

# Breckland

## Interim Infrastructure Position Statement (December 2015)

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## 1.0 Introduction

### Scope and Purpose

- 1.1 In order to ensure new development delivers sustainable communities, the infrastructure, facilities and service needs of these populations must be properly planned for.
- 1.2 This interim document is the Infrastructure Position Statement and sits alongside the Breckland Local Plan – Preferred Directions, December 2015 (Regulation 18 consultation). It reviews the District’s infrastructure needs for the plan period (up to 2036) as well as the stakeholders and delivery mechanisms for providing infrastructure into the future. It will inform the Infrastructure Delivery Plan and potentially the setting of a Community Infrastructure Levy (CIL), should the Council decide to implement such a delivery mechanism.
- 1.3 The National Planning Policy Framework states at paragraph 157, “Crucially, Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework” and at paragraph 162, “Local planning authorities should work with other authorities and providers to: assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands”. Paragraph 177 explains that it is “important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion”.
- 1.4 Paragraph 173 of the NPPF highlights the need to pay “careful attention to viability and costs in plan-making and decision-taking” and stresses that “Plans should be deliverable”. This means that the scale of development and specific sites proposed for development should not be subject to obligations and policy requirements such as requirements for affordable housing, standards, infrastructure contributions, that compromise their viability or deliverability or that prevent landowners and developers to achieve a competitive return.
- 1.5 This Breckland Infrastructure Position Statement and its production process aim to:
  - Identify the District’s baseline future needs position for infrastructure (including, where possible, phasing of new development, funding sources and responsibilities for delivery);
  - Improve lines of communication between key delivery agencies and the local planning authority, including identifying opportunities for integrated and more efficient service delivery and better use of assets;
  - Further strengthen relationships between the Council’s Corporate Plan and the Local Plan objectives;
  - Provide further updated evidence for informing the development of a Community Infrastructure Levy (CIL) should the Council implement such a funding mechanism in the future, and/or negotiating infrastructure

requirements from developers through Section 106 Agreements and Planning Obligations; and

- Provide a 'live' document that will be used as a tool for helping to deliver infrastructure.

1.6 At this stage it does not identify in detail costs, funding sources and delivery mechanisms; these issues will be explored further in the progressing of the Infrastructure Delivery Plan in tandem with the local plan policies and requirements. Rather, this Position Statement seeks to give a broad overview of the baseline requirements in Breckland, certain key infrastructure needs and the agencies involved in its delivery.

1.7 In future the IDP will aid the Council and relevant partners to prioritise spending on infrastructure and address funding gaps as well as helping to inform service and spatial planning decisions up to 2036 and beyond.

### Context

1.8 The geographical scope will cover the whole of the District's administrative area. However, there is a clear functional area based on the A11. The majority of the growth and regeneration in Breckland is still focused on the A11 corridor, and in particular, the settlements of Thetford and Attleborough and the strategic employment site at Snetterton are due to experience significant change over the plan period. This growth will require significant long-term infrastructure planning which will have considerable interdependencies.

1.9 The rest of Breckland's area away from the A11 corridor is predominantly rural including the three remaining market towns of Dereham, Swaffham and Watton which all serve wide rural hinterlands. There are also a number of larger villages that provide a range of services and facilities to support their local communities, and these are identified as Local Service Centre villages. Further improvements are planned however for the A47 trunk road, and the Northern Distributor Road (NDR), which is set to improve linkages to Norwich International Airport, will increase access to existing and planned business and housing growth.

1.10 The Local Plan Viability Study 2016 will provide a further evidence base to inform the final IDP and further work will be undertaken in order to clarify the infrastructure requirements and the costs and mechanisms of providing these is a key aspect of:

- Determining the viability level of new developments;
- The level at which a CIL charge could be set and;
- What a CIL could fund.

Preparing an IDP aids the understanding of what demands may be made on developers in terms of contributing to infrastructure provision needs, whether those arising from their particular development or those arising due to the cumulative impacts of development across the plan area or parts of it. This can then be considered alongside inherent development costs to calculate whether and what level of contribution(s) could be borne by individual

developments and what level of CIL, if any, could be charged without compromising development viability.

- 1.11 However, it must be kept in mind that a key consideration when exploring viability and the potential setting of a CIL charging schedule for Breckland District is the high priority placed by the Council on the delivery of affordable housing and starter homes. The provision of affordable housing is a requirement of Local Plan Policies E 06 and COM 10 and is therefore a set demand on developers that must be taken into account in assessing what level of further contributions can be expected whilst ensuring that new development remains viable.

### Infrastructure Definition

- 1.12 The Town and Country Planning Act 2008 defines ‘infrastructure’ as including, but not limited to, the following, as shown in Table 1.

**Table 1: What Constitutes Infrastructure?**

What constitutes infrastructure?	
<b>Physical</b>	Utility services (water, electricity, gas, telecommunications), foul surface water (wastewater/sewage), flood defences, transport facilities (rail, roads, public transport, cycle paths, footpaths), waste management and disposal, Information Technology (broadband and wireless; public phones)
<b>Social</b>	Health and social facilities (hospitals, doctors/GP surgeries, dentists, residential centres), education (nursery and pre school, primary, secondary and further and higher education/adult learning), leisure and community facilities (libraries, community centres, sports facilities, culture facilities, village halls, places of worship), culture and leisure (museum/galleries, theatres/venues, cinemas, sports centres, swimming pools, events, festivals etc.) and emergency services (fire, ambulance and police)
<b>Green</b>	Open spaces, parks, woodlands, waterways, children’s play areas, cemeteries, allotments, sports pitches and courts and green corridors

Notably affordable housing had been included, but this was deleted by the Localism Act 2011 and Reg. 63 of the 2010 Regulations.

- 1.13 The Breckland Housing Strategy, Corporate Strategy and Local Plan set out how the Council plans to meet its key objectives. Details of the Housing Strategy, Corporate Plan and supporting evidence studies can be found on the Breckland Council website.



## 2.0 Methodology

- 2.1 This Infrastructure Delivery Position Statement is an interim document and is prepared at a time of emerging strategic policy formation and emerging site options with continual information gathering, consultation and dialogue with relevant partner organisations, service-providers and communities. This has taken place over several years as part of the preparation of the Adopted Thetford Action Area Plan; draft Attleborough and Snetterton Action Area Plan (since aborted); preparation for the introduction of CIL and the Local Plan, along with the findings of evidence base studies prepared to inform these documents and the continuing review of the strategies, plans and projects of relevant partners.
- 2.2 The results of the formal consultation feedback received in relation to the various stages of the preparation of the Local Plan can be found on Breckland Council's website (Planning Policy document library). As you would expect there has also been substantial informal consultation and dialogue, as well as meetings and general, regular liaison with all the key service-providers. Evidence of this is set out in consultation reports associated with the above referenced policy documents. This close working will continue and will feed into periodical review and updating of the IDP to ensure that the document reflects changing circumstances and priorities.
- 2.3 Under the Localism Act (Section 110), Local Authorities are required to co-operate with each other and with key bodies to ensure that each has regard to the others' activities when preparing development plans. The Council continues to comply with the duty to co-operate by co-operating with other relevant local authorities and prescribed bodies to maximise the effectiveness of the plan. The bodies with which the Council has co-operated, strategic issues, arrangements already in place for continuing co-operation and details of strategic discussions with neighbouring authorities will be documented in full in the Statement of Compliance. Table 2 identifies key service providers the Council has engaged with and the services and infrastructure types they are responsible for.
- 2.4 Breckland Council has further engaged with key infrastructure providers to gather additional information, including any updates to the position since the Local Plan Issues and Options consultation stage. Additionally, the Council has started dialogue with a number of smaller organisations to ensure that all potential infrastructure projects are taken into account in the preparation of this Position Statement, with a view to feeding into the preparation of the IDP and CIL, should the Council wish to introduce that funding mechanism at a future date. The Key Bodies and Organisations the Council has engaged with are shown in Table 2.

**Table 2: Key Bodies and Organisations the Council has engaged with in preparing the Infrastructure Delivery Plan?**

<b>Key Bodies and Organisations the Council has engaged with in preparing the Infrastructure Delivery Plan</b>	
<b>Body/Organisation</b>	<b>Service responsibility</b>
Norfolk County Council	Non-strategic highways network, cycle ways, rights of way, public transport, adult social care, waste disposal, education, fire and rescue, community safety, libraries, community centres, youth clubs and surface water drainage. Advisory service - archaeology and ecology/ biodiversity
Norfolk Fire and Rescue	Fire and Rescue
Norfolk Police	Policing
Norfolk Clinical Commissioning Group & NHS England	Health care including dental care
Norfolk Wildlife Trust	Advisory service – biodiversity and geodiversity
Historic England	Built and natural heritage assets
Environment Agency	Tidal and fluvial flooding
Highways England	Strategic/trunk road network – A11 & A47
National Grid (Gas and Electricity Transmission and Distribution)	Gas and electricity networks
Natural England	Biodiversity and landscape
Network Rail	National Rail Network
Openreach on behalf of BT	Telecommunications
Sport England	General and Site specific recreation provision
Anglian Water	Sewerage Network including Waste Water Treatment Works

- 2.5 A range of evidence base studies covering the environment, housing, transport & infrastructure, viability, employment and retail were drawn upon to inform the preparation of Local Plan and where necessary further evidence has been commissioned to inform the final plan document. Details of all those studies and reports that form part of the evidence base and so provide information on the infrastructure needs of the area can be found on the Council's evidence base web pages.
- 2.6 Further to these, the relevant strategies, policies, plans and programmes of a variety of organisations, including key service-providers were reviewed and taken into account as part of the Sustainability Appraisal Scoping exercises for the Local Plan.
- 2.7 Guided by the evidence gathered through working with service providers and conducting evidence base studies, the types of infrastructure included in this Infrastructure Delivery Position Statement are listed in Table 3 below:

**Table 3: Infrastructure types covered in this document.**

<b>Infrastructure types covered in this document</b>	
<b>Physical Infrastructure</b>	
<b>Transport Issues</b>	<ul style="list-style-type: none"> <li>• Highways</li> <li>• Public Transport – Bus Services</li> <li>• Foot/cycle paths/routes, bridleways</li> </ul>
<b>Water Supply</b>	<ul style="list-style-type: none"> <li>• Water supply</li> <li>• Waste Water/Sewerage</li> </ul>
<b>Flooding Issues</b>	<ul style="list-style-type: none"> <li>• Fluvial Flood Risk and Flood Defence (and prevention/mitigation – SuDS)</li> <li>• Surface Water Flooding Issues</li> </ul>
<b>Energy Supply</b>	<ul style="list-style-type: none"> <li>• Electricity</li> <li>• Gas/Electricity</li> <li>• Renewable energy</li> </ul>
<b>Information Technology</b>	<ul style="list-style-type: none"> <li>• Telecommunications</li> <li>• Broadband Access</li> </ul>
<b>Waste Facilities</b>	<ul style="list-style-type: none"> <li>• Municipal Waste</li> <li>• Household Waste Recycling</li> </ul>
<b>Social Infrastructure</b>	
<b>Education Facilities</b>	<ul style="list-style-type: none"> <li>• Schools</li> <li>• Further education</li> </ul>
<b>Health and Housing</b>	<ul style="list-style-type: none"> <li>• Hospitals</li> <li>• GP Surgeries</li> <li>• Dental</li> <li>• Adult Social Care</li> <li>• Extra Care Housing</li> </ul>
<b>Emergency Services</b>	<ul style="list-style-type: none"> <li>• Community safety</li> <li>• Police</li> <li>• Fire and Rescue</li> </ul>
<b>Community Facilities</b>	<ul style="list-style-type: none"> <li>• Leisure facilities</li> <li>• Cemeteries / crematoria</li> <li>• Community centres/village halls</li> <li>• Allotments</li> <li>• Enhancement of the public realm, including public art, civic space and the historic environment</li> </ul>
<b>Green Infrastructure</b>	
<ul style="list-style-type: none"> <li>• Open Space, Sport and Recreation including green/blue corridors</li> <li>• Sports Facilities</li> <li>• Ecological networks</li> <li>• Green walls/roofs</li> </ul>	

## Report structure

- 2.8 This document firstly sets out the development and demographic context behind the need for new infrastructure before going on to report on each infrastructure type in turn, detailing the current position and the specific infrastructure requirements and potential delivery mechanisms.
- 2.9 The document takes each infrastructure type in turn and for each, sets out;
- A summary of the evidence base identifying need for that particular type;
  - the current position in relation to that type;
  - the nature of the requirement in relation to that type; and
  - Implementation and potential delivery mechanism(s), including details of partners involved and key projects.
- 2.10 A schedule of the infrastructure projects referred to in this document is set out in **Appendix 1**. The schedule sets out in 'high level' summary form the existing position of known required items of infrastructure at the time of preparation of this position statement. This will be refined and further detail provided within the Infrastructure Delivery Plan, produced in parallel with the emerging Local Plan as it seeks to identify the spatial strategy and preferred sites, which are to be confirmed in line with the updated evidence base.

## 3.0 Policy Context

- 3.1 The Breckland Local Plan – Preferred Directions consultation identifies the quantum amount and spatial distribution of housing and employment development required to meet the District needs up to 2036. In line with the Strategy, Breckland Council is planning to provide up to;
- A minimum of 14,925 dwellings (of which approximately 5,000 dwellings will be located in Thetford and 4,000 in Attleborough) and;
  - A minimum of 67 hectares of new employment floor space (of which approximately 22 hectares will be located in Thetford; at least 20 hectares in Snetterton, and at least 10 hectares in Attleborough).
- 3.2 The geographical scope covers the whole of the District's administrative area. However, there is a clear functional area based on the A11. The majority of the growth and regeneration in Breckland is still focused on the A11 corridor, and in particular, the settlements of Thetford and Attleborough and the strategic employment site at Snetterton Heath are due to experience significant change over the plan period. This growth will require substantial long-term infrastructure planning which will have many interdependencies.
- 3.3 Proposed Local Plan Policy PD 03 Locational Strategy sets out three tiers of settlement hierarchy. It identifies Attleborough and Thetford as Key Settlements; Dereham, Swaffham and Watton as Market Towns; and 22 other Local Service Centres based on the District's larger villages.

- 3.4 The Strategic Vision detailed in the Emerging Local Plan is one where the District has developed in a sustainable manner appropriate for its rural nature. New development will be directed to locations that are co-ordinated with transport provision, have good access to support existing services & community facilities. i.e the settlement hierarchy contained in the emerging Policy Direction, PD – 03.
- 3.5 In line with local distinctiveness it is recognised that in areas outside of the settlement hierarchy, i.e. the areas regarded as open countryside, there are living and working communities whose social and economic viability must be addressed. The preferred direction seeks to address the development needs of these communities whilst minimising the impact on the countryside by allowing small scale and appropriate development to meet local needs through criteria based policy.
- 3.6 The Breckland Local Plan Preferred Directions consultation also includes two key policies (E 06 Developer Contributions & ENV 04 Open Space, Sport & Recreation) which aim to support the delivery of new infrastructure across the District. Policy E06 states that the Council will require new developments to secure improvements which are necessary to make the development acceptable by planning condition, CIL or obligations. It goes on to list examples of the types of infrastructure which developers are likely to be required to contribute towards.
- 3.7 The Local Plan Preferred Directions consultation documents identify land options to meet the requirements for new housing and employment development in accordance with the spatial strategy and Breckland's Strategic Vision. The final plan document will also identify areas of public and amenity (non-public) open space and outdoor sports facilities across the District. It identifies a small number of sites that are proposed for Local Green space
- 3.8 The Local Plan sets out a requirement for a masterplan for the whole of the Attleborough strategic urban extension (SUE). A masterplan already exists for Thetford SUE. The preparation of the masterplan and any development briefs identified as necessary by the Council for other large scale or more complex sites will be undertaken in consultation with the local communities they relate to, developers and other key partners, including relevant infrastructure providers. In doing so, specific infrastructure requirements relating to these sites may be identified to be included in the masterplan or development briefs. These may include pieces of infrastructure already identified in this document or new and additional needs that arise over time. References to the masterplan and development briefs and their infrastructure-related content will be added to this working document as applicable.

## Population Growth figures

- 3.9 The population is set to grow from the current 138,233 to 153,313 by 2036 (ONS sub-national population projections 2012-2037). The 2011 Census demonstrates that approximately 79% of the District's population live in the Market towns (56%) and Local Service Centres (23%) with the rural areas accounting for a further 20% of the District's population. A full list of population growth figures can be found in **Appendix 2**.
- 3.10 National planning policy places a requirement on local authorities to plan to meet the objectively assessed needs for housing, business and other development needs in the area. Planning Practice Guidance published in March 2014 places emphasis on the role of CLG Household Projections as the appropriate starting point in determining objectively assessed need.
- 3.11 The Joint Central Norfolk Strategic Housing Market Assessment, 2015 which was undertaken in co-operation with Norwich, Broadland, South Norfolk, North Norfolk Councils and the Broads Authority concluded that when market signals, including migration and jobs growth is factored in the identified objectively assessed need for the Central Norfolk area is 70,483 over the period 2012–36. Once this is broken down into Districts, and adjusted for the plan period, this translates into a requirement for 14,925 dwellings or an annual requirement of 597.
- 3.12 The development proposed through the Local Plan Preferred Directions seeks to plan for that population growth in a visionary and sustainable manner and is detailed in the emerging policy Direction PD 04 and repeated in Table 4 below.

**Table 4: Development proposed.**

Settlement	Total Allocations + Completions and Completions 2011 – 2036	Settlement	Total Allocations + Completions and Completions 2011 – 2036
Attleborough	4788	Kenninghall	37
Thetford	5317	Litcham	3
Dereham	910	Necton	224
Swaffham	910	North Elmham	37
Watton	910	Old Buckenham	17
Bawdeswell	37	Saham Toney	149
Great Ellingham	187	Shipdham	224
Hockering	75	Sporle	24
Mattishall	187	Swanton Morley	224
Banham	37	Yaxham	75
Beetley	75	Mundford	23
Garboldisham	5	Narborough	75
Harling	224	Weeting	84
Hockham	149		

3.13 The emerging Local Plan details the emerging site options that are available to facilitate this growth. The document seeks to differentiate between those sites that are reasonable alternatives and considered deliverable and developable, i.e those sites that can be delivered in the first five years of the plan period and those that could be delivered later in the plan period allowing for local constraints to be overcome, and those sites that are considered to be unsuitable. Further work is required following the Preferred Directions consultation in order to identify the preferred site options, establish the infrastructure requirements of these sites and to inform any phased delivery plan. This work will feed into the final Infrastructure Delivery Plan.

## 4.0 Infrastructure Requirements

### Local Transport Plan LTP

4.1 Norfolk County Council (NCC) is the Highways and Transport Authority for Breckland District, with responsibility and preparation of the Local Transport Plan (LTP). This comprises two elements:

- Norfolk County Council's adopted third Local Transport Plan, Connecting Norfolk 2011 Strategy, and
- Implementation Plan (4 year) rolled forward from 2015 until 2021 – the period over which government has indicatively allocated LTP funding, the amount of Local Growth Fund available nationally and confirmed Trunk Road Programme.

**Table 5: Transport Evidence Base.**

Transport Evidence Base		
Document Library Ref	Document	Date
NCC	Local Transport Plan, Connecting Norfolk 2011 Strategy	2011
NCC	Implementation Plan – 2015-2021	2014
NALEP	New Anglia Local Enterprise Partnership - Growth Deal: Factsheets	2015
NALEP SEP	NALEP – Strategic Economic Plan	2014
TBC	Dereham Targeted Transport Study – in progress	2016
ALRS	Attleborough Link Road Study	2008 & 13
ASHAAP	Attleborough & Snetterton Heath Issues & Options Area Action Plan Consultation Document	2010
ASC	Attleborough Smatter Choices	2013
ATCS	Attleborough Town Centre Study	2013
AUE&LRO	Attleborough Urban Extension & Link Road Options	2015
AGTP	Attleborough Growth Transport Package – NCC HA	2015
TTS	Thetford Transport Studies (Stage 1 & 2) Mott MacD	2008 & 10
TLS	Thetford Loops: Stage 1 – Capita Symonds Stage 2 – JMP & TI	2010 2010
TAAP	Thetford Area Action Plan – Adopted DPD	2012
Key Delivery Partners		
NCC, Highways England, LEP, Developers, Network Rail & Abellio Greater Anglia		
Natural England, Environment Agency, New Anglia Local Enterprise Partnership (NALEP) and Anglian Water		



## New Anglia Local Enterprise Partnership (NALEP)

- 4.2 Local Enterprise Partnerships (LEPs) have become established and now have an Influential voice within government. From 2015 LEPs have received funding for infrastructure direct from government. New Anglia is the Local Enterprise Partnership for Norfolk and Suffolk.
- 4.3 The New Anglia LEP was allocated money from the Government, through the national 'Growing Places Fund' to help support local economic growth. The allocated money has been identified to help promote the delivery of infrastructure projects needed to unlock developments that can help to create jobs and homes in Norfolk. The fund is not intended to be gap funding to bridge viability gaps but it can help by financing up front infrastructure and thereby financial risk associated with development schemes.
- 4.4 New Anglia LEP agrees the investment priorities for the fund assessed in terms of:
- the greatest benefit to the economy through the delivery of jobs and homes;
  - demonstrable value for money (i.e. cost relative to employment space or new homes created);
  - leverage for the private sector; and
  - the strongest prospects of recovering the funding the most quickly (security of repayment)
- 4.5 The New Anglia LEP produced its Strategic Economic Plan (SEP) in early 2014, setting out how it would bring forward economic growth. The plan closely mirrors established plans, policies and strategies in the area including the Local Transport Plan. The Growth Deal, concluded with government following submission of the Strategic Economic Plan, and the more recent expansion of this Deal saw funding for transport infrastructure in Norwich, Great Yarmouth, Thetford and Attleborough. Funding for major transport schemes – those above £5m – has also been devolved to the LEPs as part of the Local Growth Fund. Within Norfolk this funding is being put towards schemes in Norwich and Great Yarmouth. Further rounds of Growth Deal are expected (Phase 2 most recently agreed), which is likely to result in additional funding being drawn down through LEPs to support housing and jobs growth in the county.
- 4.6 In conjunction with the LEP, the County Council is pro-active in securing additional funding to deliver required transport infrastructure. As additional funding is released the County Council will consider the scope for submitting bids for schemes which deliver infrastructure requirements for development allocations in Breckland.

## Local Transport Board

- 4.7 The new funding arrangements have also brought about a major change in decision-making and delivery structures. The Norfolk and Suffolk Local Transport Body (LTB), made up of representatives of the LEP and Norfolk and

Suffolk County Councils has been set up to make decisions on, and manage, the transport programme. The LTB acts as a sub-group to the LEP Board.

4.8 Additionally, a number of other partner arrangements have evolved since Connecting Norfolk was adopted in 2011:

- The Greater Norwich Development Partnership, made up from Authorities in the greater Norwich area (Norfolk County, Norwich City, Broadland and South Norfolk) has evolved into the Greater Norwich Growth Board to reflect its role now focussed on delivery of the Greater Norwich City Deal;
- Partners on the County Strategic Partnership decided that the formal strategic partnership structure was no longer fit for purpose and at its meeting on 31 March 2012, the Board agreed to disband its formal arrangements and to replace them with an Annual Norfolk Summit;
- The Road Safety Partnership is now Think! Norfolk, made up of representatives from Norfolk Fire and Rescue Service, Norfolk Constabulary, East of England Ambulance Service NHS Trust, Safety Camera Partnership, Highways Agency and Norfolk County Council; and
- Norfolk County Council has worked closely with community transport operators to establish and support an umbrella organisation bringing together a range of community and voluntary organisations. This has enabled these organisations to benefit from shared functions, such as a shared vehicle insurance scheme and HR services. Trials of journey planning software have also been carried out and the organisation is working to build capacity in the community and voluntary sector.

#### Enhancing strategic connections – major transport schemes

4.9 The Highway Authority and its partners have made good progress recently in enhancing strategic connections, most notably in relation to Breckland District:

- Following a high profile campaign, the remaining single carriageway section of the A11 between Thetford and Barton Mills was dualled during 2013 and 2014.
- Once government commitment to the A11 scheme had been secured, attention shifted to the A47, the major road link from the county through Breckland to the Midlands, the north of England and Scotland. Through the A47 Alliance (an influential body comprising local authorities, local enterprise partnerships and others from Lowestoft to Peterborough), a business case presentation was made to government showing the benefits of dualling the A47. This proved extremely successful and in the 2014 Autumn Statement government committed, amongst others, to the following scheme in Norfolk to the 2015-2021 programme:
  - A47 North Tuddenham to Easton dualling

- 4.10 The County Council's current LTP Local Growth Fund capital programme for priority schemes in, or partially in Breckland District, is summarised in Table 6 below:

**Table 6: Priority Transport Improvement Schemes.**

Priority Transport Improvement Schemes	
Scheme	Estimated Cost
Attleborough 2016 – 2020	£4.6m
Thetford 2016 – 2021	£2.3m
A11 Corridor 2015 - 2020	£4.5

*List as of October 2015*

### Smaller highway improvement schemes

- 4.11 The Highway Authority has devolved capital programmes for smaller highway improvement schemes. Such schemes comprise any change to the highway layout, as opposed to maintenance which is maintaining the highway as it already exists. Highway and transport improvements could include:

- new sections of footway;
- cycling infrastructure;
- bus shelter grants to Parish Councils;
- dropped kerbs for disabled accessibility;
- new traffic signs;
- traffic calming;
- speed limits and other traffic regulation orders;
- road widening; creation of passing places;
- bitmac surfacing to unbound stone surfaces;
- new street lighting schemes;
- pedestrian crossings;
- junction visibility improvements;
- junction improvements and
- handrails, pedestrian guardrail and other safety barriers.

- 4.12 Norfolk County Council has limited funding available for small scale community projects such as provision of bus shelters and local footpaths and actively engage with local councils throughout the Breckland District Council area, to seek local community views regarding highway and traffic problems and suggestions for new infrastructure in their area.

- 4.13 Other potential sources of funding for highways infrastructure include the following:

- NALEP Local Growth Deal 'Phase 3' (indicative funding has been outlined through to 2020). Funds include both grants and loan opportunities for example under the Local Infrastructure Investment Fund;
- Government (DCLG) Large Sites Infrastructure Programme; and

- Innovative approaches to local growth funding are also potentially available e.g. 'tax increment financing' (Local Authority TIF-type fund)) could be of particular relevance along the A11 Corridor, funded by retention of a greater proportion of new business rates.

### Transport Issues: Attleborough

- 4.14 Attleborough is identified through the adopted Breckland Core Strategy (2009) and the emerging Local Plan as a 'Market Town for Substantial Growth'/Key Settlement. A strategic urban extension is proposed for circa 4,000 new homes (excluding recent completions and commitments of 788 new homes) by 2036, supported by a range of other land uses including employment, recreation and community facilities. The successful delivery of the Attleborough SUE will see a significant increase in the scale of development in the town and a projected doubling of the population of 10,482 (2011 census figure).
- 4.15 The expansion would also address employment need in the area by providing circa 2,000 jobs by 2036. The location of the town means that Attleborough is ideally placed to harness proposals for economic expansion along the A11 corridor between Cambridge, Thetford and Norwich and also support the development of Snetterton Heath employment site.
- 4.16 Although the A11 provides an effective southwest to northeast bypass of the town for strategic traffic, the southeast to northwest B1077 route passes through the centre of the town. This B1077 route involves a level crossing of the main Norwich to Cambridge railway line, a detour around a clockwise central one-way traffic gyratory system that includes the main shopping streets and, because industry is located to the east of the town, a preponderance of HGVs travelling through the town centre. In developing Breckland's adopted Core Strategy, the need for a new link road between the A11 in the south and the B1077 in the east was identified. This will minimise the impact of the housing and employment growth on the town centre and enable an HGV ban to be implemented to protect the town centre environment. The emerging Local Plan reviewed the options and the emerging policy 'PD 11 – Development Requirements of Attleborough Strategic Urban Extension' puts forward the preferred option for a new link road and sets the preferred policy direction to implement this.
- 4.17 The provision of the necessary infrastructure to support development is critical for the delivery of the Attleborough SUE. The scale of development proposed necessitates substantial improvements to the transport infrastructure in the town, particularly the highway network. The adopted Core Strategy (2009) highlighted the need for a new link road to serve the development together with requirements for other transport works in and around Attleborough town centre. The proposed link road represents a significant investment but, without it in place, the Urban Extension will not be deliverable.

## Transport Evidence

4.18 An initial Link Road Study was carried out in 2008 to look at the options for providing a new road. This was followed up in the preparation of the Attleborough and Snetterton Heath Action Area Plan Issues and Options consultation document. Since the 2010 consultation a significant amount of additional work has been undertaken to assess the infrastructure and transport needs in terms of the SUE and the wider town.

4.19 Consequently, three further studies were completed in 2013:

- Smarter Choices: promoting modes of travel other than single-occupancy car use;
- Town Centre Study: examined the current town centre highway network including the gyratory; and
- Link Road Study: considered the technical feasibility of the proposed link road routes.

This evidence base can all be accessed via Breckland Council's web site (Planning Policy/ Document Library/Publications).

4.20 The key findings from these studies may be summarised as follows:

- The urban extension planned for Attleborough will place additional strain on the existing town centre one-way system and worsen the oppressive conditions which already exist for pedestrians and cyclists within the town centre's core;
- The Attleborough Town Centre Transport Study considered the likely impact of the plans for growth and assessed a number of possible interventions to determine the type and scale of transport infrastructure required to accommodate new development;
- An extensive data collection exercise was undertaken to inform our understanding of the baseline conditions on the local transport networks and to develop fit for purpose tools to assess the impact of future development and the measures proposed to support it;
- A review of existing routes and facilities for walking, cycling and public transport was undertaken and a number of measures identified to improve existing conditions and help to promote sustainable options as a realistic alternative to single occupancy car use for trips generated by new development;
- The amount and type of parking stock within the town centre was reviewed and a number of suggestions put forward to address parking issues;
- Initial observations and journey time analysis from this study suggested that there was limited congestion within Attleborough town

centre (2013) but there was notable queuing occurring in a small number of locations including: junction of Church Street / Norwich Road, junction of Connaught Road / Station Road, Station Road level crossing, Exchange Street / Connaught Road and junction of High Street / Hargham Road;

- Before and after surveys at the Station Road level crossing indicate that wait times have been significantly reduced (by more than 3 minutes on average) as a result of the automation of the level crossing and that conditions on the town centre gyratory are also much improved as a result of this upgrade;
- The traffic impact assessment of the urban extension is broadly based on the Scott Wilson masterplan amended to take account of committed development proposals and more recent discussions between Breckland Council planners and developers. A calibrated/validated base model was developed based on observed data including ANPR survey data, traffic counts and journey time surveys;
- The future year forecasting undertaken to assess the impact of committed and proposed development and infrastructure improvements indicates that alterations to the town centre network which introduce two-way traffic to Surrogate Street and Connaught Road improve network operation and are capable of mitigating the impacts of development up to 2021;
- Beyond 2021 traffic speeds are significantly reduced as a consequence of further development and background growth;
- Traffic models which include alternative proposals for a western link road between the B1077 Buckenham Road and London Road (based on options presented in the Attleborough Link Road Study) indicate that such a scheme would deliver network benefits capable of supporting traffic growth between 2024 and 2031 by relieving the town centre network of through traffic; and
- A comparison of the Link Road options presented within the Link Road Report indicates that Link Road Option SK03; which provides a wrap-around link road of a 50/60mph design standard, offers the greatest benefits and is shown to largely mitigate the impact of development. However, it should be noted that there is some residual detrimental impact on the local network although this is comparable with the level of performance which would be experienced as a consequence of background growth without further development in Attleborough.

4.21 Current principal problems identified in Attleborough are:

- Congestion and delay in relation to the existing gyratory system for traffic around the town centre;
- Level crossing on the B1077 which can cause blocking back on to the gyratory system;

- transport issues in Attleborough in relation to traffic passing through the town centre, in particular HGVs;
- The barrier of the railway line and how this needs to be overcome to integrate the growth area with the existing town;
- Accommodating the transport impact of additional housing and employment growth in the town; and
- The need to deliver a link road and new road bridge over the railway to serve development.

### Funding Opportunities

- 4.22 Despite the range of funding streams available it is likely that much of the infrastructure identified will need to be funded by developer contributions and/or Norfolk's Local Transport Plan allocations which recognise that investment in new infrastructure will be focused on a small number of strategic improvements linked to major housing or economic growth and strategic connections.
- 4.23 Where a planning application is submitted, and a relevant Transport Assessment or Transport Statement identifies that site-specific off-site highway improvements or transport improvements are required to mitigate the traffic impact generated by the development proposal, these will be required to be delivered either as planning obligations or through Section 106 Agreements.
- 4.24 The work contained within the various transport studies has also been used to support funding bids to the New Anglia Local Enterprise Partnership (NALEP) Strategic Economic Plan (SEP). This identifies infrastructure to support growth and a bid was put forward for town centre improvements and a link road for Attleborough. The provisional award of £4.5m was identified for town centre measures. When the submission to government was made Norfolk County Council indicated the following profile for Attleborough sustainable transport package measures. This is highlighted in Table 7.

**Table 7: Attleborough Sustainable Transport Package.**

	2015/16	2016/17	2017/18	2018/19	2019/20	Total
Town centre transport improvements			£2.5m			£2.5m
High Street improvements					£0.5m	£0.5m
Priorities to be determined				£0.75m	£0.75m	£1.5m
Total						£4.5m

4.25 There is now a requirement to review and refine this and determine more precisely how this available funding will be used to support the expansion of Attleborough. It is likely that there will be a degree of flexibility with the Attleborough funding, provided that it is used to support the planned growth.

4.26 Although no funding has been specifically allocated to providing the new link road between the A11 in the south and the B1077, estimated at approximately £16m and expected to be funded by the developers, a proportion of the £4.5m indicated in Table 8 could be used to kick start the provision of the link. In particular, a key requirement is to provide a new road crossing over the railway line and to acquire the required land to the west. Breckland Council resolved to acquire this land using Compulsory Purchase powers if required. Some of the £4.5m indicated above could therefore be used to assist delivery of this portion of the link. This is then likely to leave more developer money to be available to support the sought after level of affordable housing.

### Objectives

4.27 The report on the town centre transport improvements states the following objectives:

*“To identify a successful and balanced provision of transport infrastructure and facilities, for pedestrians and cyclists, public transport and other vehicles to achieve a sustainable future for Attleborough town centre.”*

And that this vision is to be delivered through the pursuit of the following strategic objectives:

- Create a safe, attractive environment for walking and cycling;
- Increase levels of public transport use;
- Manage the interaction of different transport uses in the town centre;
- Enhance and develop quality transport infrastructure.



## Implementation Issues

- 4.28 The first priority is to determine an appropriate phasing strategy plan. In order to do this it is essential to identify an appropriate programme for delivery. This needs to be closely aligned with the anticipated trajectories for housing and employment growth in the area and also relate to the findings of the modelling work undertaken for the various transport studies.
- 4.29 The second priority that exists is to begin to review and update the estimate of the cost of each of the schemes. Accurate costing will only be established through more detailed study.
- 4.30 The third priority includes developing the funding strategy in detail so that the work can be programmed that will be necessary to ensure that robust mechanisms are in place to secure developer contributions or to make up funding bids as appropriate. It is important that, at this stage, the resources required, not only to work on the feasibility stages of the projects, but also to deliver the schemes are identified. This will be an important consideration, as delivering the entire strategy over the lifetime of the plan (based on the current housing trajectory programme) will place a significant pressure on resources. Implementing the strategy over this relatively short time period could also affect the operation of the transport network, with temporary disruption that could be caused by constructing the package elements.
- 4.31 For all the priorities outlined above, a risk assessment element will need to be incorporated so that the town partners are aware at all times of the implications of certain aspects not being delivered or delayed, funding to be approved or other issues that could affect the delivery of the strategy. The preparation of the Infrastructure Delivery Plan accompanying the Local Plan will assist in developing the focus for this strategy.

## Phasing

- 4.32 The recommended strategy contains schemes that will need to come online at various stages of the study period up to 2036. The strategy currently contains schemes that could be implemented relatively quickly with little or no disruption to the network, effectively equating to 'quick wins'. There are also some schemes which will require detailed studies and long construction periods, so these will have to be considered for delivery over a longer period. There are also schemes which are reliant on factors outside the scope of this study and for which approval of the strategy will have little impact in ensuring their implementation, such as new and improved bus services. It is also important that as many as possible of the schemes recommended within this study are supportive of a step change improvement to Attleborough's town centre transport network which will deliver improved accessibility whilst at the same time delivering reduced car reliance.
- 4.33 The Town Centre Transport Study report should be considered and used to develop the emerging individual town centre transport schemes for implementation that meet the objectives set out in section 4.32. In addition

Attleborough Town Council has also expressed a view on the nature of the improvements.

- 4.34 The promoter of the site on which the majority of planned development will occur is looking at infrastructure phasing to support their preferences for developing out the site. The developer led work has thus far focussed on changes to the existing gyratory. This is being done with guidance from the Norfolk County Council's Developer Services section.
- 4.35 The work of the developer and the Town Council's aspirations will provide a starting point for consideration of the possibilities for improvement of the existing town centre traffic management. This is likely to include reconfiguring the following junctions on the traffic gyratory to provide two-way general traffic flows on both Surrogate Street and Connaught Road. The individual schemes would be:
- Introduce two-way traffic on Connaught Road and Surrogate Street
  - Reconfiguring the Church Street/Surrogate Street junction (with possible closure of Church Street)
  - Reconfiguring the Surrogate Street/Connaught Road junction
  - Reconfiguring the High Street/Connaught Road/Exchange Street junction
- 4.36 Phasing of future town centre improvements such HGV bans on some of these town centre roads will not be possible until the link road is in place and the work should seek to identify a threshold for delivery of the link road and the further town centre measures that are contingent on it.
- 4.37 The identified issues that would need to be overcome to devise a scheme to deliver this proposal include:
- Maintaining adequate traffic capacity
  - Maintaining or improving pedestrian permeability
  - Land ownership at pinch points
  - Statutory utilities
  - On-street parking
- 4.38 Early delivery of a railway bridge and the westernmost end of the link road are seen as critical elements. Breckland Council resolved to intervene to acquire land if required to deliver the southern most link road route. This is the land to the west of the railway line as the land to the east is in the control of the developer/promoter of the growth area.
- 4.39 Provision of this part of the link/access road and railway bridge is key to unlocking the growth of some 4,000 new houses and ten hectares of employment land. For this reason it is necessary to undertake a preliminary

design and understand the timescales, cost and programme for delivering this element of the overall link road route. This will enable further work to be undertaken to secure funding for construction of the Bridge and Link Road.

- 4.40 Improvements to the public realm areas in Attleborough High Street and particularly Church Street areas are likely to benefit from traffic reductions brought about by the introduction of two-way traffic on Connaught Road and Surrogate Street. The Town Centre Transport Study report and Smarter Choices report should be considered and used to identify capital measures for implementation that meet the objectives set out in section 4.32.
- 4.41 Norfolk County Council has produced a brief for the feasibility and design work to develop the improvement strategy to support the delivery of planned growth (last updated 24 February 2015).
- 4.42 The present phasing proposals contained in the Council's Attleborough Urban Extension and Link Road Options report (10 April 2015) sets out the following, as shown in Table 8.

**Table 8: Attleborough Transport Phasing.**

<b>Attleborough Transport Phasing</b>		
<b>Theme</b>	<b>Strategy Element</b>	<b>Phasing</b>
Demand Management & Smarter Choices Package	<ul style="list-style-type: none"> <li>Town Centre Walking &amp; Cycling Improvements</li> <li>Town Centre Public transport Improvements (Waiting Facilities &amp; Interchanges)</li> </ul>	2013 – 2017
	<ul style="list-style-type: none"> <li>Parking Policy Review</li> </ul>	2018 – 2024
Alterations to One-way System to revert Connaught Road & Surrogate Street to Two-way	<ul style="list-style-type: none"> <li>Church St/ Norwich Rd/ Surrogate St Signalisation</li> <li>Connaught Rd/Station Rd Signalisation</li> <li>High St /Exchange St Connaught Rd Signalisation</li> <li>Public Realm Improvements on Exchange Street and Church St</li> </ul>	2018-2021
Major New Highway Infrastructure	Western Link Road	2022 - 2024

It should be noted that there is a need to undertake further work in partnership to advance the delivery mechanisms for this Strategic Urban Extension.

#### Transport Issues: Thetford

- 4.43 Thetford was awarded Growth Point Status in 2006. This was a national designation which only growing towns and cities received. This marked Breckland pursuing a Sustainable Urban Extension (SUE) to Thetford through a partnership between local organisations and central government. More recently Thetford SUE was promoted through the adopted Breckland Core

Strategy (2009); adopted Thetford Area Action Plan DPD 2013, and now the emerging Local Plan as a 'Market Town for Substantial Growth'/Key Settlement. A strategic urban extension is now proposed for circa 5,000 new homes by 2036 and beyond, supported by a range of other land uses including employment, recreation and community facilities. Outline planning permission was granted on 27 November 2015 (Ref: 3PL/2011/0805/O) for "Comprehensive mixed use urban extension (up to 5000 dwellings, 22.5ha of employment land, local centres, 3 primary schools, green infrastructure, playing fields, other amenity areas & means of access)". This marks the achievement of a significant 'milestone' in terms of project delivery/realising the sustainable urban extension. The site is now actively being marketed to potential developers/house builders and the first reserved matters planning application is expected in 2016.

- 4.44 The successful delivery of the Thetford SUE will see a significant increase in the scale of development in the town with the population projected to increase significantly over the plan period from an estimated level of 24,340 (2011 census).
- 4.45 Thetford is now at an advanced stage in the planning process having recently been granted outline planning permission coupled with an agreed masterplan, and signing of Section 106 and 278 legal agreements setting out all the developer contributions, including those relating to on site and offsite transport infrastructure.
- 4.46 A number of infrastructure and transport studies have been commissioned by Breckland Council over recent years aimed at providing a sound evidence base to inform the Councils present adopted Core Strategy and Thetford Area Action Plan. Notably these have included:
- Moving Thetford Forward - Vision and Development Strategy - September 2005
  - Thetford Growth Framework and Infrastructure Study - October 2007
  - Thetford Growth Framework and Infrastructure Study Appendices - October 2007
  - Thetford Bus Interchange Study - 2007
  - Thetford Transport Study (also comprising Smarter Travel Thetford) - 2008
  - Transport Plan for Thetford – December 2010
  - Transport Plan for Thetford – Highways Interventions 2011
  - The Thetford Loops Study – 2010

- 4.47 This evidence base can all be accessed via Breckland Council's web site (Planning Policy/ Document Library/Publications). Relevant adopted Core Strategy and Thetford Area Action Plan policies will be carried through, as appropriate, into the Local Plan to continue the established policy framework required implement Thetford SUE. Attention is drawn to TAAP DPD:
- Policy TH 4 – Transport – Achieving Modal Shift
  - Policy TH 5 – The Impact of Change on Pedestrians, Cyclists and Buses
  - Policy TH 6 – Thetford Bus Interchange
  - Policy TH7 – Thetford Railway Station
- 4.48 The development promoters' Transport Assessment (TA) and modelling work accompanying Thetford SUE concluded that it would have no impact on internal site traffic as a free bus shuttle is proposed as part of the TEP shuttle. The modelling work also concluded that the existing traffic conditions within the study area operate satisfactorily during the weekday peak periods. However, there is queuing observed on the A11 southbound approach to the Mundford Road roundabout during the AM peak and the A11 northbound approach during the PM peak.
- 4.49 Traffic conditions are likely to deteriorate in the future resulting in extended queues on the A11 approaches to the Mundford roundabout during both peaks and queuing on the Brandon Road approach on the A11 during the AM peak hour.
- 4.50 This deterioration will increase once the SUE is added and therefore transport infrastructure improvements have been secured which are considered necessary to accommodate the proposed development. It should be borne in mind that only improvements that are considered necessary to mitigate the impacts of the development can be required as part of this development.
- 4.51 Access into the site will be taken from the existing network, the A11 to the north and Norwich Road and Croxton Road. It is proposed to upgrade a number of junctions to accommodate the additional traffic generated by the development. These are:
- A11/Norwich Road roundabout
  - A11 Eastbound/Croxton Road & A11 Westbound/Croxton road
  - A11/Mundford Road Roundabout
  - A11/Brandon Road roundabout
  - A11/London Road roundabout
  - Brandon Road/London Road
  - Mundford Road/Croxton Road
  - Norwich Road/Hurth Way roundabout

It has also been agreed with the Highway Authorities that a number of junctions can be “reserved” for further approval/improvement. This has been achieved by the imposition of appropriate conditions. These junctions are:

- Junction 9: Croxton Road Site Access Junction
- Junction 10A: Norwich Road Site Access North Junction
- Junction 10B: Norwich Road Site Access South Junction
- Junction 10C: Norwich Road Site Access Kilverstone Road Junction

On Croxton Road it is proposed to create one new junction and change one access point to the slip road to a four-arm junction.

4.52 In addition to the vehicular access points the development will have several pedestrian and cycling access points to the development. These are:

- East and west of the railway – Joe Blunts Lane
- Croxton Road
- Norwich Road
- Kilverstone Road

4.53 Within the site there will be a network of roads, cycle and pedestrian routes. It is proposed to retain Joe Blunts Lane as a walking and cycling link with a new bridge being proposed over the railway line for public transport, cycling and pedestrians. A temporary route for buses using the existing rail crossing at Joe Blunts Lane and along the A11 is proposed until the bridge is brought forward. This route will be shared with pedestrians and cyclists. This has been secured as part of the legal agreement accompanying the grant of outline planning permission (with an appropriate 'fall back position' utilising part of Joe Blunts Lane should there be insurmountable problems with the delivery of the new bridge).

### Signed Section 106 Agreement

4.54 Key transport infrastructure elements of the developers' signed Section 106 legal agreement with Breckland Council and Norfolk County Council are:

- Travel Plans (Residential and Commercial)
- Walking and Cycling Provision
- Bus Service Provision
- Bus Bridge
- Transport Infrastructure
- Speed Camera (average speed cameras, if required by the Highways Authorities along the dualled A11 section around Thetford)

### Public Transport

4.55 The Thetford SUE submitted development will fund the provision of a high frequency public bus service operating at five minute intervals at peak time. Bus priority routes will be provided within and outside the development and all development will be within five minutes walking distance of a bus-stop.

- 4.56 Three new bus services are proposed to connect to the town centre and the development's key employment sites and the Thetford Enterprise Park.

### Cycling/walking

- 4.57 The development will include attractive cycling and walking routes for day to day journeys and recreational use. The scheme will also integrate with the Thetford Loops.
- 4.58 With the exception of a section of Norwich Road the development will provide that all streets and lanes will have footways or shared surfaces, ensuring all new homes are located in close proximity and suitably linked to local services and employment areas

### Outside of Service Centres and Market Towns

- 4.59 In rural areas the priority will be to enhance the range and level of provision of sustainable transport modes available to both residents and visitors.
- 4.60 The smaller transport improvement schemes identified by local Parish Councils (see paragraph (4.11-12) are also focused on improving the choice of transport modes; improving connectivity and enabling access to key facilities in villages whilst reducing the detrimental impact of traffic.

### Public Transport

#### Bus Services

- 4.61 Reducing the reliance on the private car and promoting active lifestyles are mutually beneficial aims which can be achieved by supporting sustainable travel options. However given the rural nature of the district it should be recognised that travel by car will still be an essential option for many people in rural areas. The Strategic Vision detailed in the Emerging Local Plan is one where the District has developed in a sustainable manner appropriate for its rural nature. New development will be directed to locations that are co-ordinated with transport provision, have good access to support existing services & community facilities, i.e. the settlement hierarchy contained in the emerging Policy Direction, PD – 03 Locational Strategy.
- 4.62 At a time where transport subsidies are declining it is important to focus growth in areas where existing services can be supported. The provision of a new bus station in Thetford which opened in 2015 is an example of how investment is supporting the bus network.
- 4.63 Alongside investment in the market towns it will be necessary to ensure rural connectivity in the local service centres is supported.

#### Rail Services

- 4.64 The District includes part of the Abellio Greater Anglia mainline railway network running from London, Liverpool Street to Norwich and beyond. Mainline railway stations within Breckland comprise Thetford, Harling Road,

Eccles Road and Attleborough on the line running via Ely (and London, Stansted Airport).

- 4.65 Network Rail is the statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings, viaducts, car parks and development of services.
- 4.66 The main thrust of Network Rail's strategy for the Great Eastern Main Line is for a step change in services in terms of connectivity, journey time improvements and frequency through to London.
- 4.67 General increases in demand for rail services and use of stations are likely to be addressed at a local level by the train operating companies and station facilities operators in the first instance. Network Rail is keen to ensure that the rail network is protected and promoted wherever possible; this includes protecting the existing station car parks together with station improvements such as accessibility, security and information provision.
- 4.68 The railway line from London to Norwich is set to benefit from a major package of upgrades worth £170m, providing a better more reliable railway for passengers.
- 4.69 In addition to upgrades of the overhead lines, track and signalling, one of Network Rail's fleet of 'high output' machines will start working its way along the line from January 2016 to improve the reliability of the railway while also providing a smoother ride for passengers.
- 4.70 Key projects on the Great Eastern Main Line in 2015 also include:
- Overhead line upgrade: Engineers continue to upgrade 60-year-old equipment to improve reliability along the Great Eastern Main Line. In 2015, work in the Chelmsford area will be completed.
  - Witham: Network Rail is installing new track and points at Witham. Points allow trains to move from one part of the track to another.
  - Colchester: Engineers are returning to Colchester to complete the second part of this project which commenced in 2014. Network Rail is remodelling the track and installing new sets of points, to deliver a more reliable railway to passengers.
  - Crossrail: Work continues to transform travel for commuters and longer-distance passengers between London, Essex and beyond. The additional passenger capacity and renewed stations will mean major, long-term improvements. Brand new trains will replace the existing trains used on stopping services from Shenfield to London from 2017.
- 4.71 As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements



necessitated by commercial development. Depending on the size and impact expected to result from a given development, it may be appropriate to require developer contributions to fund such railway improvements and to require contributions towards rail infrastructure where they are directly required as a result of proposed development and where the acceptability of the development depends on access to the rail network. In order to be reasonable these improvements would be restricted to a local level and would have to be necessary to make the development acceptable. Contributions towards major enhancement projects that are already programmed as part of Network Rail's remit would not be sought. Developers may be required to fund any qualitative improvements required to level crossings as a direct result of the development proposed (i.e. cases where a development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway). In some instances this may also mean increasing the capacity of car parks, as for example at Thetford, with the aim of promoting multi-modal journeys.

### Settlement Specific Issues

- 4.72 In terms of rail transport issues, it is noted that Network Rail is seeking to close 'other crossings' to the north of the railway line in Attleborough for safety and faster train services, continuing their inward investment into the infrastructure.
- 4.73 A number of crossings exist to the south and north of the town which aid connectivity for pedestrian and local transport access. It will be important to engage with Network Rail to identify solutions to improve safe access across the railway line and existing pedestrian and local access crossings to both the south and north of the town. This needs to be not just in terms of connectivity to services, but also to improve access to the open countryside and the wider green infrastructure network.
- 4.74 This is also true for Thetford SUE where a key infrastructure requirement is the delivery of a new bridge over the railway line to ensure integration of the public footways/cycleways and public transport for the new development either side of the main railway line and neighbourhood centre, town centre and employment areas etc.
- 4.75 Other important issues for both Attleborough and Thetford Sustainable Urban Extensions are to improve existing and create new connections between these strategic new developments with their respective town centres and railway stations. Both SUEs will require a package of measures to improve/upgrade the existing railway stations.

## 5.0 Physical Infrastructure

### Water Supply

- 5.01 Anglian Water has a statutory duty to develop and maintain an efficient and economical system of water supply within its area. A proposal for expenditure

in the years 2010 – 2015 is contained within the published five years Investment Plan (Asset Management programme). The plan can be found at the following website link:

[http://www.anglianwater.co.uk/assets/media/AW\\_WRMP\\_2010\\_main\\_Report.pdf](http://www.anglianwater.co.uk/assets/media/AW_WRMP_2010_main_Report.pdf)

- 5.02 Water resource management is about making sure there is enough water for homes and businesses while protecting the natural environment. The management plan outlines how Anglian Water propose to maintain a balance by investing in demand management – meeting water efficiency for example and developing new water resources. The proposals must cater for the increasing population and underpin and support economic growth taking into consideration the changing climate and the need to protect the environment.

[http://www.anglianwater.co.uk/assets/media/WRMP\\_2015.pdf](http://www.anglianwater.co.uk/assets/media/WRMP_2015.pdf)

- 5.03 With the stakeholder support of Anglian Water and the Environment Agency the Council is currently undertaking a water cycle study. The purpose of this study is to give an overview of strategic and key water infrastructure requirements specific to Breckland. This will include information on water resources within Breckland and how they are utilised by the local population and those outside the District. The study will review the position in line with the additional growth and spatial strategy envisaged, as well as the requirements of the Water Framework Directive, including the ability of watercourses to achieve good status. This study will inform the development of preferred site options as well as the final Infrastructure Delivery Plan.

### Flooding Issues

- 5.04 A combination of the 2007 Strategic Flood Risk Assessment (SFRA) and updated information from the Environment Agency has been used to inform the interim site selection process and sustainability appraisal. An updated SFRA is due to be finalised early 2016 and will be used to inform further site selection options and the draft plan.

### Surface Water Flooding

- 5.05 Surface water flooding happens when the ground, rivers and drains cannot absorb heavy rainfall. Typically this type of flooding is localised and happens very quickly after the rain has fallen, making it difficult to give any flood warning. It is therefore important to identify areas where measures need to be taken to protect properties and critical infrastructure from surface water flooding.
- 5.06 Surface water flooding is a general term which is used to cover flooding from:
- Runoff of rainwater from impermeable surfaces, such as roofs, roads, driveways, patios and car parks
  - Groundwater in areas where water has percolated into the soil on high ground and then emerges in lower areas
  - Flooding from small streams, drainage ditches, drains or sewers

- 5.07 The capacity and lack of maintenance of existing drainage networks can also cause flooding and is a common issue within market towns e.g. Swaffham, Dereham. As Lead Local Flood Authority, Norfolk County Council is responsible for looking at the causes of surface water flooding and its consequences, in order to learn lessons and help predict potential future flooding and minimise its effects.
- 5.08 Using Historical flood records and detailed modelling the County Council is responsible for producing Surface Water Management Plans (SWMP) . SWMPs are used to help identify areas that are at risk from surface water flooding during heavy rainfall events. The work can involve a number of solutions, ranging from engineering work to reduce the risk of flooding to advising residents and businesses how to protect their properties from flooding. Currently the County Council have produced a number of SWMP but have not produced one for Breckland. A Preliminary Flood Risk Assessment has however been undertaken across Norfolk. This is a high level study aimed at highlighting areas of Norfolk susceptible to flooding from surface water flooding. This study has helped inform the County Council's priorities when it comes with preparing SWMPs.

### River Basin and Flood Risk Management Plans

- 5.09 The framework for managing the water environment throughout Europe is provided by the Water Framework Directive (WFD). The directive requires measures to be taken to encourage the sustainable use of water and to protect and improve inland surface waters, groundwaters and coastal waters. It recognises that interested groups need to work together across political boundaries to design and implement improvements, taking a holistic and integrated approach to managing the water environment.
- 5.10 Under the WFD a management plan must be developed for each river basin district. A river basin district is usually a geographic area of land, or catchment, which drains into a single major river system. In smaller countries, such as the UK, it can also be a group of smaller river catchments that neighbour each other in a relatively distinct regional area.
- 5.11 A river basin management plan is a strategic plan which gives everyone concerned with the river basin district a measure of certainty about the future objectives for water management in that district. The plans include environmental objectives for each body of water and a summary of the programme of measures necessary to reach those objectives. The plans also focus on the objectives and actions for the most important and specially protected areas in the water environment, such as those which provide drinking water, opportunities for recreation, commercial fishing or which are sensitive to particular pressures and to prevent deterioration.
- 5.12 The Environment Agency propose to finalise the updated River Basin Management Plan and Flood Risk Management Plan for the Anglian River Basin District over the winter period in 2015. The updated plan for the Anglian River Basin district sets out long term objectives for the quality of the water environment. These plans will shape decisions, direct investment and action

and deliver significant benefits to society and the environment. The plans identify the ecological condition of rivers, lakes and coastal waters and the pressures on them. The plan provides evidence that will help those with an interest in the water environment to agree where improvements can be made.

- 5.13 The Broadland Rivers catchment is comprised of the rivers that drain Norfolk and Suffolk by exiting to the sea at Great Yarmouth. The upper reaches of the rivers, including the River Wensum, one of the most important chalk river habitats in the country, and the River Waveney, a classic lowland river, contrast with the low lying reaches further down the catchment area where the land is mostly at or below sea level.
- 5.14 Across the River basin the earlier consultation document highlights that there is a low risk of flooding from reservoirs and that there is a risk of river flooding from the River Bure, Wensum, Yare, Tiffey, Tas and Tud and Waveney. Particular areas of risk are: Aylsham, Wroxham and Hoveton, Fakenham to Swanton Morley, Costessey, Barnham Broom to Cringleford, Diss, Bungay, and over 1000 at risk within the city of Norwich. There is also a combination of river and surface water flooding around the Wendling Beck.

### Waste Water/Sewerage

- 5.15 The council has liaised closely with Anglian Water in the production of a Water Cycle Study. The purpose of this study is to give an overview of strategic and key water infrastructure requirements specific to Breckland. This includes an updated position regarding waste water and sewerage. Once finalised with Stakeholders this report will provide specific evidence that will inform the Local Plan and investment priorities required to deliver growth in Breckland.

### Energy

- 5.16 A11 Energy Study report forms Stage 1 of the total work and aims to understand if the growth as planned at Thetford, Snetterton and Attleborough can take place or whether the energy supply constraints are too great that the growth at one or more of the locations will not be viable. Therefore this study has detailed the likely rise in energy demand that would occur due to new developments and job creation in the local area, under a number of different scenarios, and outlines a number of strategic solutions as to how the demand can be accommodated.

**Table 9: Energy Evidence Base.**

Energy Evidence Base		
Document Library Ref	Document	Date
A11 ES-1	A11 Energy Study – Stage 1	Sept 2008
A11 ES-2	A11 Energy Study – Stage 2	Feb 2010
A11 ESR	A11 Energy Study Report	June 2015
Key Delivery Partners		
National Grid, ENW, renewable energy developers, private developers, NCC & BDC		

## Electricity

- 5.17 The A11 Growth Corridor clearly demonstrates the very significant economic development potential offered by the A11 Corridor in terms of land supply for both housing and employment uses. However this does not take into account major infrastructure constraints, particularly highway and access improvements, environmental considerations, drainage and energy supply issues, which will need to be addressed before development can commence. These impact on the viability of development and in certain cases will prevent the private sector from bringing forward schemes as a result of market failures.
- 5.18 The most recent A11 Growth Corridor – Feasibility Study jointly commissioned by Breckland, South Norfolk and Forest Heath Councils (Bruton Knowles/Amion Consulting report dated June 2015), helpfully builds on and updates previous more localised studies but also provides a much more coherent overview of the potential for development and barriers along the growth corridor.
- 5.19 The study identifies three key strategic sites (one of which is in Breckland), in terms of employment:
- 5.20 These are Kings Warren – Red Lodge (FH 5a), Browick Road, Wymondham (SN2) and Thetford Enterprise Park (BL1). Collectively these sites could potentially deliver an estimated 1.96 million sq.ft (182,080 sq.m) of employment floorspace comprising B1 695,000 sq.ft (54,565 sq.m), B2 1,054,000 sq.ft (97,915 sq.m) and B8 210,000 sq ft (19,510 sq. m).
- 5.21 It also identifies eleven sites within seven major development areas; two of which are in Breckland, which have the potential to make “a significant contribution” in terms of their assessment criteria comprising:
- Newmarket – Newmarket Business Park (Site FH1a)
  - Kings Warren - Red Lodge, Kings Warren extension and approach to Red Lodge (Sites FH5a, FH5b and FH6)
  - Thetford – Enterprise Park and Urban Extension (Sites BL1 and BL2)
  - Snetterton Heath – (Site BL3)
  - Hethel – (Site SN1)
  - Browick Road - Wymondham (Site SN3)
  - Norwich Research Park – (Sites SN4 and SN5)
- 5.22 Collectively these core sites could deliver 7.6 million sq.ft (708,170 sq.m) of industrial and commercial floorspace comprising B1 3,701,153 sq.ft (343,837 sq.m) B2 1,741,800 sq.ft (161,815 sq.m) and B8 2,179,200 sq.ft (202,450sq.m).

## Development Viability

- 5.22 In terms of identified barriers to development sites within Breckland the study identifies the following:
- **Thetford Enterprise Park (BL1)**
  - **Thetford Urban Extension (BL2)**
  - **Snetterton (BL3)**
- 5.23 “Appear at this stage to be unviable and may require additional investment in infrastructure and development works. The most significant viability gap currently identified is at the Thetford Enterprise Park, due largely to the high percentage of B2 space, which currently has a high build cost that exceeds the gross development value.”
- 5.24 The study also notes that: “In Breckland, the core sites are either already incorporated or with firm proposals for their inclusion in adopted development plans. Thetford Enterprise Park and Thetford Urban Extension are included in the adopted Thetford AAP and these, and Snetterton Heath, are allocated in the emerging Breckland Local Plan. Thetford Enterprise Park has an employment and retail consent on 14ha of the site and Snetterton Heath on 4.9ha, while Thetford Urban Extension has an outline consent for the full site.”
- 5.25 Constraints identified by the Study with a particular focus on energy as they affect that section of the Growth Corridor in Breckland are outlined below:
- 5.26 “Thetford and Snetterton have power (electricity) supply deficiencies, with heavy cost implications”. This has the potential to delay much needed development unless solutions are put in place at an early stage, which may require additional public sector support.
- 5.27 Construction has commenced on a 45 MW biomass plant at Snetterton. The biomass plant is connected to the National Grid at Diss in an export-only configuration. A connection is available for a local development network but this would require a transformer to reduce the voltage to local network level and a grid connection, either private or public, to ensure continuity of supply. This would cost in the region of £2m - £6m. Approximately 1MW could be made available for a modest sum but further expansion would require significant investment.
- 5.28 Norfolk County Council has a licence to deliver 1 MW into the local grid and is looking to develop a PV farm on their waste site to deliver this supply. Match funding of 50% is in place to deliver this project which has an estimated cost of £1.8m.”

## Removing Barriers to growth

### 5.29 Thetford Enterprise Park (BL1)

- Landowner intentions - the site is in private ownership so control over the form of development can only be exercised through planning
- Uncertainty as to the future development form, as the supermarket operator has walked away, potentially leaving a viability gap – with known site abnormalities of c. £9 million
- Lack of a detailed masterplan – this needs to be undertaken to establish a workable and market facing employment scheme
- Significant site abnormal costs. Power – £6 million power cable required from Barnham Cross (S.W Thetford) and £3 million for access improvements and roundabouts
- Phone mast on site
- Excellent site for B2 but significant viability issue

5.30 **Potential Proposed Action** – Approach New Anglia LEP to explore funding options for removal of site abnormalities, possibly through a JV arrangement. Consider Local Development Order for a Simplified Planning Zone. Work with the landowner to prepare a masterplan the site.

### 5.31 Thetford Enterprise Park (BL2)

- Energy supply - this is a significant issue which needs to be resolved  
  
as the development will be restricted until this is addressed
- Highways improvements - we understand that there is a need to make improvements or make provision for improvements to the A11 junction to sustain the new development
- Low pressure gas main – understood to be a potential issue
- SUDS drainage solution – also understood to be a potential issue
- Landscape and setting - there are a number of distinctive buildings

north and south of Kilverstone Hall, with associated parkland including the Gallows Hill scheduled monument. However public sector intervention may be inappropriate, as the affordable housing component has been reduced to meet the development viability threshold in the present economic climate.

5.32 **Potential Proposed action** – Consider loans to fund road works from the LEP, Local Authorities and the HCA ‘Infrastructure and Investment Fund’ to unlock the development.

5.33 **Snetterton Heath (BL3)**

- Electricity - further electricity upgrades are required to enhance energy

supply to support new development. Although construction has commenced on the 45MW biomass unit, this is an export only configuration and in order to support development there is a cost of between £2m and £6m to provide for a transformer and grid connection

- Foul drainage - upgrades to the Attleborough waste water treatment

centre are required to accommodate the proposed growth. These upgrades will not be required before 2021

- Surface water drainage - a critical issue is the capacity of the

Attleborough stream to accommodate additional volumes. This may require alternative measures to be considered

- Control - numerous private landowners

- Masterplanning is required to coordinate the development and block piecemeal development

5.34 **Potential Proposed action** – Establish a consortium of land owners to

co-ordinate and drive forward development. Develop links with the owners of

the Snetterton race track. Explore scope to establish a Business Improvement District and Local Development Order for the industrial estate. Address surface water drainage issues.

## Gas

5.35 National Grid owns and operates the high pressure gas transmission system in England. New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the network are as a result of specific connection requests e.g. power stations, and requests



for additional capacity on the network from gas shippers. Generally network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.

- 5.36 To date the only significant gas infrastructure issue and constraint to development in Breckland relates to Thetford SUE area. However as stated in the preceding section relating to electricity, public sector intervention may be inappropriate, as the affordable housing component has been reduced to meet the development viability threshold in the present economic climate.
- 5.37 **Potential Proposed action** – Consider loans to fund road works from the LEP, Local Authorities and the HCA ‘Infrastructure and Investment Fund’ to unlock the development.

### Renewable and low carbon energy and energy efficiency

- 5.38 Breckland Council’s Preferred Direction Policy ENV 10 – Renewable Energy Development sets out an approach which seeks to support and assist in the determination of planning applications for such development on a case by case basis. This proposed approach includes such renewable energy schemes involving solar, biomass, anaerobic digestion, combined heat and power, and ground source heating.
- 5.39 However, in relation to on-shore wind energy the recent Government Written Ministerial Statement (18 June 2015) states that Councils should only grant permission for wind turbines if the site is in an area identified as suitable for wind energy in a Local or Neighbourhood Plan. Consequently the Council will need to swiftly give detailed consideration to the need for further specialist evidence based analysis. This will determine what areas of the District are suitable for wind energy development which will then feed into a separate policy for renewable wind energy development in the Local Plan or through Neighbourhood Plans. Meanwhile proposals for wind will continue to be considered against the national policy in the Written Ministerial Statement and Planning Practice Guidance.

## 6.0 Physical Infrastructure: Communications

### Landlines and home broadband

- 6.1 In relation to the provision of new landline and home broadband services, the Open Reach New Sites team that covers Breckland work on a site-by-site basis. This approach means that the costs of providing this infrastructure are not known in advance. Required changes to the existing network infrastructure (such as moving a connection pole to accommodate a site) are paid for by the developer, whilst Open Reach pay for the on-site connections required and these are made in collaboration with the developer.

## Mobile networks

- 6.2 In order to work, mobile phones require a network of base stations in places where people want to use them to transmit and receive the necessary radio signals. There is ever-increasing demand for network upgrades and expansion so that customers can use their mobile phones when and where they want; furthermore, mobile devices are increasingly being used to access a wide range of data services by mobile broadband.
- 6.3 Communications infrastructure is however not considered to be a major critical concern in terms of future infrastructure planning. Demand for additional infrastructure is consumer led and consequently it is difficult to quantify what level of need may arise from additional development. Additionally, it is not possible for any telecommunications operator to give a clear indication of what their infrastructure requirements are likely to be in 5, 10, 15 or 20 years time.
- 6.4 This demand-led approach means that the rollout of additional base station infrastructure tends to be reactive rather than proactive. The cost of required infrastructure is therefore not known in advance but is paid for by the Mobile Operators. Annual Rollout Plans are submitted to Local Planning Authorities each October to give an indication of plans.
- 6.5 It should be noted that telecommunications infrastructure is a rapidly evolving technology and therefore there may be need over the plan period for further infrastructure development to meet changing technological demand and for new ways of improving quality of coverage and/or network capacity to be developed.

## Broadband Access

- 6.6 Breckland District Council's Core Strategy and Development Control Policies, through policy DC 10, highlights the Council's support for the improvement of the telecommunications infrastructure, specifically regarding technological advances. The Council's emerging Local Plan, through 'Preferred Policy Direction – E 05 Telecommunications', outlines the Council's support for increased broadband coverage and the improvement of broadband speeds across the district.
- 6.7 In order to reflect the rural nature of the district as part of this scheme, 'Better Broadband for Breckland' invested £950,000 pounds to help people and businesses across the district access superfast broadband. The money will be focused on establishing good broadband connections for the hardest to reach homes and businesses in the district while also improving Broadband speeds.
- 6.8 This investment is in addition to improvements being made as part of Norfolk County Council's multi-million pound partnership with BT and Broadband Delivery UK (BDUL), 'Better Broadband for Norfolk (BBfN)', set to transform broadband speeds across the country.
- 6.9 In the first phase of the project NCC, the Department of Culture, Media and Sport and BT committed £41m to make sure that by the end of 2015 more

than 80% of Norfolk's premises can access superfast broadband (24 Megabits per second and above).

- 6.10 A second phase of the project has committed more than £12m – from central government, the New Anglia Local Enterprise Partnership and Norfolk County Council, with further investment to come - to help us reach the national target of making high-speed broadband available to at least 95% of UK homes and businesses by March 2018.

### Minerals and Waste

- 6.11 The adopted Norfolk Core Strategy Minerals and Waste Development Management Policies DPD and the adopted Norfolk Minerals and Waste Development Framework Mineral Site Specific Allocations set out a spatial vision for future mineral extraction and associated development and waste management facilities in Norfolk. The documents can be found on the County Council website at:

<http://www.norfolk.gov.uk/view/ncc094912>

<http://www.norfolk.gov.uk/view/ncc098445>

- 6.12 The Norfolk Core Strategy Minerals and Waste Development Management Policies DPD identifies the locational principles in the form of broad areas where mineral extraction and associated development and waste management facilities will be preferred. Policies CS2 (minerals) and CS5 (waste) give a locational preference for the following sites within the district of Breckland: Thetford, Attleborough, Swaffham and Watton.
- 6.13 Sand and gravel resources are located widely throughout the county. However, the Development Management Policies document also states that there will be a clear preference for sites which are close and/or particularly well-related via appropriate transport infrastructure. Sites identified within the district of Breckland include: Thetford, Attleborough, Dereham, Fakenham, Swaffham and Watton. Extensions to existing sites will be preferred to new sites.
- 6.14 The Development Management Policies document also identifies Thetford for “strategic” or “major” waste management facilities due to the need for recovery (residual waste treatment) capacity to manage the waste arising from this settlement. Dereham, Attleborough, Swaffham and Watton have been identified for “Non-strategic” waste facilities.
- 6.15 As part of its preparation of the Minerals and Waste Development Framework (MWDF), in accordance with the Planning and Compulsory Purchase Act 2004, the County Council has produced this Minerals Site Specific Allocations Development Plan Document (DPD). Its purpose is to set out specific, allocated sites where mineral extraction sites are considered acceptable in principal over the next 15 years. Areas within Breckland which are of relevance consist of:

MIN10 - Land off Fakenham Road, Beetley

MIN 51 - Land west of Bilney Road, Beetley

MIN 102 – Land at North Farm, south of the River Thet, Snetterton

MIN 108 – Land to the north of Hargham Road, Shropham

MIN 109 – Land to the south of Honey Pots Quarry, Shropham

MIN 110 – Land to the south of Spong Lane, Shropham

- 6.16 As part of its preparation of the Minerals and Waste Development Framework (MWDF), in accordance with the Planning and Compulsory Purchase Act 2004, the County Council has produced this Waste Site Specific Allocations Development Plan Document (DPD). Its purpose is to set out specific, allocated sites where waste management facilities are considered acceptable in principle over the next 15 years.

WAS 01 - Land at Beck Farm, East Bilney, East Dereham

Was 06 - Land at Norwich Road, Carbrooke

Was 14 - Land at Ashill Recycling Centre, Swaffham Road, Ashill

WAS 19 – Land at Harling Road, Snetterton.

WAS 47 – Land at West Carr Road, Attleborough

WAS 79 – Land at North Farm, Snetterton

WAS 87 - Land west of Bilney Road, Beetley

## 7.0 Social Infrastructure

### Education Facilities

- 7.1 The County Council continually monitors the school places provision. The outcome of this may have implications for Spatial Planning. In terms of the Local Plan the Council has sought to liaise with the County Council who is currently assessing the potential impacts of the proposed distribution of growth and locational strategy.

Many schools in Breckland are experiencing pressure on places.

- Accurate analysis of the impact of sites can only be undertaken once the exact scale and mix of dwellings is known; this will be carried out as and when planning applications are submitted.

- Several primary and secondary schools in the area are operating at or very close to full capacity and this is expected to continue.

The County Council require section 106 contributions to provide additional places and in part fund expansion.

- 7.2 At this stage the analysis is fairly crude. A more accurate analysis can only be undertaken once the exact scale and mix of dwellings is known; this will be carried out as and when planning applications are submitted. Secondary Schools cover very large catchment areas encompassing several of the potential development sites. They are, therefore, subject to change. Detailed analysis will need to be undertaken at the appropriate time to determine the up-to-date position in schools and whether any contribution should be sought towards the provision of additional places.

**Table 10: School Capacity.**

Settlement	Existing Capacity	Potential for expansion
BAWDESWELL	Some capacity	Potential for expansion
BEETLEY	Some capacity	Parish Council land adjacent may facilitate expansion
GARBOLDISHAM	Limited	Limited potential for expansion
HOCKERING	Limited	Limited potential for expansion
KENNINGHALL	Limited	Potential for expansion
SPORLE	Limited	Potential for expansion
YAXHAM	Limited	Limited potential for expansion – potential to accommodate small scale growth

WEETING ( Academy)	Potential	Potential for expansion
SWANTON MORLEY	Potential	Potential for expansion
SHIPDHAM ( Diocese)	Potential	Potential for expansion
SAHAM TONEY	Limited	Potential for expansion
OLD BUCKENHAM	Limited	Potential for expansion
NORTH ELMHAM	Capacity	Potential for expansion
NECTON (Diocese)	Capacity	Potential for expansion
NARBOROUGH	Capacity	Potential for small scale expansion
MUNDFORD	Capacity	Potential for small scale expansion
MATTISHALL	Limited	Potential for expansion
LITCHAM	Limited	Potential for expansion, under current review
HARLING	Limited	Under current review
GREAT ELLINGHAM	Limited	Potential for modest expansion
BANHAM	Limited	limited
ATTLEBOROUGH	See text below	
THETFORD	See text below	
SWAFFHAM	See text below	
WATTON	See text below	Potential for expansion
DEREHAM	See text below	Potential for current growth

### Attleborough

- 7.3 Children's Services have started planning for Primary School provision in the town in response to the proposed 4000 new homes. Initial plans are to move the current infant school to a new site (a preferred site is being considered) to become an all through Primary School and convert the current Junior School to an all through Primary too. Moving the Infant school will release space on the High School site for future expansion. Further new Primary phase schools will be considered in response to the new housing. Children's Services are working closely with Attleborough Academy to masterplan the site for future expansion.

### Thetford

- 7.4 Children's Services are working closely with all the Primary phase schools in Thetford, mainly for demographic growth in the town but with consideration for

housing development as well. School provision in the urban extension is included in the s106 agreement. Potential for three primary schools, and a contribution to secondary provision (£6.4m for each primary school & £4.3m secondary school contribution).

- 7.5 The High School, which is an Academy is now on one site and is being expanded appropriately to accommodate children from the proposed 5000 new homes

### Swaffham

- 7.6 The County Council continues to review its options in light of recent growth and expect that 3 forms of entry (places for 90 children in each age group) will be required for primary education in the town.

### Watton

- 7.7 The County Council continue to review options around Watton and Carbrooke for the future but with both schools experiencing pressure at their Reception years, any further housing in either Watton or Carbrooke could cause some future pressure for the area.

### Dereham

- 7.8 There are 3 infant schools feeding into one junior school serving Dereham. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.

## High Schools

### Dereham

- 7.9 Dereham is served by two High Schools and a separate 6<sup>th</sup> form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6<sup>th</sup> form centre is under pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the town continues then school expansion would need to be considered.

### Attleborough

- 7.10 Children's Services are working closely with Attleborough Academy to plan for the future of the school in response to the planned 4000 new homes in the town. A master plan is being developed and both the school and Children's Services are confident that children generated from these houses will be accommodated at Attleborough Academy.

## Thetford

- 7.11 The High School, which is an Academy is now on one site and is being expanded appropriately to accommodate children from the proposed 5000 new homes. A significant contribution for education is included in the s106 agreement for the urban expansion.

## Watton

- 7.12 Wayland Academy serves Watton Town and the surrounding villages. The school sits on a fairly large site which could accommodate a larger school. The school currently has some spare places and is not under pressure. Moderate scale growth could be considered but the school is an academy so any planned expansion must be agreed along with the school. There is an existing plan allocation.

## Swaffham

- 7.13 The High School in the town is the Nicholas Hamond Academy. This school sits on a site that is large enough to accommodate a much larger school and the school as it currently stands has plenty of spare capacity. However, the school being an Academy, any expansion plans would need their approval. With approval, large scale growth could be accommodated.

## Health

- 7.14 The NHS underwent a major transformation in 2013 with the implementation of the Health and Social Care Act, 2012. Planning and purchasing healthcare services for local populations, which had previously been performed by the primary care trusts, is now largely performed by clinical commissioning groups (CCGs), led by clinicians. CCGs now control the majority of the NHS budget, though some highly specialist services and primary care are commissioned by NHS England. The Act also provided the legislation to create Public Health England (PHE), an executive agency of the Department of Health. PHE's role is advisory, and its aim is to protect and improve the nation's health and to address health inequalities. The Act further established local public health departments, which had formerly been part of the NHS primary care trusts, within upper tier and unitary local authorities.

### NHS Clinical Commissioning Groups:

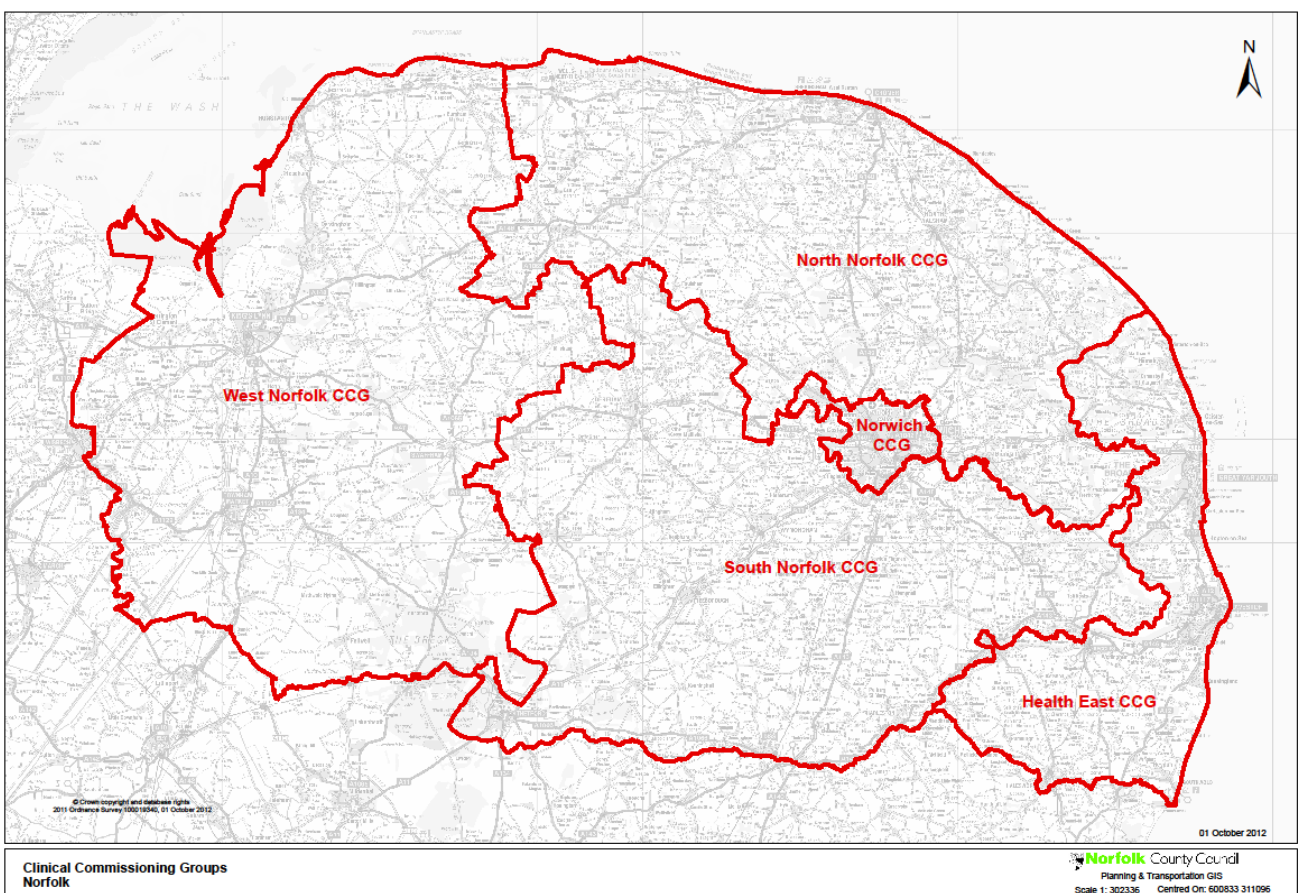
- 7.15 In Norfolk there are five local CCGs each with its own commissioning budget and responsibility for commissioning the majority of health services for the



population in Norfolk, including hospital treatment and community health care. The CCGs in Norfolk are:

- Great Yarmouth & Waveney CCG
- North Norfolk CCG
- Norwich CCG
- South Norfolk CCG
- West Norfolk CCG

7.16 In Breckland two CCGs are responsible for the provision of Health Care: South Norfolk CCG and West Norfolk CCG. This can be seen in the following map, Figure 1.



**Figure 1: Norfolk CCGs**

## NHS England

7.17 NHS England authorises the clinical commissioning groups and commissions a wide range of specialist NHS services, including prison health services, medical services for the armed forces, and primary care medical and dental services. This means that all GP practice contracts are between NHS England and the local GP provider.

There are two main types of funding associated with ownership of general practice premises:

- The practice is a tenant with a landlord (leased)
- The practice owns the premises (owner/ occupier)

- 7.18 It is the role of the relevant commissioning health bodies to determine how best to address the health care needs resulting directly from specific new developments.
- 7.19 In conjunction with NHS England, CCGs are required to produce Local Estates Strategies looking 5 years ahead, working with a wide range of local stakeholders. The strategies are intended to allow the NHS to rationalise its estates, maximise the use of facilities, deliver value for money and enhance patients' experiences. Local Planning Authorities also have a 'duty to cooperate' on plan making. This requires the Council to work with CCGs and NHS England, as well as other local authorities, (and other prescribed bodies), to cooperate on strategic cross boundary matters such as health infrastructure.
- 7.20 Information on existing growth and emerging strategies has already been shared with health authorities and as the local plan emerges updated data will be available which will, along with an improved understanding of the implementation of new housing schemes, provide a valuable evidence base to assist public health in planning for health needs in the medium and long term.
- 7.21 Specifically, as the Local Plan advances to preferred site options the ability of the relevant commissioning health bodies to understand the specific locations in which housing development is to be allocated will assist in identifying health investment priorities. It will also be possible for health care commissioners to propose specific sites to be allocated for health infrastructure development to meet medium to long term needs.
- 7.22 The engagement of Norfolk County Council Public Health in Local Plans (and consequently planning proposals), is vital for helping Local Planning Authorities justify policies that give the best chance of negotiating development that promotes the population's health and wellbeing. The requirement for Health Impact Assessments to be undertaken by developers for large and complex proposals, and to undertake a healthy planning checklist for development of 5 dwellings or more to assess how their proposals will create healthy communities and provide adequate health facilities can only be set through a Local Plan policy. Emerging Policy PD 10 Healthy Lifestyles seeks to set the policy context to ensure appropriate dialogue and engagement is undertaken between developers, the plan process and health providers.

### Adult Social Care

- 7.23 Norfolk County Council has a duty to carry out an assessment of need for community care services where a person appears to be someone for whom community care services could be provided and a person's circumstances

may need the provision of some community care services. (NHS & Community Care Act 1990 – Section 47(1)) The Chronically Sick and Disabled Persons Act 1970 sets out the range of services local authorities should provide to meet the needs of ‘disabled people’.

- 7.24 Provision of adult social care may be supported through S106 agreements.

### Extra Care Housing

- 7.25 NCC has a duty under the 1948 National Assistance Act (Section 21(1)) to provide residential accommodation to some adults over 18 years old who through age, illness, disability or any other circumstances are in need of care and attention which would otherwise be unavailable to them.
- 7.26 Extra care housing can include a range of housing types but a common principle is that it provides independent living accommodation with a level of support equivalent to that of a care home.
- 7.27 The draft 2015 Central Norfolk Strategic Housing Market Assessment (CNSHMA) identifies an average population projection increase of 16.8% across the Central Norfolk Area. Significantly the over 60s population percentage growth is set to increase significantly. Across the Central Housing Market Area the over 60s population is set to increase from 179,272 to 258,587. This represents an increase of 79,315 or 44% in this age cohort. The over 85s population is set to increase from 19,281 to 49,076 an increase of 29,795. This represents an increase of 155%. It is however important to recognise that national policy is underpinned by the principle of sustaining people at home for as long as possible. From this increase the draft CNHMA, identifies that there will be a requirement for 4,551 communal places in residential care/communal establishments across the Central Norfolk Housing Market Area.
- 7.28 New Supply for older people is a complex issue; many older people wish to remain in their own homes, as envisaged by the government’s recent reforms of health and adult social care. Therefore, despite the ageing population, current government policy means that the number of care homes and nursing homes may actually decline, as people are supported to continue living in their own homes for longer.
- 7.29 Breckland District Council is in the process of updating its approach to specialist housing through emerging Preferred Policy Direction- COM 05, which seeks to resist development that would lead to a reduction in the number of extra care or care premises and ensures that specialist housing is located within close proximity to key services and facilities.
- 7.30 The Council is seeking to implement the nationally described optional accessibility standards as defined by Building Regulations and which cover accessibility and adaptability of dwellings, M4(2) and M4(3). Providing more accessible homes will ensure that the District’s housing stock is more easily adaptable and help people to maintain their independence for longer. Emerging Preferred Policy Direction – COM 06, of the emerging Local Plan,

seeks to ensure that a minimum of 5% of market housing and affordable housing will be 'Accessible and Adaptable' in line with regulation M4(2) and that 1% of affordable housing will be in line with regulation M4(3), to ensure 'wheelchair user dwellings' standard.

7.31 Below is a list of the current, known stock of adult social care:

**Adult Flagship Sheltered Schemes:**

- Baxter Row, Dereham (Flats)
- Banyard Place, Dereham (Flats)
- Mary Unwin Road, Dereham (Flats)
- Doris Barnes Court, Dereham (Flats)
- Albert Myhill Close, Dereham (Bungalows)
- Gordon Road, Dereham (Bungalows)
- Courtney Close, Dereham (Bungalows)
- Folland Court, Bawdeswell (Bungalows)
- St Nicholas Court, Gressenhall (Bungalows)
- Manor Drive, Litcham (Bungalows)
- Park Estate, Shipdham (Bungalows)
- Spencer Close, North Elmham (Bungalows)
- Lamberts Close, Weasenham (Bungalows)
- St Peters Close, Yaxham (Bungalows)
- Wayland Court, Attleborough (Flats and Bungalows)
- Park Court, East Harling (Bungalows)
- Suffield and Hilton Court, Swaffham (Flats)
- Lime Tree Walk, Watton (Bungalows)
- Canon's Walk, Thetford (Flats)
- Kings Court, Thetford (Flats)
- Magdalen Street, Thetford (Bungalows)
- Fulmerston, Thetford (Bungalows)
- Laburnham, Thetford (Bungalows)
- Abbey Estate, Thetford (Bungalows)

- St Michaels, Thetford (Flats and Bungalows)
- St Barnabus, Thetford (Flats and Bungalows)

**Anchor Housing:**

- Holly Court, Attleborough

**Housing 21 Sheltered Schemes:**

- Lord Walsingham Court, Thetford (Flats)
- Bob Carter Court, Mattishall (Flats)
- Valentine Baker Court, Swaffham (Flats and Bungalows)

**Single Person Hostel:**

- John Room House, Thetford
- Genesis House, Thetford
- Walmington Courts, Thetford

**Community Safety: Emergency response**

- 7.32 The main growth locations in Breckland are generally well served by police stations and safer neighbourhood teams,. There are 5 Fire Stations in the District providing a broad coverage of the District. There are three ambulance Stations in the District. As well as strategically positioned fast response across the district to ensure appropriate levels of coverage.

**Crematoria**

- 7.33 No crematoria facility currently exists in Breckland and the Council is supportive of the need for a crematorium through the development management processes. The closest such facilities are located outside the district at Norwich, Kings Lynn and Bury St Edmunds. Travel from a number of key service centres in the district to the closest crematoria exceeds 30 minutes in travel time. The Planning Inspectorate in previous appeal decisions has accepted that a funeral party should not have to undergo more than 30 minutes travel time to a crematorium. In addition to the issue of travel distance/time, neighbouring crematoria appear to be operating above capacity, resulting in a lengthy wait for services. There is an existing need for a crematorium as Breckland has a higher than average percentage of people over 60. Additionally, demographic trends show that the District has an ageing population and that the population is expected to grow, this means that demand for a crematorium is likely to increase throughout the Plan period.
- 7.34 By their nature it may be difficult to find a suitable site for a crematorium. However, a recent full planning application by Tornalley Funeral Services Ltd for a crematorium and garden of remembrance (Planning Reference

3PL/2014/1204/F); centrally located within Breckland at Scoulton, was granted planning permission in August 2015. But it is presently the subject of a third party legal challenge and so its future is somewhat uncertain at the moment.

- 7.35 There is a risk that pressure could be put on land identified for employment uses in the Local Plan document for use as a crematorium. A further issue is funding. Based on the build costs of recent Crematoria projects in the North West and further afield, the cost of a new new-build Crematorium is estimated to be between £1 and 2 million.
- 7.36 The Council is supportive in principle in the process of delivering a new crematorium for Breckland; However it is expected that any provision would have to be wholly delivered by private finance and the usual planning and environmental considerations would have to be met.
- 7.37 Two companies have recently expressed an interest in crematoria provision in the area and have met with the relevant Portfolio Holder to discuss the matter.

## 8.0 Green Infrastructure

- 8.1 The NPPF requires Local Authorities to plan for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. The term green infrastructure provides open space and green features with the same level of importance as other forms of infrastructure. In 2008 Dereham Town Council, in partnership with Breckland and Norfolk County Council commissioned a Green Infrastructure Study and Implementation Strategy for the town. In addition to this Thetford also has a Green Infrastructure Study.
- 8.2 The Preferred Directions Local Plan includes a specific policy around green infrastructure. The policy requires developers to recognise the intrinsic value of green infrastructure and ensure that proposed development does not harm the green infrastructure network of the District.

### Outdoor Sports and Children's Play Areas

- 8.3 The Open Space Assessment and accompanying parish schedule was completed in 2015. This assessment provides information regarding the existing quantity, quality and accessibility of open space, outdoor sports facilities and children's play areas in Breckland. The quantity of outdoor sports facilities and children's play areas has been assessed against the benchmark national standards set by Fields in Trust for outdoor sport and play. The Fields in Trust standard includes Breckland within its rural classification and sets a standard of 1.76 ha per 1,000 population for outdoor sports and 0.8ha per 1,000 per population for children's play space. The 2015 assessment indicates that 70% of the parishes within Breckland do not meet the Fields in Trust standard for both children's play and outdoor sports. Within this, Lexham is the only parish within Breckland to meet the children's play standards, whilst all five of the market towns have deficiencies in outdoor sports.

- 8.4 The Preferred Directions Local Plan includes policy ENV04 Open Space, Sport and Recreation. This policy deals with both existing provision and new provision. In relation to existing provision the policy seeks to retain existing designated open spaces from development pressures. In terms of new provision, the policy proposes that all new residential dwellings are expected to contribute towards outdoor sports and children's play. For sites of 25 dwellings or more open space will be required to be provided onsite.

### The Thetford Loops

- 8.5 The Thetford Area Action Plan included a policy for the development of the Thetford Loops. The Thetford Loops offer the potential to enhance the walking and cycling network within the town by providing convenient and attractive paths for pedestrians and cyclists to move around the town. The policy proposed six loops, the majority of which were largely based on existing networks. The Preferred Direction Local Plan proposes the retention of this policy

### Cycling and Walking

- 8.6 The adopted Core Strategy, through Policy CP13, 'Accessibility', seeks to develop cycleway and pathway networks in order to "improve choice of travel and to ensure safe access to development on foot and by bicycle". Further to this, the Spatial Vision of the Core Strategy seeks to "maximise opportunities for the delivery of sustainable transport provision".
- 8.7 The adopted Thetford Area Action Plan, through policy TH3, sets out clear policies to implement priority measures for pedestrians and cyclists along with a vision of 'Achieving Modal Shift'. Policy TH11 - 'The Thetford Loops', sets out proposals for 'high quality routes for pedestrians and cyclists for leisure and utility trips'. The emerging Local Plan seeks to carry forward the adopted plans for the Thetford Loops.
- 8.8 Breckland's emerging Local Plan complements and supports the proposed Action Plan by encouraging sustainable transport and reducing the need to travel by private car. Preferred Policy Direction 'TR 01 Sustainable Transport Network', seeks to: reduce the need to travel by private car; ensure that new development is located close to bus stops and improves public transport; and encourage walking and cycling through both existing routes and providing facilities such as secure, accessible bicycle parking with changing facilities on site. The emerging Local Plan also sets out policies which support this approach to sustainable transport: Preferred Policy Direction 'E04 Tourism Related Development' supports the need for 'Tourism Infrastructure'; while Preferred Policy Direction PD 10, 'Healthy Lifestyles', seeks to enhance health and wellbeing.
- 8.9 Norfolk County Council's Cycling and Walking Action Plan seeks to encourage people to walk and cycle more and illustrates the advantages to productivity, health and wellbeing, reducing carbon emissions and encouraging tourism. The Action Plan sets out the need to improve baseline data regarding the market towns and rural areas.

8.10 The Action Plan highlights the following cycling/walking trails within Breckland:

- Peddars Way
- Little Ouse Way
- Nar Valley Way
- Wensum Way
- Angles Way

8.11 Sustrans, a leading charity enabling people to travel by foot and by bike, promotes a number of circulars within Breckland:

- Thetford Circular
- Swaffham Loop
- Route 13, which runs from London to Fakenham and passes through Dereham and Watton. The Route also provides connections to Route 1 at Fakenham and connects the district to the North Norfolk Coast.

## 9.0 Moving forward

### Identification of essential infrastructure required to deliver the necessary infrastructure to support the plan and the role of CIL/developer contributions as a means of ensuring its delivery

9.1 This section of the report sets out how the Council proposes to deliver the necessary infrastructure required to support the plan. It is based on the evidence gathered and identified in this report, taking into account what is considered to be critical infrastructure to the delivery of the plan, and the likely available sources of funding to support infrastructure delivery at this point in time.

### Funding

9.2 Principal funding 'mechanisms':

- S106: "Section 106 Agreements" is a form of Planning Obligations authorised by Section 106 of the Town and Country Planning Act 1990 as amended by the Planning and Compensation Act 1991 Section 12. Planning Obligations are usually completed following the resolution to grant planning permission (normally major developments) to secure community infrastructure to meet the needs of residents in new developments and/or to mitigate the impact of new developments upon existing community facilities or infrastructure.
- S38: Where, as part of a development, it is proposed to construct a new estate road for residential, industrial or general purpose traffic the normal legal means by which the road becomes a public highway is via an agreement under Section 38 of the Highways Act 1980.



- S278: Where a development requires works to be carried out on the existing adopted highway, an Agreement will need to be completed between the developer and the County Council under Section 278 of the Highways Act 1980.
  - CIL: The Community Infrastructure Levy (CIL) is a new levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.
  - Government Funding: On occasion, Government may provide funding for infrastructure. Such funding usually requires bids to be submitted and some form of match funding. For example, Thetford received around £7million from Government as it was allocated a Growth Point. Some of this money is being used to build a new Bus Interchange. Thetford also received funding as part of the Healthy Town initiative.
  - Grants: Sometimes bids are made to certain organisations who have funds to pay for specific infrastructure.
  - AWS Price Review: This is a mechanism by which Anglian Water Services can claw back investment in infrastructure through the charges levied on customers.
  - Developer: These items are not related directly to planning, but are required for the development. The items listed are not exhaustive as, for example, items such as internal roads would be funded and built by the developer but have not been included in the tables.
- 9.3 Developer contributions in the form of Section 106 agreements, have an important role to play in ensuring infrastructure necessary to the delivery of the plan is provided and costed for. The Council must use Section 106 agreements for such purposes in accordance with the CIL Regulations 2010. The restrictions to be placed on the number of pooled contributions authorities can collect from developments towards infrastructure have a fundamental bearing on what CIL could be used for. There can be no overlap in the use of CIL and S106.
- 9.4 The Council will need to carefully consider the restrictions on the use of pooled contributions, in terms of ensuring there is no risk of both double charging and also inability to levy contributions in the future for certain types of infrastructure. For Highways Infrastructure requirements associated with the delivery of the package of transport measures identified in the Attleborough and Thetford Transport Improvements Studies, Breckland Council, in partnership with Norfolk County Council, will continue to secure S106 and S278 obligations to help fund these measures in advance of any adopted CIL, bearing in mind the limitations to be imposed on the number of pooled contributions local planning authorities can collect.

- 9.5 In the case of education infrastructure requirements, the Council, in partnership with NCC, will use S106 obligations to help fund primary and secondary school places in advance of any adoption of any CIL.
- 9.6 Neighbourhood planning also has an important roll in identifying and delivering local infrastructure projects. It can also play a part in CIL should the Council decide to implement such a funding delivery mechanism.

### Alternative Funding Options

- 9.7 Breckland Council resolved in its December 2015 draft budget setting meeting to transfer its existing New Homes Bonus (NHB) reserve to a “growth fund” where NHB is received over and above the Council’s required level of £2m. This will be added to the growth fund which will be used to secure housing and employment growth generating an on-going revenue return. The budget forecast shows a total of £2.5m accumulating in the growth fund over the medium term.
- 9.8 In broad terms, the key sources of funding available to the authorities to meet the indicative gross public sector costs of the A11 Corridor proposals currently includes the following:

- UK government through the LEPs – this is focused on the Growth Deals that have been agreed with the LEPs, together with the City Deal for Greater Norwich for 2015/16, and indicative funding through to 2020. Funds include both grants and loan opportunities for example under the Local Infrastructure Investment Fund
- European funding through Regional Policy – the key relevant components of European funding comprise the European Structural

and Investment Funds (ESIF) and Interreg (Territorial Co-operation)

for the period 2014 – 2020

- Local authority sources – these include in particular the Community Infrastructure Levy (CIL) which for example was introduced in South Norfolk in 2014 and Planning Obligations (‘Section 106’), together with the New Homes Bonus (although the future of this scheme has yet to be clarified)
- In addition, there are a range of other sources of external funds to promote growth, for example those which have opted in to support ESIF activity such as the Growth Accelerator programme, the Manufacturing Advisory Service, UK Trade and Investment, and the Skills Funding Agency. Other potential sources of funding such as UK

and European sources of finance - which includes the UK Green

Investment Bank and the European Investment Bank – are considered less likely to be of relevance at this stage.

- 9.9 Innovative approaches to local growth funding are also potentially available. Local Authority Prudential Borrowing powers through the Local Government Act 2003 enable councils to borrow to invest in capital works and assets as long as the cost of that borrowing is affordable. In addition, the Business Rates Retention Scheme which was introduced in April 2013 enables authorities to keep a proportion of the business rates revenue as well as growth on the revenue that is generated in their area. Coupled together, these can offer the potential to provide a strong financial incentive to promote economic growth. This 'tax increment financing' (TIF) approach could be of particular relevance to the A11 Corridor. Based on the anticipated profile of development activity under the the most recent A11 Growth Study, it is anticipated that new business premises could generate around £84 million in business rates growth over 25 years, subject to the business rates baseline reset in 2020 and at five yearly intervals thereafter. Allowing for local retention

at 50%, this could generate more than £42 million (out-turn) in business rates

income for the local authority partners based on various assumptions defined in the study report.

### Future Actions

- 9.10 This report is the first stage in identifying the needs and understanding the relative priorities to inform future work on the Infrastructure Delivery Plan. It provides the basis to enhance understanding in the key areas identified with outstanding or uncertain needs in the future. The Council will continue to engage with service providers to understand more fully the individual and cumulative needs arising from the specific land allocations. The Infrastructure Delivery Plan will set out in detail where possible, costs, funding sources and responsibilities for delivery of the infrastructure.

## Appendix 1: Breckland Interim position of emerging infrastructure requirements 2011 - 2036

Detailed work is ongoing in line with emerging evidence and the identified requirements of the Local Plan including the identification of sites and polices. This will inform the timescale for delivery as well as give firmer detail on the cost and phasing

### District Wide

#### Interim position of emerging infrastructure requirements 2011 - 2036

Infrastructure Type	Project Name	Timescale	Lead Delivery Agency
Community Facilities	Library services – increased stock and floorspace provision	As required to 2036.	NCC/Developer
Open Space / Green Infrastructure	On site open space / play equipment. Off site open space and play equipment		Developer
Energy	Electricity, Gas, Renewable energy		NCC, National Grid, ENW, renewable energy developers, private developers & BDC.
Minerals and waste	Mineral extractions and waste management facilities		NCC
Communications	Broadband access		NCC
Education	Nursery Education – Additional Pupil Places		NCC
	Primary Education – Additional Pupil Places		NCC
	Secondary Education – Additional Pupil Places		NCC
Emergency Services	Increased Police provision.		NCC
	Increased Fire provision.		NCC
	Increased Ambulance provision.		NHS Norfolk
Emergency Services	Fire Hydrants		NCC
Healthcare	Expand critical care provision in line with identified strategy of CCG/ NHS England		NHS Norfolk
Other	Bins for every household		Developer/BDC
Transport	Public transport services district wide support	NCC	
Transport	Additional Transport Infrastructure (excluding improvements as a direct result of the Thetford and Attleborough urban extensions and the requirements set out in the Sites Specifics DPD)	NCC or developer if S278 and S38	

## Attleborough Infrastructure

The following table shows the emerging Attleborough specific infrastructure.

Infrastructure Type	Project Name	Timescale	Lead Delivery Agency
Education	2 x 420 place and 1 x 210 place primary schools that would include nursery provision	Phased	NCC
Education	Expand Attleborough High School by 672 places (UE)	Phased	NCC
Healthcare	5.5 fte GPs with DP accommodation, pharmacy and dentistry.	Phased	NHS Norfolk
Open Space / Green Infrastructure	Open space and green infrastructure in addition to SUDs requirement in SUE (UE)	Phased	BDC/ ATC
Transport /Green Infrastructure	Walking and Cycling Network – town wide		
Transport	Link Road between A11 and B1077 <sup>1</sup> (UE) -provision of railway crossing.		NCC
Transport	Town Centre Gyratory improvements <sup>26</sup> (partly UE)		NCC
Transport /Green Infrastructure	Walking and Cycling Network – town wide Walking and Cycling Network – linking Urban Extension to town wide network (UE) Walking and Cycling Network – links to surrounding destinations.(UE)	Ongoing	NCC
Utilities	Improvements to Attleborough Waste Water Treatment Works to be confirmed by updated Water cycle study	Before 2016	Anglian Water
Utilities	Strategic sewer to serve development south of railway (UE)	Phased	Anglian Water
Utilities	Groundwater Recharge System (UE)	Post 2016	Anglian Water
Utilities	Connection to Gas supply (UE)	In line with development.	National Grid

## Snetterton Heath

The following table shows the Snetterton Heath specific infrastructure.

<b>Infrastructure Type</b>	<b>Project Name</b>	<b>Timescale</b>	<b>Lead Delivery Agency</b>
Transport	Improvements to Snetterton Heath junction	As required	
Transport	Walking and Cycling Network - links between Snetterton Heath and Attleborough	As required	Developer/NCC
Utilities	Grid reinforcement.	In line with commissioning.	Uk Power Networks/Developer

## Appendix 2: Population Data

Settlement	Population	Settlement	Population	Settlement	Population
Ashill	1411	Griston	1540	Quidenham	560
Attleborough	10482	Guist	250	Riddlesworth (no data)	
Banham	1481	Hardingham	267	Rocklands	722
Bawdeswell	828	Harling	2142	Roudham and Larling	301
Beachamwell	339	Hilborough	243	Rougham	141
Beeston with Bittering	566	Hockering	711	Saham Toney	1507
Beetley	1396	Hockham	603	Scarning	2906
Besthorpe	778	Hoe	241	Scoulton	246
Billingford	253	Holme Hale	494	Shipdham	2057
Bintree	329	Horningtoft	127	Shropham	405
Blo' Norton	251	Ickburgh	309	Snetterton	201
Bradenham	700	Kempstone (no data)		South Acre	115
Brettenham	555	Kenninghall	941	South Lopham	393
Bridgham	335	Kilverstone (no data)		South Pickenham (no data)	
Brisley	281	Lexham	146	Sparham	341
Bylaugh (no data)		Litcham	618	Sporle with Palgrave	1011
Carbrooke	2073	Little Cressingham (no data)		Stanfield	162
Caston	443	Little Dunham	297	Stanford (no data)	
Cockley Cley	232	Little Ellingham	250	Stow Bedon	290
Colkirk	588	Longham	224	Sturston (no data)	
Cranwich (no data)		Lynford	179	Swaffham	7258
Cranworth	419	Lyng	807	Swanton Morley	2100
Croxton	445	Mattishall	2617	Thetford	24340
Dereham	18609	Merton	133	Thompson	343
Didlington (no data)		Mileham	563	Tittleshall	406
East Tuddenham	517	Mundford	1526	Tottington (no data)	
Elsing	244	Narborough	1094	Twyford (no data)	
Foulden	430	Narford (no data)		Watton	7202
Foxley	285	Necton	1923	Weasenham All Saints	223
Fransham	433	New Buckenham	460	Weasenham St.Peter	169
Garboldisham	969	Newton by Castle Acre (no data)		Weeting-with-Broomhill	1839
Garvestone	660	North Elmham	1433	Wellingham (no data)	
Gateley (no data)		North Lopham	623	Wendling	313
Gooderstone	363	North Pickenham	472	Whinburgh and Westfield	342
Great Cressingham	421	North Tuddenham	335	Whissonsett	488
Great Dunham	344	Old Buckenham	1270	Wretham	374
Great Ellingham	1132	Ovington	256	Yaxham	772
Gressenhall	1050	Oxborough	228		