

**NW62/A: Land West of North Walsham  
&  
NW16: Land at End of Mundesley Road**

**Funding of Infrastructure**

**Statement Of Common Ground between  
North Norfolk District Council, Norfolk  
County Council  
and  
Lovell Partnerships Ltd, Flagship Housing  
Developments Ltd, ESCO Developments Ltd,  
and Richborough Estates**

30<sup>th</sup> April 2025

# 1 Introduction

- 1.1 North Walsham is identified as a Large Growth Town in the Emerging North Norfolk Local Plan and is a location where a high proportion of new housing, commercial and other development will be located.
- 1.2 North Norfolk District Council proposes to allocate two sites for development, namely;
- I. **Land West of North Walsham (Site NW62/A)** for residential-led development of approximately 1,800 dwellings, plus 200 dwellings equivalent of specialist elderly accommodation, 7ha of employment land, green infrastructure, community facilities and associated infrastructure including but not limited to a road linking Norwich Road and Cromer Road. The majority of the site is being promoted by a consortium comprising of ESCO Developments Ltd, Flagship Housing Developments Ltd and Lovell Partnerships Ltd (hereafter ‘ESCO’, ‘Flagship’, ‘Lovell’ or collectively, ‘the Consortium’; and,
  - II. **Land at End of Mundesley Road (Site NW16)** for residential development of approximately 330 dwellings plus 40 dwellings equivalent of specialist elderly accommodation, green infrastructure and associated infrastructure including but not limited to providing safe vehicular access onto the B1145 and provision of a bridge over Paston Way. The site is being promoted by Boyer Planning and Richborough Estates.
- 1.3 Norfolk County Council (NCC) are the Local Highway and Education Authority.

## Background

- 1.4 Following the proposed allocations, submission of the Local Plan, and its examination, a significant amount of work has been undertaken which has underpinned all parties’ understanding of the offsite highways impacts of the proposed allocations as detailed in the submitted policies (as amended), and examination document EX030 - Statement of Common Ground, SOCG Highway Matters.

## Purpose of this Statement

- 1.5 This Statement of Common Ground has been produced at the instruction of the independent inspector conducting the North Norfolk Local Plan Examination. Its parameters were set by the Inspector at the Hearing Session that took place on 8<sup>th</sup> April 2025. The Inspector made it clear that he wished for an additional document (i.e. this paper) to be submitted to him which covered funding matters in relation to proportional contributions in association with the requirements for offsite highways infrastructure mitigation and appropriate education contributions.
- 1.6 This paper seeks to address those points and is limited to the required additional (or varied) policy wording and associated explanatory text. All signatories consider that these modifications could be made to the Plan to respond to the inspector’s requirements and to address the delivery and proportionate funding of the required infrastructure contributions.

- 1.7 It is important to note that while the transport evidence submitted to date by all parties underpins the policies NW62/A and NW16, it is considered by all parties to be commensurate with the Plan-making stage, and any future planning application(s) will be subject to more detailed assessment as appropriate. This will be in line with site allocation policies and a final detailed package of mitigation measures, together with a phasing plan for their implementation, which will be secured at planning application stage.

## **2 Proportional Costs**

- 2.1 It is agreed that the development parties will be jointly responsible for the funding of the offsite highways mitigation and contributions towards the provision of education facilities as detailed in the amended policies detailed in **Appendix A**.
- 2.2 It is agreed that the funding of and the delivery of proportionate contribution(s) reflecting the required highway mitigation measures at Coltishall and Horstead, and improvements to the signalised junction at Norwich Road, North Walsham, and provision of off-site pedestrian and cycle improvements to North Walsham town centre, key services and the railway station, will be required to support the growth proposed by allocations NW62/A and NW16. The details of phasing and delivery of any mitigation necessary will need to be agreed by the LPA in consultation with the Norfolk County Council Highways and detailed as part of the phasing and delivery plan(s) prior to determination of any application(s). This should be based on the combined quantum of growth for allocations NW62/A and NW16.
- 2.3 Unless otherwise agreed with the Local Educational Authority, it is agreed that proportionate education contributions will be made by both NW62/A and NW16 in order to ensure appropriate school provision / pupil places can be delivered in line with phasing of the strategic allocations in North Walsham and educational requirements.
- 2.4 It is agreed that the policy and supporting text of both site allocation policies will be amended as necessary to reflect these agreements and to provide the relevant context.

### 3 Signatories

#### On behalf of North Norfolk District Council



Iain Withington - Acting Planning Policy Manager, North Norfolk District Council  
28<sup>th</sup> April 2025

#### On behalf of The Consortium (NW62/A)



Iain Hill - Partner, Bidwells  
30<sup>th</sup> April 2025

#### On behalf of Richborough Estates (NW16)



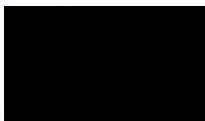
Simon Atha - Director, Boyer Planning  
28<sup>th</sup> April 2025

#### On behalf of Norfolk County Council (Highways)



Richard Doleman - Strategic Transport, Norfolk County Council  
28<sup>th</sup> April 2025

#### On behalf of Norfolk County Council (Education)



Paul Harker - Place Planning Manager, Norfolk County Council  
28<sup>th</sup> April 2025

# Appendix A - Proposed Updated site allocations policies

Policy NW62/A (as modified through EX030 and updated incorporating this SOCG)

## Land West of North Walsham

Land to the west of North Walsham to provide a mixed-use sustainable urban extension amounting to 108 hectares, as defined on the Policies Map, is allocated for approximately 1,800 dwellings, 7 hectares of employment land, green infrastructure, community facilities, in addition to 200 dwellings equivalent of specialist elderly persons accommodation and a road linking Norwich Road, and Cromer Road.

Planning permission will be granted subject to compliance with the relevant policies of this Plan and the following site-specific requirements:

### Development Brief & Design Code

1. Prior approval before the determination of the first application of a comprehensive **Development Brief** incorporating a site wide **Vision** and **Master Plan** demonstrating how the development will respond to the particular characteristics of the site and detailing the delivery of all of the uses and infrastructure required in this policy.
2. Prior approval before the determination of the first application of a site wide **Design Code** to compliment the Development Brief detailing the design principles for all development and land uses.

### Green infrastructure

3. Prior approval before the determination of the first application of a **Green Infrastructure Strategy** detailing the delivery of the green infrastructure including new areas of open spaces, play areas, sports pitches, strategic landscaping and green corridors. The Green Infrastructure Strategy should complement principles in the Design Code and Drainage Strategy. Delivery of on-site green infrastructure should provide the opportunity to contribute towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS);
4. Development proposals will provide the following specific green infrastructure:
  - i. approximately 17.47 hectares of new public open space including a new 'town park' of at least approximately 2ha, new sports pitches of 2ha and a minimum of 2.4ha of allotments;
  - ii. a substantial area of strategic green infrastructure at a minimum of 10ha to the south and western countryside edge of the development to create a new green edge of the town;

- iii. enhancement of the Weavers Way corridor acting as a green access spine through the development including improving biodiversity along the corridor. It will provide a pedestrian & cycle crossing point across the link road that prioritises these uses over vehicle traffic;
- iv. a new green corridor which will traverse north to south through the development providing an access and biodiversity corridor;

## **Environmental Mitigation**

- 5. Prior approval before the determination of the first application of a **Drainage Strategy** detailing the delivery of sustainable drainage and flood mitigation & storage measures that will be integral to the urban development and green infrastructure, including using surface water runoff as a resource that to contributes to water sensitive urban design (WSUD) and integrating the water cycle within the built and green environment;
- 6. Proposals should appropriately use design, layout and landscaping to protect and enhance heritage assets and their settings including designated and non-designated heritage assets including the 'Battlefield Site'. Landscape buffering and open space should be used to protect the Listed Buildings at Bradmoor Farm;
- 7. Retain and enhance existing hedgerows on Greens Road, and the south-eastern and western boundaries. Landscape buffers and/or green corridors will be provided along the existing urban edge of the town to protect the amenity of existing residential areas along Weaver's Way and the northernmost boundary. Retain existing mature trees along Skeyton Road and the eastern boundary of the site;

## **Sustainable Transport**

- 8. A Transport Assessment, the scope and methodology of which is to be agreed with the Local Highway Authority, will be undertaken to identify appropriate off-site highway mitigation measures. These will include, but are not limited to:
  - I. Traffic and speed management measures and capacity improvements on the B1150 at Coltishall and Horstead. Unless otherwise agreed with the Local Highway Authority, and which will have regard to land allocated under Policy NW16 and the cumulative impacts this will include a new right turn lane at the junction of the B1150 and B1354, Coltishall and a new bus stop cage on the B1150 High Street, Coltishall;
  - II. Pedestrian safety improvements at Coltishall and Horstead. Unless otherwise agreed with the Local Highway Authority, this will include works to improve crossing facilities at Ling Way, High Street and the B1150/Mill Road/B1354 junction;
  - III. Improvements to the signalised junction at Norwich Road, North Walsham;
  - IV. Measures to discourage the use of Aylsham Road and Skeyton Road, North Walsham by motor vehicles;
  - V. Provision of off-site pedestrian and cycle improvements to North Walsham town centre, key services and the railway station;

9. The agreed off-site highway mitigation measures will be delivered in accordance with a Phasing and Delivery Plan that will be agreed as part of the first planning application for the site(s). Unless otherwise agreed with the Local Highway Authority, the above mitigation measures required at Coltishall and Horstead will be delivered at the beginning of the first phase of development, to ensure that construction impacts are appropriately mitigated and minimise any impact from the early phases of development on the functioning of the highway network;
10. Delivery of a new road designed as an attractive main street through the development with mixed-use frontage usages and segregated cycle paths and footways. This new road should be suitable for HGV traffic (including high sided vehicles) and will connect Norwich Road to Cromer Road. It should be delivered, at the earliest opportunity, in accordance with a phasing plan agreed as part of the first planning application;
11. No development on those parts of the allocation to the north of the railway line will be permitted until such time as a Transport Assessment has been prepared to determine the suitability of the rail bridge, assess the impacts on the local highway network and the wider network, including the B1150 at Coltishall, and identify any mitigation required and a timeframe for its delivery;
12. Provision of a network of interconnected streets, squares, green corridors and public spaces which prioritise moving around on foot and by cycle over the use of private motor vehicles;
13. Delivery of appropriate public transport measures on site providing facilities and regular services to/from the town and key services.

### **Community Facilities & Employment**

14. Provision of community facilities including a new 2 form entry primary school of not less than 2.5ha on land focused in a broadly central location within the development, a local centre providing options for local convenience retail and health services and other community uses;
15. Options for the enhancement of facilities at North Walsham Football Club should be considered in line with local and national standards and guidance from Sport England and other sports bodies, as part of the wider Green Infrastructure Strategy for the site;
16. Delivery of approximately 7 hectares of employment land located to the north of the allocation site in the Cromer Road/Bradfield Road area, reflecting the prevailing character of the town and recent development provided with direct access from the new link road and major road network.

### **New Homes**

17. Delivery of approximately 1,800 homes built with a mix of dwelling types, sizes and tenures in accordance with Policy HOU2 of this Plan.

18. The phased provision of not less than 200 dwellings of specialist elderly accommodation in accordance with Policy HOU2 of this Plan.

### **Proportionate Funding**

19. Where necessary the delivery of the above Highway infrastructure mitigation by the site applicants through proportionate contributions from NW62/A and NW16, reflective of the impacts of each development and its funding will be agreed and detailed as part of the phasing and delivery plan(s) prior to determination.
20. Unless otherwise agreed with the Local Education Authority, a proportionate educational contribution will be required from NW62/A and NW16 to ensure appropriate school provision/places can be delivered in line with the phasing of the strategic allocations in North Walsham and educational requirements.

The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. Any future development on this site will need to address the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 - 'safeguarding' (or any successor policy) in relation to mineral resources, to the satisfaction of the Mineral Planning Authority.

### **Policy NW16 (as submitted, (EH006(m) and updated incorporating this SOCG)**

#### **Land at End of Mundesley Road**

Land amounting to approximately 16 hectares, as defined on the Policies Map, is allocated for development of approximately 330 dwellings, in addition to 40 dwellings equivalent of specialist elderly persons accommodation, public open space and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site-specific requirements:

1. Provision of convenient and safe vehicular access onto the B1145 and additional access provided onto Mundesley Road/Lyngate Road;
2. A Transport Assessment, the scope and methodology of which is to be agreed with the Local Highway Authority, and which will have regard to land allocated under Policy NW62/A and the cumulative impacts will be undertaken to identify appropriate off-site highway mitigation measures. These will include, but are not limited to:
  - I. Traffic and speed management measures and capacity improvements on the B1150 at Coltishall and Horstead. Unless otherwise agreed with the Highway Authority, this will include a new right turn lane at the junction of the B1150 and B1354, Coltishall and a new bus stop cage on the B1150 High Street, Coltishall;
  - II. Pedestrian safety improvements at Coltishall and Horstead. Unless otherwise agreed with the Highway Authority, this will include works to



- improve crossing facilities at Ling Way, High Street and the B1150/Mill Road/B1354 junction;
  - III. Improvements to the signalised junction at Norwich Road, North Walsham;
  - IV. Provision of off-site pedestrian and cycle improvements to North Walsham town centre, key services and the railway station
- 3 - The agreed off-site highway mitigation measures will be delivered in accordance with a Phasing and Delivery Plan that will be agreed as part of the first planning application for the site(s). Unless otherwise agreed with the Highway Authority, the above mitigation measures required at Coltishall and Horstead will be delivered at the beginning of the first phase of development to ensure that construction impacts are appropriately mitigated and minimise any impact from the early phases of development on the functioning of the highway network;
- 4 Provision of a bridge over the Paston Way trail that facilitates access to the B1145 and the rest of the site, careful attention should be given to its design, layout and ability to mitigate and enhance the character of the Paston Way trail and Knapton Cutting County Wildlife Site, ensuring the north-western triangle of land is used for access and landscaping only;
- 5. Retention and enhancement of the existing mature hedgerows and trees along the northern and eastern boundary of the site, and strengthening of the tree belt associated with the former railway embankment where appropriate;
- 6. Development should be located to the south of the site with careful attention to site layout and design which incorporates significant open space to the north along with suitable and enhanced landscaping buffer;
- 7. Provision and enhancement of access to the Paston Way trail and FP11 pedestrian/cycle link with a new pedestrian/cycle link connecting both, and the provision of a new pedestrian/cycle link providing access to Acorn Road;
- 8. The delivery of multi-functional open space together with measures for its ongoing maintenance;
- 9. The submission, approval and implementation of a Surface Water Management Plan to demonstrate that greenfield run off rates from the site are not increased;
- 10. The submission, approval and implementation of a Foul Drainage Strategy providing details of any enhancements and demonstrating that there is capacity available in the sewerage network and at the receiving water recycling centre to accommodate wastewater flows from the site prior to occupation of any dwellings;
- 11. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

## **Proportionate Funding**

12. Where necessary the delivery of the above Highway infrastructure mitigation by the site applicants through proportionate contributions from NW62/A and NW16 reflective of the impacts of each development, and its funding will be agreed and detailed as part of the phasing and delivery plan(s) prior to determination.
13. Unless otherwise agreed with the Local Education Authority, a proportionate educational contribution will be required from NW62/A and NW16 to ensure appropriate school provision/places can be delivered in line with the phasing of the strategic allocations in North Walsham and educational requirements.
14. This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.

**End**