Norfolk Council, has made an application to the Department for Transport (DfT) as part of the Transforming Cities Fund. The fund aims to make it easier for people to access jobs, training and retail, and also aims to respond to issues around air quality. In September 2018, Greater Norwich was one of 10 city areas shortlisted to apply for a share of the £840m grant. The Transport for Norwich team is now working with the DfT on detailed proposals to put forward for funding through the project. ~~Transforing cities fund~~

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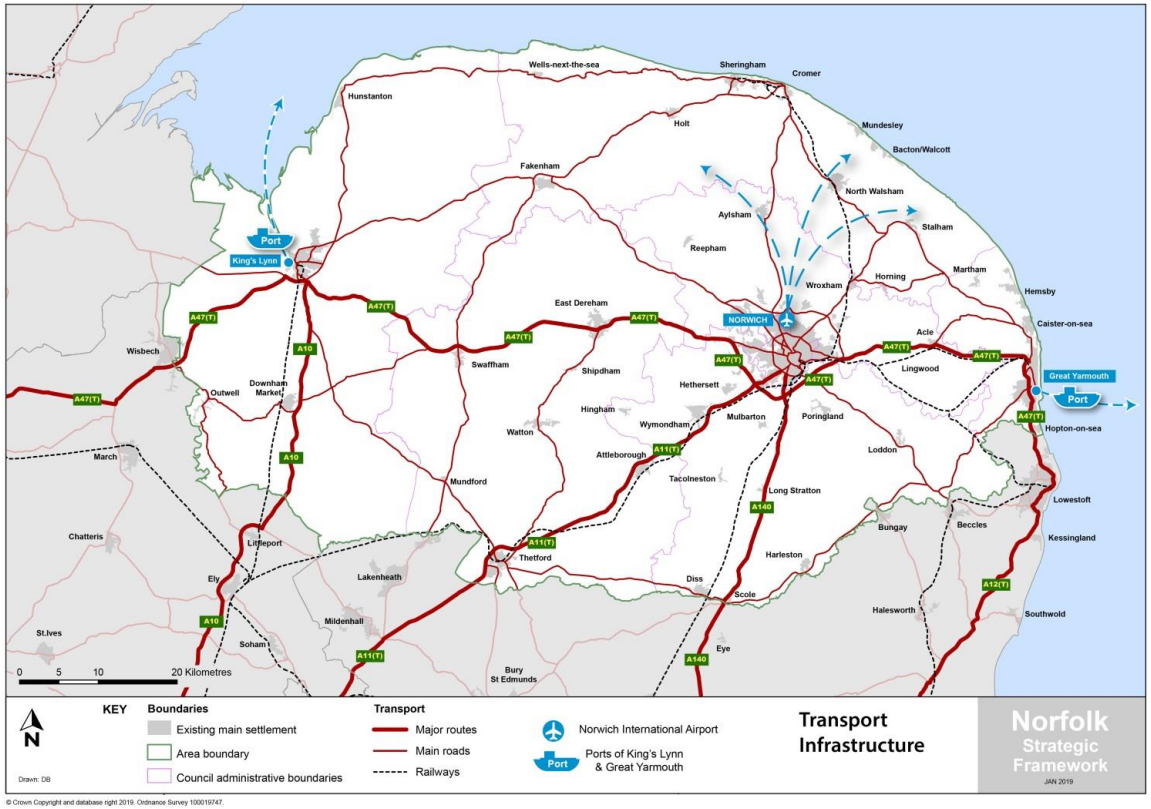

Figure 8: Norfolk Transport Infrastructure, 2017

Norfolk has a limited rail network, meaning that many of its towns are not served by rail. Also, the services offered provide a very limited range of destinations and frequencies. In particular, services to the Midlands and Home Counties are poor. Whilst rail generally provides faster journeys to other major centres compared to road, average rail speeds compare poorly with connections between major centres out of the County.

Norwich Airport is situated some 5km north of Norwich city centre. It operates a number of scheduled and charter flights and provides servicing for the offshore energy industries via helicopter flights. The airport terminal has capacity for 700,000 passengers per year. The airport is currently ~~consulting on a~~reviewing it's draft masterplan which envisages considerable growth in the coming years[80].

Great Yarmouth is the largest port in the county, seeing over 1,100 thousand tonnes of traffic in 2014, an increase of over 1/3 compared to 2013. Although 66% of this by tonnage is inward traffic there has been a tenfold increase in outward traffic since 2009, meaning that increasingly outward traffic has become more important to the port.

Levels of both walking and cycling to work are relatively high in Norwich. In South Norfolk and Broadland Districts levels of walking are comparatively lower than elsewhere in the county, probably reflecting that many people from these districts work in Norwich - too far to walk. A comprehensive cycle network has been identified in Norwich, and the city has also benefited from a large amount of funding that has been used to upgrade parts of the cycle network. There is still however a considerable amount of work required to upgrade the network in its entirety.

Accessibility by public transport to services and facilities is problematic in some more rural and isolated parts of Norfolk. Overall, accessibility tends to be poorest in the more rural districts of Breckland and West Norfolk, where there is a significant number of smaller villages, hamlets and isolated dwellings. Providing bus services within these smaller settlements is often unviable due to low population numbers.

Table ~~11~~s below lists some of the ~~main committed~~key ~~-~~road ~~and rail~~ ~~-~~projects that ~~are planned to take place in Norfolk in the coming years~~the County Council in collaboration with partners is seeking to progress in the next 10 years. ~~It will be important to ensure the timely implementation of these projects.~~

Table ~~11~~12: ~~Committed Transport~~Key Infrastructure Road Projects in Local Authority Control

Project Name	Estimated Start date	Estimated Cost	Funding sources
~~Norwich Northern Distributor Road~~	~~Started, open early 2018~~	~~£178 million~~	~~Funded - Government grant, growth deal and a local contribution~~
~~A47 Great Yarmouth Junctions~~	~~2018~~	~~TBC~~	~~Funded - Highways England Roads Investment Strategy 1 (2015-2020)~~

Update table – remove NDR

[80] See http://www.norwichairport.co.uk/masterplan/

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	~~A140 Hempnall Roundabout~~	~~2019~~	~~£4.4m~~	~~NPIF, CIL, Developer funding, Growth Deal~~
	~~A47 Blofield to Burlingham Dualling~~	~~2020~~	~~£50-£80 million~~	~~Funded - Highways England Roads Investment Strategy 1 (2015-2020)~~
	~~A47 Easton to Tuddenham Dualling~~	~~2020~~	~~£100-£150 million~~	~~Funded - Highways England Roads Investment Strategy 1 (2015-2020)~~
	~~A47/A11 Thickthorn junction~~	~~2020~~	~~£70 to £100 million~~	~~Funded - Highways England Roads Investment Strategy 1 (2015-2020)~~
	Broadland Growth Triangle Link Road~~Great Eastern Mainline enhancements~~[81]	2017~~Up to 2020~~	£38m~~Unknown~~	Developer funding, CIL, BRP, HIF~~Network Rail and Train Operating Company (Abelio)~~
	A140 Long Stratton Bypass~~Fen Line Service Enhancements~~[82]	2020~~Up to 2020~~	£31m~~Unknown~~	Developer funding, Growth Deal, CIL, NPIF, Government Major Road Network~~Network Rail and Train Operating Company (GoVia)~~
	A10 West Winch Housing Access Road	2019	£22.8m	Developer funding, Growth deal
	A47 Hardwick Junction King's Lynn	2025	£17m	Developer funding, Growth deal
	Attleborough Link Road	2020	£18m	Developer funding, Growth Deal
	Norwich Western Link (A47 to NDR)	2023	Indicative £160m	Growth Deal, Local Major Transport Scheme

[81] ~~Existing services on the Norwich to London line are operated by Greater Anglia as part of the East Anglia franchise. Services operate every ½ hour (more in peak times) with a journey time of around 1 hour 50 minutes. As part of the recent franchise agreement, services will be upgraded to every 20 minutes; there will be new rolling stock; and some services will have journey times of 90 minutes~~

[82] ~~Existing services on the Kings Lynn to London via Cambridge are operated by GoVia as part of the much larger Thameslink, Southern and Great Northern franchise. Currently services from King's Lynn operate every hour to London King's Cross, though they are ½ hourly at peak times. The franchise commitment for GoVia is to run ½ hourly services throughout the whole day from spring 2017, except that, on a maximum of two occasions each day, services can run hourly to allow for freight train usage of the line. For further details of Network rail's King's Lynn-Cambridge 8-car scheme.~~

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Table 13: Priority Road Projects for delivery by other organisations

Project Name	Estimated Start date	Estimated Cost	Likely funding sources
A11 Thetford bypass junctions	2020-2025	Not Known	Highways England Roads Investment Strategy 2 (2020-2025)
A47 Wisbech Bypass Junctions	2020	Not Known	HPIF, Developer funding, Highways England Roads Investment Strategy 2 (2020-2025)
A47 Acle Straight dualling	2025	£79m	Highways England Roads Investment Strategy 2 (2020-2025)
A47 Tilney to East Winch Dualling	2025	£130m	Highways England Roads Investment Strategy 2 (2020-2025)

Timely delivery of the above list of commitments will doubtless serve to stimulate the local economy and enhance the prospects of delivery of planned growth. Whilst the growing recognition of the need for further development of Norfolk's infrastructure is very welcome because of its contribution to the delivery of the objectives of the NSPF there remains a considerable need for further infrastructure investment in the County if the vision in this framework is to be realised.

~~Further details of some the schemes thought to be necessary in addition to the above commitments are set out in the sections below. These are focussed on certain priority schemes where it is considered that effort in the short term may result in a realistic opportunity to secure funding for delivery in the short to medium term.~~

Furthermore, the background paper produced identified three key strategic issues affecting the County including: the

	relatively poor transport connectivity between our main settlements and destinations outside Norfolk resulting in long journey times; the poor connectivity within the County particularly for east-west journeys, exacerbated by congestion and unreliable journey times on parts of the network (especially the A47) adding to business costs; and difficulties in delivering major enhancements to transport networks within our urban areas and market towns which tend to have historical street patterns where the scope for major improvements is limited. It should also be noted that the area of transport is considered to be an area where new technology may have a particularly significant impact during the duration of this framework and this makes predicting the full range of enhancements to travel networks difficult at this stage. It is clear that providing suitable transport provision to meet the needs of existing and future populations while reducing travel need and impact will be one of the greatest challenges faced by Norfolk in delivering the level of growth that is anticipated over the coming decades. Given the overall scale of growth that is planned across the County a key matter will be ensuring that transport is a significant consideration in locating this growth and development levels are maximised in areas that are best served by transport networks and have the greatest potential for promoting the use of non-car based modes. ~~**Improvements needed**~~ ~~The tables below set out some key shared priority schemes for transportation improvement that the Councils will work together to promote for funding. These projects reflect key infrastructure needed to deliver economic growth in Norfolk and will help to co-ordinate implementation, prioritise activity and respond to funding opportunities. Local Authorities have agreed to these projects being priorities which shall be promoted with focus on further work needed on business cases to promote the schemes for capital funding. It should be noted that in relation to transportation matters there are significant packages of infrastructure investment planned in a number of urban areas (the largest of which is the Norwich Area Transportation Strategy). Each of these could be considered to be strategically significant and unlock considerable housing and economic development potential but are typically better viewed as an amalgam of more localised improvements which will be funded from a variety of sources over many years and so are not included in the lists over the page at this stage.~~

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Additional information regarding

~~Table 12: Priority Road Projects for Promotion~~

~~Project Name~~	~~Estimated Start date~~	~~Estimated Cost~~	~~Likely funding sources~~
~~Norwich North-East Link Road~~	~~2017~~	~~£29m~~	~~Developer funding, Growth Deal, CIL, LIF~~
~~A140 Long Stratton Bypass~~	~~2019~~	~~£30m-£40m~~	~~Developer funding, Growth Deal, CIL~~
~~A10 West Winch Relief Road~~	~~2019~~	~~£45m~~	~~HCA, developer funding, Growth deal~~
~~A47 Hardwick Junction King's Lynn~~	~~2019~~	~~£25m~~	~~HCA, developer funding, Growth deal~~
~~Attleborough Link Road~~	~~2019~~	~~£12m~~	~~Developer funding, Pinchpoint bid, Growth Deal~~
~~A11 Thetford bypass junctions~~	~~2020~~	~~Not Known~~	~~Pinchpoint bid, Highways England Roads Investment Strategy 2 (2020-2025)~~
~~A47 Wisbech Bypass Junctions~~	~~2020~~	~~Not Known~~	~~Pinchpoint bid, Developer funding, Highways England Roads Investment Strategy 2 (2020-2025)~~
~~Great Yarmouth Third River Crossing~~	~~2021~~	~~£140m~~	~~Growth Deal, Local Major Transport Scheme, LA~~
~~Norwich Western Link (A47 to NDR)~~	~~2023~~	~~Not Known~~	~~Growth Deal, Local Major Transport Scheme~~
~~A47 Acle Straight dualling~~	~~2025~~	~~£120m~~	~~Highways England Roads Investment Strategy 2 (2020-2025)~~
~~A47 Tilney to East Winch Dualling~~	~~2025~~	~~£140m~~	~~Highways England Roads Investment Strategy 2 (2020-2025)~~

Rail

The rail network serving Norfolk is sparse: few settlements are connected to the rail network, and the network serves few destinations out of the county. There are two lines from London: the Great Eastern Main Line from London Liverpool Street via Ipswich to Norwich; and the Fenline / Great Northern Route from London King's Cross via

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rail

Cambridge to King's Lynn. (King's Lynn also has one train per day to London Liverpool Street.) Norwich is directly connected to Cambridge, Great Yarmouth, Lowestoft and Sheringham; and longer distance services via Peterborough to Liverpool.

The tables below set out some key shared priority schemes for rail improvement that the Councils will work together to promote for funding. These include Norwich in 90 which requires track improvments including the Trowse swing bridge, Haughley Junction, loops in Essex and level crossing upgrades. Also a large number of rail services pass through Ely. Major rail infrastructure improvements are required to accommodate all services committed within franchise agreements and for further frequency improvements in the future. Local authorities are working with local enterprise partnerships, government and Network Rail to bring forward the improvements for delivery in the next round of rail spending, between 2019 and 2024, known as Control Period 6.

Table ~~13~~14: Priority Rail Projects for promotion

Project Name	Estimated Start date	Estimated Cost	Likely funding sources
Norwich to London rail (Norwich in 90)	2019-2024	~~Circa £300 million~~TBC	Network Rail Control Period 6
Great Yarmouth Rail Station	2019-2024	~~Not Known~~TBC	Network Rail Control Period 6
Ely area enhancements	Around 2020	~~Not Known~~ TBC	Network Rail Control Period 6, Growth Deal ~~3 (required to fund development work for early (2020) delivery)~~
Broadland Business Park station	Mid 2020s	£6.5 million	Growth Deal, Rail Industry ~~3~~
East West Rail (Cambridge to Oxford)	Late 2020s	Not Known	Government via special purpose delivery vehicle

In the consultation on the NSPF a number of respondents suggested that the Local Authorities ought to formally agree a high level strategic approach to transport as a formal agreement within the final NSPF. Although it has not been possible to produce such an agreement for inclusion in this document further consideration will be given to this matter ~~in 2018~~ with a view to including such an agreement in a future iteration~~s~~ of this document.

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7.8 Flood Protection and Green Infrastructure

Flood Protection

Flood protection is a significant issue for Norfolk. Significant parts of the County are vulnerable to tidal, fluvial or surface water flooding from extreme weather events. Such events can pose a significant risk to life as well as property and affect, to a greater or lesser extent, the three main settlements in the County which all developed in their locations due in part to their access to tidal waters.

Much of the Norfolk coastline is reliant on flood defences to minimise flood risk to existing development. Considerable further information on the planned interventions that are necessary in order to protect our communities from coastal flooding are set out in the Coastal Evidence (Flooding and Coastal Erosion) background paper that is published in support of ~~this draft~~the NSPF[83].

UK Government studies have concluded that climate change over the next 100 years is likely to result in hotter, drier summers and warmer, wetter winters, with more extreme weather events including droughts, floods and sea level rise increasing the level of risk from flooding that is faced by communities in Norfolk.

To address these strategic issues it will be necessary to take a co-ordinated and proportionate approach to managing flood risk. Flood risk assessments are to be used effectively to ensure development is located appropriately and away from flood plains wherever possible. Developers will need to work closely with the relevant public authorities risk management authorities in minimising flood risk from all sources through a combination of high quality urban design and green infrastructure, as well as use of Sustainable Drainage Systems (SUDs) forming part of the overall design of developments. Early engagement with the relevant risk management authorities is required prior to the submission of some planning applications. Further guidance on how this will be done is available on the County Council website due to its role as the Lead Local Flood Authority for the County[84].

[83] See https://norfolk.citizenspace.com/consultation/norfolk-strategic-framework/supporting_documents/Infrastructure%20Group%20Coastal%20Paper%20DRAFT%20V7%201.docx

[84] See in particular https://www.norfolk.gov.uk/-/media/norfolk/downloads/rubbish-recycling-planning/flood-and-water-management/guidance-on-norfolk-county-councils-lead-local-flood-authority-role-as-statutory-consultee-to-planning.pdf

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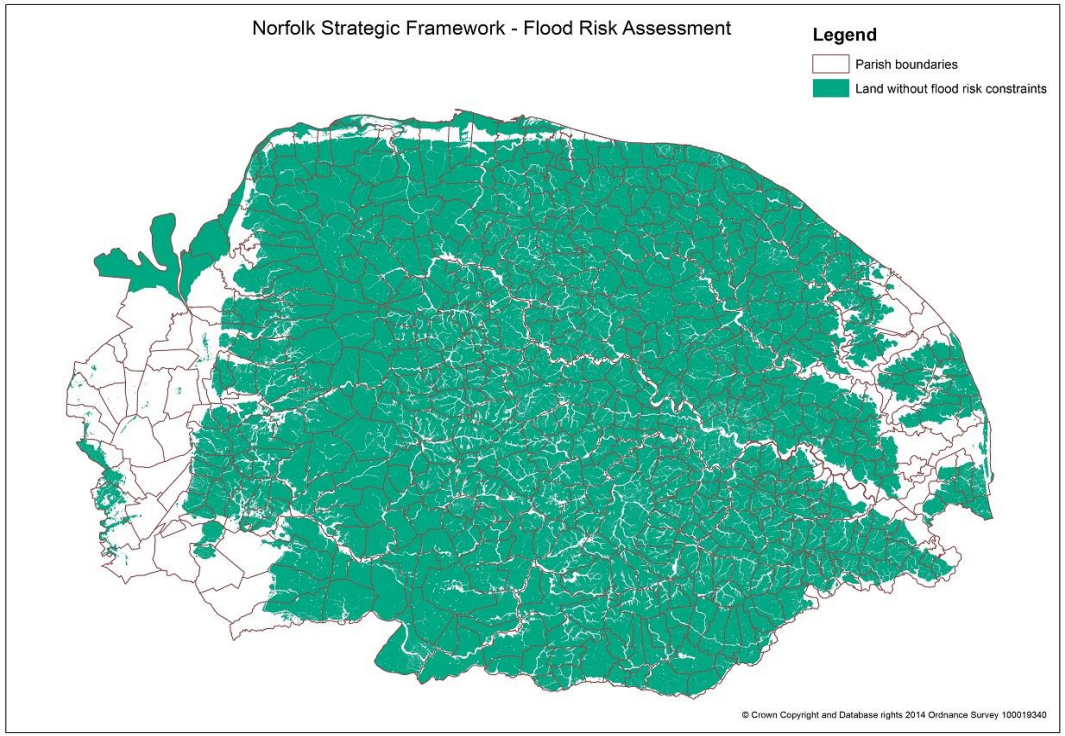

Figure 9: Norfolk Flood Risk Map. 2016

Figure 9 provides an illustration, at a broad scale, of the extent of land with and without flood risk constraints. Whilst it is clear that significant areas of the County are free from flood risk constraint it should be noted that many of the currently developed urban areas are at some risk of flooding. It will be important to ensure that a pragmatic approach is taken for new development and flooding

as if planned correctly new development can significantly reduce the flood risk faced by existing communities in these areas.

As flood waters do not respect administrative boundaries there will be a need for the Norfolk Planning Authorities to continue to work closely together on assessing and minimising flood risk as well as on responding to emergencies when they do occur. For example, the Broadland Futures Initiative is a strategic project to explore how best to manage flood risk in the inter-related areas of the Norfolk and Suffolk Broads, the coast between Eccles and Winterton (which protects the Northern Broads) and the entrance to the Broads system through Great Yarmouth. The project will guide decision making over the short, medium and long term.

A number of significant investments have recently been made or are planned in the near future to help alleviate flood risk. These are detailed in Local Plans, coastal management plans and strategic flood risk assessments and included in the county wide IDP.

Table ~~14~~15: Priority Strategic Flood Defence Projects for Promotion

Project Name	Estimated Start date	Estimated Cost	Likely funding sources
Great Yarmouth Tidal Defences 2017 onwards (Epoch 2)	2026	£27-76 million	NALEP, Local Authorities and ~~Local businesses~~Private Sector
Bacton Walcott sandscaping scheme	2018	£19.3m	Public sector, Regional Flood and Coast Committee, Environment Agency, Defra, NALEP, private sector

Green Infrastructure and the Environment

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	Green infrastructure (GI)[85] is a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of economic, environmental and quality of life benefits for local communities. The provision of green infrastructure in and around urban areas helps create high quality places where people want to live and work. New GI can also mitigate impacts on existing sensitive sites and support heritage and conserve the historic environment. Access is an integral part of GI and PROW and 'Norfolk Trails' are an important asset. The area has a wealth of environmental assets ranging from international and national status, to those of local importance. These must be safeguarded and enhanced for the benefit of current and future generations. Many of Norfolk's natural habitats have been lost and fragmented with once extensive areas of habitats reduced to small remnants isolated from each other and surrounded by relatively inhospitable land uses, reducing biodiversity and increasing vulnerability.

[85] The definition of GI is set out in the Natural England document GI Guidance (http://publications.naturalengland.org.uk/file/94026 In terms of the NSPF it includes 'blue infrastructure' ie water environments - rivers, lakes, ponds etc.

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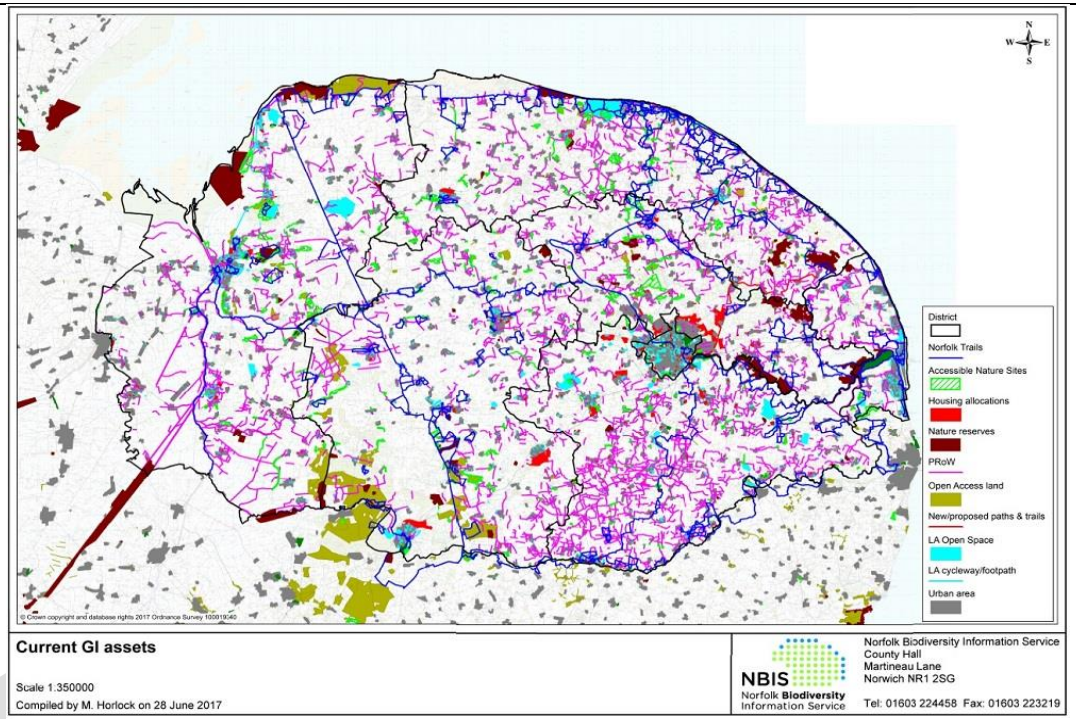

Figure 10: Norfolk's current GI assets. 2017

Current GI assets are set out in Figure 10[86]. Green infrastructure should be provided as an integral part of all new development, where appropriate, alongside other infrastructure such as utilities and transport networks.

Planning for green infrastructure should occur at the evidence gathering (survey and analysis) stage of the planning

[86] Further more detailed maps are available from the NBIS website see http://www.nbis.org.uk/sites/default/files/documents/Maps.zip

	process, so that green infrastructure responds to character and place, and that standards are set for green infrastructure accessibility, quantity and quality. Early integration of green infrastructure can also ensure that it is properly planned in advance of development or delivered alongside development on a phased basis. In this way green infrastructure can be planned as an integral part of the community. (Natural England Green infrastructure guidance, P43) As Norfolk grows and changes in terms of its demographic profile considerable investment in the provision and maintenance of a GI network will be needed in order to facilitate and support growth whilst also: • Minimising the contributions to climate change and addressing their impact; • Protecting, managing and enhancing the natural, built and historical environment, including landscapes, natural resources and areas of natural habitat or nature conservation value; • Ensuring existing and new residents many of whom may be elderly receive the health and quality of life benefits of good green infrastructure and are able to access appropriate recreational opportunities; • Maintaining the economic benefits of a high quality environment for tourism; and • Protecting and maintaining the Wensum, Coast, Brecks and the Broads. As part of producing this Framework the authorities have commenced work on producing a GI strategy for Norfolk working with the Environment Agency, Natural England and Wild Anglia~~the Norfolk Wildlife trust~~. This has produced: • Accessible public open space and Countryside Access maps • Ecological Network Maps • ~~Possible~~ Identified potential Green Infrastructure Corridors throughout the county (the 'GI network')

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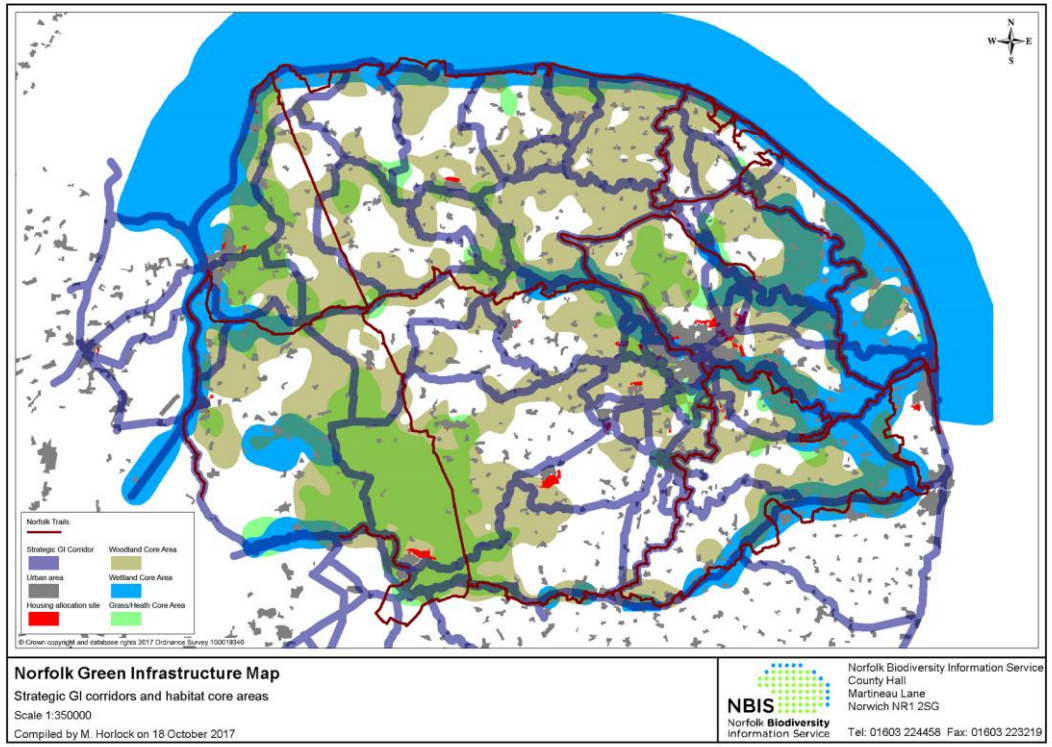

Figure 11: Norfolk's GI corridors. 2017

Figure 11 shows ~~an emerging early draft of~~ the identified potential Green Infrastructure Corridors. The intention is for this map to ~~be further developed over the coming months and be incorporated into the Green Infrastructure Strategy~~inform Local Plans, and also the GI Strategynow in preparation. It should be noted that depending on the nature of corridor they may not constrain development, indeed in some circumstances promoting growth in these corridors may enhance their GI value.

One of the strategic aims for the Environment section is to 'protect, maintain and enhance biodiversity'. New growth in Norfolk must respect this aim, but the use of green infrastructure either existing or new can greatly aid the

assimilation of new development. A commissioned report by Footprint Ecology on the impact of recreational pressures on Natura 2000 protected sites likely to arise from new housing growth gave insights into the scale and location of that pressure. This is a complex area, many of the Natura 2000 sites attract large numbers of visitors, acting as green infrastructure, but are sensitive environments with specific legislative requirements. Mitigation measures and monitoring may be necessary, an action plan prepared by the Norfolk authorities is intended to address this in a co-ordinated way.

Agreement 22: In recognition of:

a) the importance the Brecks, the Broads and the Area of Outstanding National Beauty, together with environmental assets which lie outside of these areas, brings to the county in relation to quality of life, health and wellbeing, economy, tourism and benefits to biodiversity;

b) the pressure that development in Norfolk could place on these assets; and

c) the importance of ecological connections between habitats

the Local Planning Authorities will work together to produce a GI Strategy for Norfolk ~~in early 2018~~ which will aid Local Plans in protecting and where appropriate enhancing the relevant assets.

With regard to the emerging priority projects for short term effort to bring forward, the following are likely to feature within the IDP.

Table ~~15~~16: Priority Green Infrastructure Projects for Promotion

Project Name	Estimated Start date	Estimated Cost	Likely funding sources
The Green Loop (Walking/cycling route linking Norwich – Aylsham – Hoveton –NE Growth Triangle)	Not Known	Not Known	
~~**East Norwich Gateway – Yare to Whitlingham Country Park section**~~	~~2019/20~~	~~£1.5m~~	~~SusTrans/DfT/Lottery/CIL~~
Weavers Way	2018/19	£1.1m	RDPE,HLF,NALEP

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New minerals and waste section	7.9 Minerals and Waste Minerals Carstone is a type of sandstone that is quarried in west Norfolk. It has traditionally been used as a vernacular building material, although it is no longer used to any significant degree. Although it is classed as a 'hard rock' it is not used as a hard rock (e.g. road dressing), instead it is used primarily as fill (to raise the levels of land prior to construction) or in the formation of embankments. Therefore it is often used in the construction of roads. Carstone deposits are located in very limited areas of west Norfolk. In 2017 there were two carstone extraction sites in Norfolk, located at Middleton and Snettisham. Carstone production in Norfolk was 106,438 tonnes in 2016. The 10 year rolling average of carstone sales was 98,839 tonnes in the period 2007-2016. The 3 year rolling average of carstone sales was 77,982 tonnes in the period 2014-2016. The permitted reserves for carstone extraction sites in Norfolk were 2.05 million tonnes at the end of 2016. Based on the 10 year sales average, at the end of 2016 there was a carstone landbank of permitted reserves of over 20 years. Silica sand deposits are located in very limited areas of west Norfolk, a relatively narrow band which runs north to south just to the east of King's Lynn. The northern extent of the silica sand resource is at Heacham, and the southern extent around Hilgay. In Norfolk the silica sand resource is split into two broad categories, the Mintlyn Beds and the Leziate Beds; historically the Leziate Beds have been used principally for glass sand and the Mintlyn Beds for the production of foundry sand. Processing of sand for foundry use has stopped at Leziate and those parts of the process plant dedicated to their production have been removed. This reflects a general decline in the demand for foundry sand in England. The deposit which is being worked at Leziate is one of two in England where silica sand of sufficient purity and grade for the manufacture of colourless flint (container) and float (window) glass is extracted. The other extraction site of silica sand of comparable quality is in Surrey. Silica sand which is to be used for glass manufacture requires a significant amount of processing prior to being suitable for onward shipment to the glass manufacturers. This processing requires large and capital intensive plant such as the one operated by Sibelco UK Ltd which is located at Leziate. Consistency of material is an important consideration and this requires blending of sand from different areas of the working. The processing plant site includes a rail head to export the processed mineral for use by glass manufactures elsewhere. Norfolk is one of the most important sources of silica sand in Britain, accounting for 20 per cent of total output and approximately 60 per cent of silica sand production used for glass manufacture sourced in Great Britain in 2014. Due to the cost and largely fixed nature of the processing plant and railhead, silica sand working has historically taken

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	place in close proximity to the Leziate processing plant. However, this now means that the most accessible areas have either been worked or are in the process of being worked. The 10 year rolling average of silica sand sales in Norfolk was 681,900 tonnes in the period 2007-2016. The 3 year rolling average of silica sand sales was 785,400 tonnes in the period 2014-2016. The permitted reserves for silica sand extraction sites in Norfolk were 2.62 million tonnes at the end of 2016. Based on the 10 year sales average, at the end of 2016 there was a silica sand landbank of permitted reserves of over 3 years. Sand and gravel resources are located throughout the County (with the exception of the Fens area in the far west and south-west of Norfolk). Sand and gravel is used in the construction of roads and buildings and it is a key ingredient in the production of concrete and mortar, asphalt coating for roads, as a drainage medium and in the construction of embankments and foundations. The distribution of sand and gravel sites throughout Norfolk is widespread with a relatively large number of small operators. In 2016 there were 30 permitted sand and gravel extraction sites in Norfolk operated by 14 different companies. There are, however, particular clusters of sand and gravel workings near to King's Lynn, in the north of Breckland District and around Norwich. Sand and gravel production in Norfolk was 1.623 million tonnes in 2016. The 10 year rolling average of sand and gravel sales was 1.41 million tonnes in the period 2007-2016. The 3 year rolling average of sand and gravel sales was 1.47 million tonnes in the period 2014-2016. The permitted reserves for sand and gravel extraction sites in Norfolk were 16.53 million tonnes at the end of 2016. Based on the 10 year sales average, at the end of 2016 there was a sand and gravel landbank of permitted reserves of 11 years. Secondary and recycled aggregates are also sourced within Norfolk. The annual average quantity of inert and construction/demolition waste recovered at waste management facilities over the ten years from 2007-2016 was 435,900 tonnes, however, some parts of this waste stream are unsuitable for use as a recycled aggregate (such as soil or timber). The data is not comprehensive because many operations, such as on-site recovery, are not recorded. Marine aggregate dredging is carried out by companies on behalf of the Crown Estate and the sites are licensed by Defra; therefore Norfolk County Council does not have any planning involvement in marine aggregates and they do not form part of the Minerals and Waste Local Plan. Aggregates from marine dredging are not currently received at any ports of wharves in Norfolk. A total of less than 500 tonnes of marine sourced aggregates was consumed in Norfolk in 2014 (the most recently available date). Clay and chalk are also extracted in Norfolk. Clay is primarily used in the engineering of landfill sites and in flood protection schemes. Chalk is primarily used as a liming agent for farmland. In 2017 there was one active clay working at Middleton, and three active chalk workings located at Castle Acre, Caister St Edmund and Hillington. However, the resource for these minerals is considered to be abundant in Norfolk relative to the demand.

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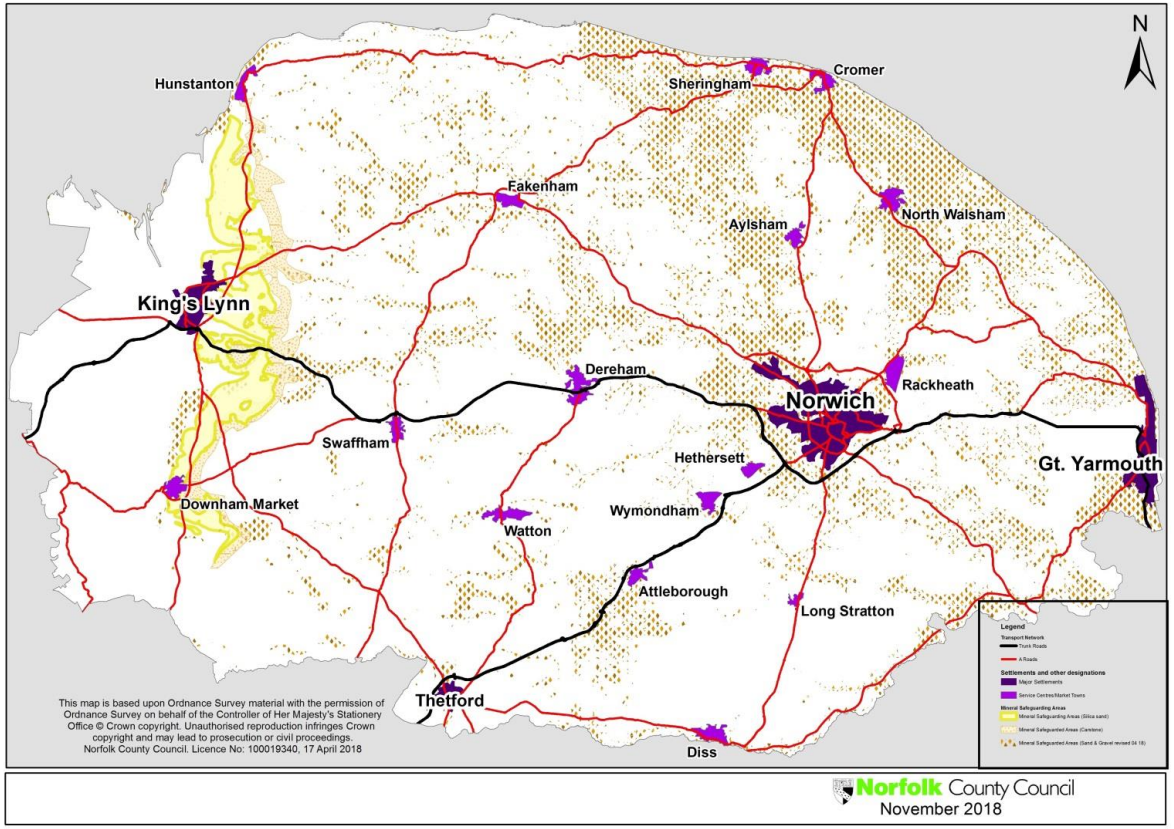

Figure 12: Mineral Resources within Norfolk

Waste

There are a number of waste management facilities within Norfolk. They include:

20 Household Waste Recycling Centres, provided by Norfolk County Council, which accepted nearly 76,000 tonnes of

	waste in 2016/17. 10 commercial composting facilities which received nearly 130,000 tonnes of waste in 2016/17, as well as a few small community composting facilities; There are two metal recycling facilities at Lenwade and Great Yarmouth, one metal recycling facility at King's Lynn docks and a large number of small sites accepting scrap metal or end-of life vehicles. The metal recycling facilities received over 62,000 tonnes of waste in 2016/17; 61 operational sites for the treatment and/or transfer of waste (including municipal, commercial and industrial, hazardous, clinical, construction and demolition), which received over 1,570,000 tonnes of waste in 2016/17 and 24 sites for the treatment and transfer of inert waste (including construction and demolition waste) only, which received over 130,000 tonnes of waste in 2016/17; There are two non-hazardous landfill sites (Blackborough End and Feltwell) in Norfolk, but they are currently inactive. These sites have a permitted void capacity (remaining landfill space) estimated to be 5.09 million cubic metres. In 2016/17 over 350,000 tonnes of inert waste was received at inert landfill sites or used in the restoration of mineral workings. There is a renewable energy plant operated by EPR at Thetford which received over 470,000 tonnes of waste in 2016/17. The waste received at this facility is poultry litter which is burned to produce energy. Minerals and waste common ground It is common ground that national planning policy, interpreted for Norfolk, means that: 1) It is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. The Norfolk Minerals and Waste Local Plan will therefore enable Norfolk to continue to be self-sufficient in the production of sand & gravel, whilst making an important contribution to the national production of silica sand. 2) A steady and adequate supply of minerals to support sustainable economic growth will be planned for through allocating sufficient sites and/or areas in the Norfolk Minerals and Waste Local Plan to meet the forecast need for sand and gravel, carstone, and silica sand. 3) Since minerals are a finite natural resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation. Resources of sand and gravel, carstone and silica sand within defined Mineral Safeguarding Areas will be safeguarded from needless sterilisation by non-mineral development. Infrastructure for the handling, processing and transportation of minerals will also be safeguarded from incompatible development. Defined waste management facilities and water recycling centres will be safeguarded from incompatible development.

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	4) The Norfolk Minerals and Waste Local Plan policies will enable the re-use, recycling and recovery of waste in Norfolk to increase, thereby reducing the quantity and proportion of waste arising in Norfolk that requires disposal, in accordance with the Waste Hierarchy. 5) The Norfolk Minerals and Waste Local Plan will enable Norfolk to be net self-sufficient in waste management, where practicable and to enable sufficient waste management infrastructure to be provided, for Norfolk, to meet the existing and forecast amount of waste expected to arise over the Plan period. 6) The Norfolk Minerals and Waste Local Plan will direct new waste management facilities to be located in proximity to Norfolk's urban areas and main towns. Priority for the location of new waste management facilities will be given to the re-use of previously-developed land, sites identified for employment uses, and redundant agricultural and forestry buildings and their curtilages. 7) The Norfolk Minerals and Waste Local Plan will contain policies to ensure that minerals development and waste management facilities will be located, designed and operated without unacceptable adverse impacts on the amenity of local communities, the natural, built and historic environment, the landscape and townscape of Norfolk.

Section 8 – Conclusions and Next Steps

Include commitment to update NSPF biennially or sooner if necessary	This Framework documents how the Norfolk Planning Authorities maintain effective cooperation between themselves, with the neighbouring district and county planning authories, and with other key relevant agencies and utilities. In doing so it meets the relevant requirements of Section 3 of the 2018 National Planning Policy Framework (NPPF). The NPPF highlights that Cooperation should be effective and ongoing, with this in mind the Norfolk Authorities have agreed to maintain the following agreement: **Agreement 23: In recognition of the benefits gained by co-ordinating and co-operating on strategic planning activities the signatories to this document agree to support the activities of the Norfolk Strategic Planning Member Forum and to continue to appropriately resource joint planning activity.** The revised NPPF also sets out the requirement to prepare and maintain one or more statements of common ground and local housing need assessment, conducted using the standard method in national planning guidance. In light of these new requirements and that the Statements of Common Ground must reflect the most up to date position in terms of joint working across the area, Norfolk Authorities have agreed to the following: **Agreement 24 : Norfolk Planning Authorities agree to maintain the statements of common ground on a**

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Included proposals for next version of NSPF	**regular basis with publication dates to be linked to local plan publications of the various authorities involved. The review will ensure that each authority is able to meet its local housing needs and agreements are in place where this is not appropriate or achievable, each review will also ensure that the NSPF remains the most appropriate vehicle to address strategic planning matters for the county.** The next version of the document will also look to incorporate the ongoing work to: • Complete a county wide Green Infrastructure Strategy • Complete the proposals highlighted in the housing section to help promote housing delivery • Complete a Specialist Housing Strategy for Norfolk identifying the need and types of accommodation which are required particularly to support the increasing elderly population • Produce shared guidance on the location of base and booster stations for the 5G network and on fibre to the premises • A Transport agreement from the work to produce a local transport plan The NSPF will also be maintained to ensure: • All evidence and housing needs calculations are up to date following publications of updated data from the ONS and government guidance • The NSPF is aligned to the LEP Economic Strategy and any changes made to this • The NSPF is aligned to any strategic work of neighbouring authorities ~~With the forthcoming publication of a revised National Planning Policy Framework and a possible requirement to apply a new standardised methodology to assessing housing need and produce statements of common ground it is clear that Norfolk's local authorities will continue to need to work closely together to address strategic planning matters. Furthermore, it is also clear that in addition to keeping the NSF itself under review there will need to be some consideration of whether the NSF remains the most appropriate vehicle to address strategic planning matters or whether more formalised statements of common ground or seeking to move towards the production of some form of statutory strategic plan would better serve the County.~~ ~~Decisions on such matters will be taken during the first half of 2018 alongside the following activities:~~ ~~Reviewing and updating the NSF:~~ • ~~Update the NSF in light of the publication of the new NPPF scheduled for Spring 2018~~ • ~~Enhancing areas of the NSF where time and resource has limited progress and where highlighted through the public consultation - such as follow up work on delivery issues, enhancing the economic chapter, including a transport agreement and further work around how elderly housing could be delivered.~~

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	~~• Once all Housing and Economic Land Availability Assessments are complete work with authorities, where required, where not all housing needs can be met~~ ~~• Ensure NSF aligns to LEP Economic Strategy~~ ~~• Monitoring NSF and maintain links to other authorities~~ ~~Coordinate Joint planning activities:~~ ~~• Build on the NSF and support the county in the production of a county wide Infrastructure Delivery Plan and any potential economic or growth strategies~~ ~~• Production of statements of co-operation to inform Local Plan examinations;~~ ~~• Production of statement of common ground~~ ~~• Reviewing of Objectively Assessed Need for housing in light new government methodology~~ ~~• Support of Local Plan Process~~ ~~• Jointly commission evidence for local plans to create savings over commissioning evidence separately.~~ ~~• Coordinate responses to consultations etc.~~ ~~• Look to complete and maintain some policy work across the county eg OAN methodology, Brownfield register, production of common policies~~ ~~In order to allow this work to proceed the Norfolk Authorities have agreed to the following:~~ ~~**Agreement 23: In recognition of the benefits gained by co-ordinating and co-operating on strategic planning activities the signatories to this document agree to support the activities of the Norfolk Strategic Planning Member Forum and to continue to appropriately resource joint planning activity.**~~

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Appendix 1 – NSPF Contacts:

Please direct all representations relating to the NSPF to the NSPF Project Manager as detailed below. Use the Local Planning Authority contact details only if you have enquiries concerning a specific authority area.

NSPF Project Manager	
Trevor Wiggett City Hall St Peter's Street Norwich NR2 1NH Email: trevorwiggett@norwich.gov.uk 01603 212557	
Breckland Council	**Broadland District Council**
Phil Mileham Strategic Planning Manager Breckland Council and South Holland Council Elizabeth House Walpole Loke Dereham NR19 1EE Tel 01362 656803 Email : phil.mileham@breckland-sholland.gov.uk	John Walchester Spatial Planning Manager Broadland District Council Thorpe Lodge 1 Yarmouth Road Norwich NR70DU Tel 01603 430622 Email : john.walchester@broadland.gov.uk
The Broads Authority	**Great Yarmouth Borough Council**
Natalie Beal Planning Policy Officer Broads Authority Yare House 62-64 Thorpe Road Norwich NR1 1RY Tel 01603 756050 Email : Natalie.Beal@broads-authority.gov.uk	John Clements Principal Strategic Planner Great Yarmouth Borough Council 2nd Floor, Town Hall Hall Plain Great Yarmouth Norfolk NR30 2QF Tel 01493 846624 Email: john.clements@great-yarmouth.gov.uk
The Borough Council of King's Lynn and West Norfolk	**Norfolk County Council**
Alan Gomm Planning Policy Manager Borough Council of King's Lynn and West Norfolk Kings Court Chapel Street King's Lynn PE30 1EX Tel 01553 616237 Email : alan.gomm@west-norfolk.gov.uk	Phil Morris Principal Planner Norfolk County Council Martineau Ln Norwich NR1 2UA Tel 01603 222730 Email : phil.morris@norfolk.gov.uk

North Norfolk District Council	**Norwich City Council**
Mark Ashwell Planning Policy Manager North Norfolk District Council Council Offices Holt Road Cromer NR27 9EN Mail : mark.ashwell@north-norfolk.gov.uk Tel 01263 516325	Graham Nelson Head of Planning City Hall St Peter's Street Norwich NR2 1NH Mail : grahamnelson@norwich.gov.uk Tel 01603 212530
South Norfolk Council	
Simon Marjoram Planning Policy South Norfolk District Council South Norfolk House Long Stratton Cygnet Court Norwich NR15 2XE Tel 01508 533810 Email : SMarjoram@S-NORFOLK.GOV.UK	

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Appendix 2 – Cross Border Cooperation Initiatives:

Cooperation mechanism	Authorities involved	Brief details	Date	Other Comments	Website link (if relevant)
Coastal Partnership East	North Norfolk, Great Yarmouth, Waveney, Suffolk Coastal	Shared Coastal Management Team for the four authorities.	Ongoing	Coastal Zone Planning Statement of Common Ground (2018), setting out an agreed approach to coastal planning (n.b. additional signatories to Statement: Broads Authority, BC King's Lynn & West Norfolk; and endorsed by Environment Agency).	https://www.coasteast.org.uk/
Membership of Broads Authority	Broadland, Great Yarmouth, North Norfolk, Norwich, South Norfolk, Waveney, Norfolk and Suffolk.	Each provides members to govern the Broads Authority.	Ongoing		http://www.broads-authority.gov.uk/about-us/who-we-are/members/meet-our-members
Waveney/Great Yarmouth sub regional meetings	Waveney, Great Yarmouth, Broads Authority.	Quarterly Periodic meetings between these three eastern authorities to discuss	Ongoing	Waveney Local Plan Duty to Cooperate Statement of Common Ground (2018) on Housing Market Area,	n/a

		strategic cross boundary issues pertinent to the area.		Functional Economic Area and Objectively Assessed Need, between Waveney, Great Yarmouth, Broads Authority, South Norfolk, Suffolk Coastal, and Mid-Suffolk.	
Norfolk Coast (AONB) Partnership	Great Yarmouth, North Norfolk, King's Lynn & West Norfolk, Norfolk, Broads Authority, Natural England	Management of the Norfolk Coast Area of Outstanding Natural Beauty.	Ongoing	The Partnership also includes 2 community representatives.	http://www.norfolkcoastaonb.org.uk/partnership/core-management-group/169
Memorandum of Understanding – Treatment of Housing and Employment Needs and Delivery in the Broads Authority Area	Broads Authority, Broadland, South Norfolk, Norwich, Great Yarmouth, Waveney, Norfolk, Suffolk.	Agreed mechanism for distribution of housing (and employment) development in relation to targets for overlapping district and Broads areas.	2014 (and previously)	Further Statement of Common Ground (2017) between Broads Authority and Great Yarmouth Borough Council updating and specifying this in relation to housing in Proposed Broads Local Plan	n/a
New Anglia Local Enterprise Partnership	All Norfolk and Suffolk District and County Councils	To lead economic growth and job creation across Norfolk and Suffolk.	Ongoing	Partnership also includes private sector and education representatives.	https://newanglia.co.uk/
Wherry Line Community Rail Partnership	Norfolk, Suffolk, Norwich, Broadland, Great	To promote the railway and the surrounding area to develop	Ongoing	Partnership also includes Abellio Greater Anglia, Network Rail, Railfuture,	https://www.greateranglia.co.uk/about-us/community-rail-

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	Yarmouth, Waveney.	economic and environmental benefits for residents, visitors and tourists.		Norfolk Association of Local Councils, rail users, station adopters, RSPB, and local businesses.	partnerships
Great Yarmouth Transport and Infrastructure Steering Group	Great Yarmouth, Norfolk, Environment Agency, Highways England	To promote and coordinate infrastructure improvements in, around and benefitting Great Yarmouth Borough	Ongoing		https://great-yarmouth.cmis.uk.com/great-yarmouth/Committees/CommitteeSystemfromMay2016/tabid/142/ctl/ViewCMIS_CommitteeDetails/mid/562/id/170/Default.aspx
A47 Alliance	Norfolk, Great Yarmouth, Broadland, Norwich, Breckland, King's Lynn & West Norfolk	Seeks to promote the dualling of the A47.		Alliance also includes Peterborough & Cambridgeshire local authorities, MPs, business groups, LEPs, etc.	http://www.a47alliance.co.uk/
Greater Norwich Development Partnership	Norwich, Broadland, South Norfolk, Norfolk County Council and the Broads Authority	Partnership to produce Local Plan for Greater Norwich Area and address related planning policy issues such as housing land supply and monitoring. This involves a member level group and joint officer	Ongoing		http://www.greaternorwichgrowth.org.uk/

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		team.			
Greater Norwich Growth Board	Norwich, Broadland, South Norfolk, Norfolk County Council and the Broads Authority	Member level Board and joint officer team for strategic investment planning and delivery across the Greater Norwich area. This includes pooling of CIL receipts and a joint CIL process.	Ongoing		http://www.greaternorwichgrowth.org.uk/
Norfolk Strategic Planning Officers Group	All Norfolk Local Planning Authorities	Monthly meeting of Heads of Planning Policy teams to discuss cross boundary issues.	Ongoing		www.norfolk.gov.uk/nsf
Norfolk Member Forum	All Norfolk Local Planning Authorities	Over sees Duty to Cooperate requirements at a member level, in particular the production of the NSPF.	Ongoing		www.norfolk.gov.uk/nsf
Norfolk Strategic Planning Framework	All Norfolk Local Planning Authorities	Shows how the Authorities work together and forms the Statement of Common Ground for the area. Addresses cross boundary issues.	2018, but being reviewed.		www.norfolk.gov.uk/nsf
The Wash and North Norfolk Marine Partnership	East Linsey,Boston,Fenland, South Holland,	Local Communities and Management Groups working together to protect marine heritage	On-going	Many other Agencies and local groups involved	https://wnnmp.co.uk/home/partnerships/

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	KLWN,North Norfolk, Lincolnshire County Council and Norfolk County Council	
Norfolk/Suffolk Cross border Meeting	Babergh and Mid Suffolk, South Norfolk, Great Yarmouth, Broads Authority, Ipswich Borough, Suffolk County, Broadland, West Suffolk, Breckland, Kings Lynn & West Norfolk, East Suffolk	Ongoing
Wisbech Access Strategy Steering Group	Kings Lynn & West Norfolk, Norfolk County Council, Cambridgeshire County Council, Fenland DC, Wisbech Town Council	Ongoing

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Norfolk Rail Group	Norfolk & Suffolk County Councils, all districts	Ongoing
Joint SFRA Update	Kings Lynn & West Norfolk, North Norfolk DC, Greater Norwich, Broads Authority, Great Yarmouth	Completed

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