

Examination Library Document Reference D12

North Norfolk District Council

Site Assessment (Regulation 19): Mundesley

Publication Stage Regulation 19, January 2022

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Site Assessment (Mundesley)

Part 1: Settlement Information

1.1. Introduction

This booklet provides a high-level overview of Mundesley as a growth location in the Local Plan and looks in detail at the promoted sites identifying which are the most suitable to contribute towards the housing allocation requirements for the settlement and the protection of important areas of various types of green open space.

The sites referred to in this booklet are shown together with their reference numbers in Section 2, and, at the rear of the document as an appendix. The maps detail all sites which were subject to consultation at Regulation 18 stage of plan preparation, and any additional sites which were suggested in response to that consultation. In the event that the sites are allocated, their development would be subject to the policies of the plan including the site specific policies in Part 3 of this document.

The intention is that the booklet will be updated throughout the remainder of the plan preparation process. It contains:

- **Part 1** - Contextual background information about Mundesley together with a summary of the Regulation 18 consultation responses from statutory consultees, individuals and town and parish councils.
- **Part 2** - Updated Sustainability Appraisal and assessment of each of the sites considered.
- **Part 3** - The Council's conclusions on the availability and suitability of each of the sites drawing together the Sustainability Appraisal and Site Assessment and the Regulation 18 consultation responses together with the proposed policies which will be applied when planning applications are submitted.
- **Part 4** - Open Space Designations.

Plan Requirements

Mundesley is one of four identified **Large Growth Villages** in the settlement hierarchy and acts as a local service centre where limited-scale growth can be accommodated. The Local Plan sets a modest housing target of **102** dwellings to be delivered over the plan period via a combination of small scale 'infill' developments, new allocations and existing commitments. New allocated sites, to supplement those already consented and under construction, suitable for in the region of **30** dwellings, are necessary to achieve the housing requirement.

1.2. Sites Promoted & Considered (Regulation 18)

Residential Site Options

Site Ref	LP Policy Ref (Reg 18)	HELAA Ref	Site Name	Site Size (Ha)	Approx. Site Capacity
MUN03	N/A	H0150	Land West of Church Lane	2.20	50
MUN04	N/A	H0915	Land Off Links Road	3.34	100
MUN04/A	N/A	H0915	Land Off Links Road	2.50	40-50
MUN05	N/A	H0916	Land At Hill Farm	2.37	71
MUN08	N/A	H0919	Land South Of Hillside	2.53	76
MUN09	N/A	H0152	Land South of Trunch Road	0.62	8
MUN10	N/A	H0153	Land South of Gimingham Road	3.10	100
MUN11	N/A	H0154	Land at Cromer Road / Tasman Drive	1.16	35

Mixed Use Site Options

Site Ref	LP Policy Ref (Reg 18)	HELAA Ref	Site Name	Site Size (Ha)	Approx. Site Capacity
MUN03/A	DS29	H0150 & H0151	Land at Cromer Road and Church Lane	2.80	50
MUN04/1	N/A	H0151	Land Off Links Road	0.64	18

Additional Sites

New sites promoted through or following Reg 18 consultation:

Site Ref	LP Policy Ref (Reg 18)	HELAA Ref	Site Name	Site Size (Ha)	Approx. Site Capacity
MUN03/B	N/A	N/A	Land West of Church Lane	1.96	30

Withdrawn Sites

The following sites were withdrawn by the promoter during the Local Plan preparation process prior to Regulation 19 stage.

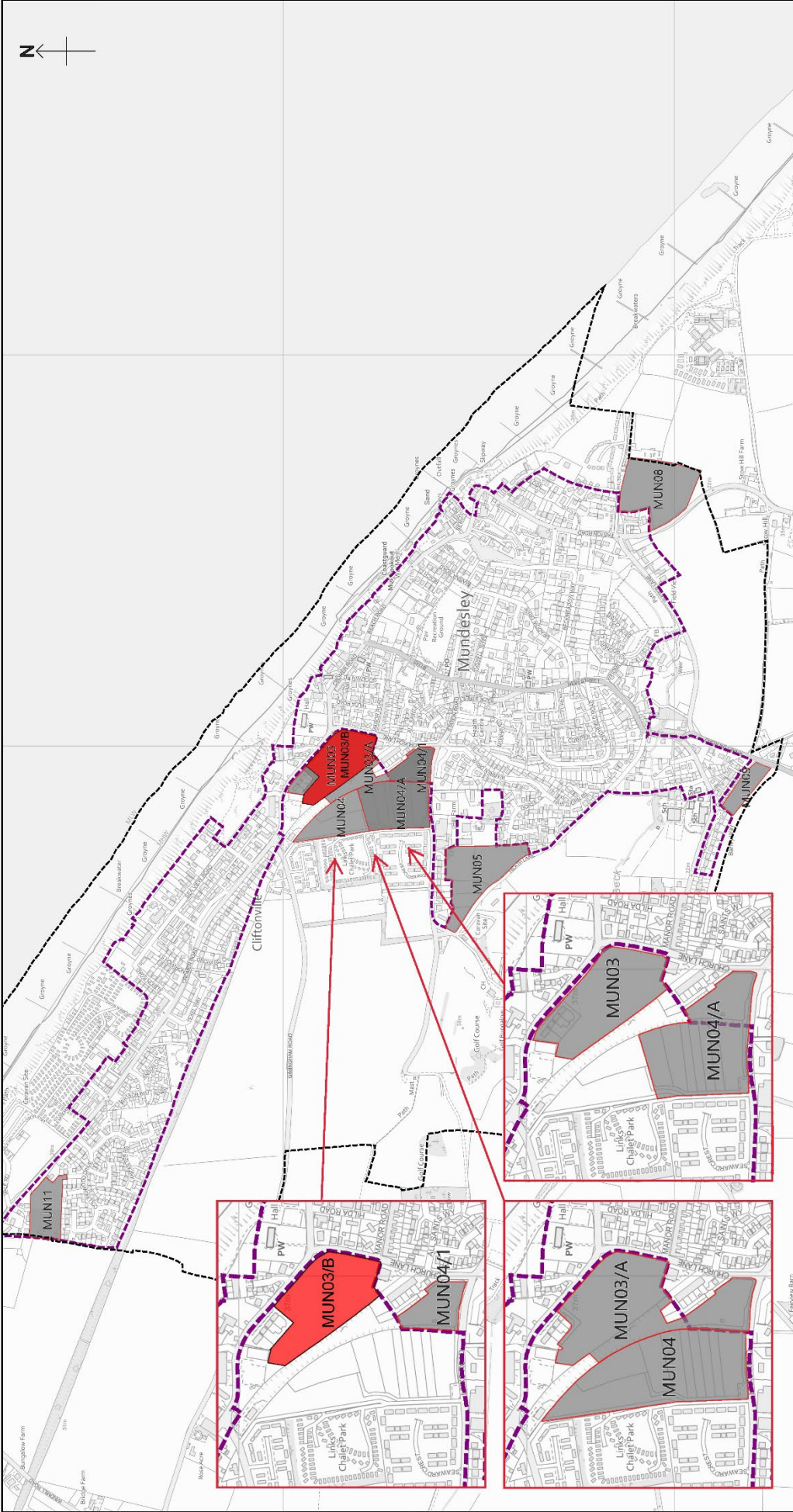
Site Ref	LP Policy Ref (Reg 18)	HELAA Ref	Site Name	Site Size (Ha)	Approx. Site Capacity	Reason Withdrawn
MUN04	N/A	H0915	Land Off Links Road	3.34	100	Unavailable
MUN04/A	N/A	H0915	Land Off Links Road	2.50	40-50	Unavailable
MUN05	N/A	H0916	Land At Hill Farm	2.37	71	Unavailable
MUN10	N/A	H0153	Land South of Gimingham Road	3.10	100	Unavailable

Screened Out Sites

A number of potential development sites were initially screened out and excluded from further consideration as a Local Plan allocation. Sites were screened out where they met any of the given criteria in 'Table 1 - High Level Reasons for Excluding Potential Sites' in the **Site Selection Methodology Background Paper**.

Where applicable, these sites are shown below.

Site Ref	LP Policy Ref (Reg 18)	HELAA Ref	Site Name	Site Size (Ha)	Approx. Site Capacity	Reason for Discounting
MUN04	N/A	H0915	Land Off Links Road	3.34	100	Unavailable
MUN04/A	N/A	H0915	Land Off Links Road	2.50	40-50	Unavailable
MUN05	N/A	H0916	Land At Hill Farm	2.37	71	Unavailable
MUN10	N/A	H0153	Land South of Gimmingham Road	3.10	100	Unavailable



Mundesley - Preferred & Alternative Sites (Reg 19)

- Preferred Housing / Mixed Use Allocation
- Preferred Employment Allocation
- Alternative Site Considered
- Parish Boundary
- Existing Settlement Boundary



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1.3. Background Information

Characteristics

Mundesley is identified as a Large Growth Village in the proposed Settlement Hierarchy. This means it has been identified as one of four villages, alongside Blakeney, Briston and Melton Constable, where a lesser scale of growth will be focused.

Mundesley is a large and popular village on the coast with a population of around 2,700. Mundesley has a thriving tourism industry that supports the economic vitality of the village. It is situated on high cliffs over a wide sandy beach and the beach and seafront are major assets for the economy and local environment. Parts of the village are on high ground and are visible from the wider surrounding countryside. The centre of the village is designated as a Conservation Area and land to the south is within the Norfolk Coast Area of Outstanding Natural Beauty. The qualities of the built and natural environment are important features and new development should be sympathetic to the character of the area and respect the setting of the village.

Employment

Mundesley falls into the eastern sub region in relation to employment where North Walsham and the two employment sites at Catfield and Scottow account for much of the existing and future provision. There are two local employment areas within Mundesley representing small scale employment uses within the village. Land South of Cromer Road and the Garage Site, North of High Street are both designated employment sites, EMP31 and EMP32 and occupied by local businesses. Given the environmental constraints, opportunities for expansion of employment sites remain limited and given the proximity of the village to North Walsham, 5 miles to the south, there is little evidence of market demand for additional strategic employment land.

Infrastructure

The proposed land allocations have been informed through consultation and engagement with relevant infrastructure providers and statutory consultees. Background Paper 4 - Infrastructure Position Statement contains more information and has informed the Infrastructure Deliver Plan.

Mundesley is a busy tourist destination which does place pressure on the highway network and on parking. However, public transport is available and for the visitors that arrive by car, there are public car parks.

Anglian Water identified that for new development of over 10 dwellings that some enhancement to the foul sewerage network capacity will be required and off-site mains water supply reinforcement may be required.

Education

There are two schools within Mundesley: Mundesley infant school and Mundesley Junior School. Secondary provision is provided by North Walsham High School.

Norfolk County Council consider that the capacity within the available education infrastructure is adequate to meet North Norfolk's proposed housing growth through the emerging Local Plan. Section 106 monies will be sought on new residential developments to mitigate the impact of additional housing growth.

Affordable Housing Zone & Policy Percentage

Mundesley is identified in Zone 2 for affordable housing with a plan requirement for 35% of the total dwellings provided on schemes of 6+ dwellings

Connectivity

The village benefits from amenities with a good range of day to day services and a range of community facilities including, a Tesco Express, a number of other shops and post office, pubs, restaurants and take-aways, doctor's surgery and primary school. These services are supplemented by a number of tourism related services and offers.

There are bus services to both Cromer and North Walsham with a school bus service to the catchment high school in North Walsham.

Sports Pitch Strategy

Nothing relevant to Mundesley was identified.

Open Space Requirements

The 2019 North Norfolk Open Space Assessment sets the quantum of open space for new residential developments across the district for the plan period. Assessed against these standards the study identifies that Mundesley has a moderate surplus of Amenity Greenspace, but has a requirement for all other types of open space, particularly Allotments and Parks and Recreation Grounds.

Constraints & Opportunities

There is very little previously developed land in and around Mundesley which inevitably means that new locations for development are on the edge of the village in countryside locations. Whilst over the plan period it is expected that a process of re-development, infill developments, and changes of use will continue to provide a supply of new homes and other uses, these opportunities are relatively modest and will not address the identified need for new homes in particular. New greenfield allocations are therefore necessary in order to deliver the required growth

Demographics

Population

Population in Mundesley (Census 2011): 2,758

	Number	%	District Comparison (%)
Aged 0 to 15	392	14.2	14.5
Aged 16 to 29	304	11	12.7
Aged 30 to 44	309	11.2	14.4
Aged 45 to 64	783	28.4	29.7
Aged 65+	970	35.2	28.8

Housing Stock

	Number	%	District Comparison (%)
Detached house or bungalow	677	43.1	44.0
Semi-detached house or bungalow	359	22.9	28.8
Terraced house or bungalow	307	19.6	16.2
Flat, maisonette or apartment - Purpose-built block of flats	96	6.1	6.4
Flat, maisonette or apartment - Part of a converted or shared house	88	5.6	2.7
Flat, maisonette or apartment - In a commercial building	13	0.8	1.2
Caravan or other mobile or temporary structure	30	1.9	0.8

Affordability

Location	Affordability Ratio (2016)	Affordability Ratio (2020)
Mundesley	11.95	11.81
North Norfolk	8.96	9.14

Data Source: Distribution of Growth Background Paper (2021). Affordability Ratio information in relation to wards obtained from ONS 'Ratio of median house price to median gross annual (where available) work-place-based earning by local authority district (England and Wales)' dataset¹

Parish Boundaries

Two of the site options extend partially outside of the Mundesley parish boundary into the adjacent parishes of Gimingham (MUN11) and Paston (MUN08). Neither of these are preferred locations for development.

Services

Mundesley offers a limited range of shops and services which serve residents of the village and the surrounding area.

Services & Facilities		
	Service	Name
Key Services	Primary School	Mundesley Junior School
	Convenience Shopping	SPAR, Tesco Express, Premier Store
	GP surgery	Mundesley Medical Centre
Secondary Services	Main Road	Cromer Road
	Post Office	Mundesley Post Office
	Other Shopping	Small number of non-food shops
	Public House	Ship Inn
	Meeting Place (e.g. Village Hall)	Coronation Hall
Desirable Services	Petrol Filling Station	Crayford & Abbs
	Vehicle Repair Shop	Crayford & Abbs
	Place of Worship	Mundesley All Saints Parish Church
	Employment Land	Land North of High Street, Land South of Cromer Road

¹ <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/housingaffordabilityinenglandandwales/2021>

1.4. Constraints

There are a range of factors which influence the potential location of development in Mundesley including its location on the coast and landscape considerations. Overall, both the suggested scale and location of development has to balance the need for growth with the protection of the landscape setting of the village.

Built Environment

Mundesley Conservation Area is concentrated around the historic core of the village, in a 'T' shape from the southern end of the village (around Water Lane) following the path of the High Street to the seafront, branching out east and west around the Coast Road.

There are a total of 5 Listed Buildings in Mundesley, all Grade II and 20 buildings have been included on the Local List as important buildings.

Natural Environment

Environmental Designations

Mundesley is naturally constrained to the northwest by the North Sea. The sea front forms part of the Greater Wash Special Area of Protection (SPA).

The Mundesley Cliffs, which stretch north west, are designated as a County Wildlife Site (CWS). There are two areas along the beach either side of the town, stretching west and east, that are designated Sites of Specific Scientific Interest (SSSIs).

Mundesley is surrounded by an Area of Outstanding Natural Beauty (AONB), encroaching on the boundary to the south east. Fields to the west and south west of the built form are not within the AONB.

Landscape Character

The **North Norfolk Landscape Character Assessment SPD (2021)** identifies that the village is situated within the **Coastal Shelf** character area. The character area to the south and east of this is the River Valleys (Mundesley Beck) character area and beyond this to the south east is the Coastal Plain character area.

The Coastal Shelf character area is categorised by the cliffs stretching along the coastline, where the presence of the sea defines views throughout this landscape area. The settlements within the area are seen as having a distinctive character and historical value providing a sense of place. The character of the skyline is also of high importance within the Coastal Shelf landscape character area, particularly the views from the Cromer Ridge to the coast and vice-versa.

The vision for this landscape character area is a richly diverse coastal landscape of biodiverse and productive farmland and resilient semi-natural habitats which provide the distinctive and scenic setting for well-maintained and cohesive historic settlements, creating a strong focus for sustainably managed tourism and recreation. Settlements will be clearly separated by a network of semi-natural habitats and farmland, with connectivity between these areas wherever possible. New development will be well integrated into the landscape and local vernacular, with a sensitive approach to lighting to maintain dark skies, and opportunities will be sought to better integrate existing coastal development. Restoration and enhancement of valued landscape features will occur alongside the managed and/or natural change of the coastline in response to climate change and erosion.

The **River Valleys (Mundesley Beck)** character area is defined by the Mundesley Beck. This is the shortest of North Norfolk's river valleys, running parallel to the coast a little over 1km inland for most of its 7km length. This small river draws its waters from a superficial aquifer comprised predominantly of sands and gravels, and has largely been canalised with no sections of naturally meandering river channel. With the exception of the area around Mundesley, the valley is almost wholly within the Norfolk Coast AONB.

The vision for this landscape character area is of intimate, small-scale landscapes with a wide variety of land uses / habitats, offering a contrast to the more expansive, open, large-scale arable farming and coastal landscapes that surround the valleys. New development should be appropriate in scale, unobtrusive and readily accommodated into its landscape setting. Woodland and hedgerows should be a major landscape element, helping to contain development. The linear valley form should be apparent, and should dictate land use and development form. Valley sides should offer some degree of transition between the contrasting scales of the valley floors and surrounding arable farmlands.

The **Coastal Plain** character area is characterised by a flat or nearly flat open coastal landscape of predominantly Grade 1 arable farmland with some more naturalistic habitats, especially in the south towards the Broads and along the dynamic coastal margin type is characterised by a flat or nearly flat open coastal landscape of predominantly Grade 1 arable farmland with some more naturalistic habitats, especially in the south towards the Broads and along the dynamic coastal margin.

The vision for this landscape character area is a well-managed and actively farmed rural landscape, with a wild coastal edge incorporating resilient semi-natural habitats and opportunities to enjoy the landscape and the scenic long views along the coast, and dark skies at night. The mosaic of habitats will stretch inland to re-connect with those in neighbouring areas and the Broads, whilst the highly productive agricultural soils and farmland will be protected and sensitively managed, including from the risk of soil erosion. The intrinsic rural character of the landscape and traditional character of settlements, farmsteads and historic skyline features will be conserved and enhanced, with new development well integrated into the landscape and strengthened recreational links via biodiverse rural lanes, footpaths and cycle routes. Large scale on-shore infrastructure projects to support the offshore wind farms will be complete and any above ground structures will be well integrated into the local landscape.

Flood Risk

The North Norfolk Strategic Flood Risk Assessment (SFRA) (2017) climate change flood risk layers in regard to fluvial, tidal and surface water flooding indicates that the village is constrained to the south by the Mundesley Beck. The village is subject to pockets of surface water flooding, predominantly along the roads through the village itself. The majority of the settlement is situated within Flood Zone 1.

Coastal Change Management Area

North Norfolk's coast is in places low-lying and in others it is characterised by cliffs comprising soft sandstone, clays and other material that is susceptible to erosion.

National Planning Practice Guidance sets out that local planning authorities should demonstrate that they have considered Shoreline Management Plans (SMPs). SMPs provide a large-scale assessment of the risks associated with coastal process, and set out how the coastline should be managed and determine appropriate, strategic policies for coastal management that balance the many and often competing aspirations of stakeholders with due regard to economic and environmental sustainability. The area of coast relevant to Mundesley is included within SMP6. Mundesley falls under SMP policies 6.07 – 6.09 as outlined below:

Policy Unit	Name	To 2025	2025-2055	2055-2105
6.07	Overstrand to Mundesley	Managed Realignment	No active intervention	No active intervention
6.08	Mundesley	Hold the Line	Hold the line	Managed Realignment
6.09	Mundesley to Bacton Gas Terminal	Managed Realignment	No active intervention	No active intervention

For much of the SMP coastline the policy, at least for the present, is to maintain existing defences where economically viable. Within the village of Mundesley, the SMP indicates Hold the Line for the short to Medium term but moving towards managed realignment in the long term. The Plan indicates some areas of coastal erosion in the short, medium and long term and a need for 'social mitigation measures' to assist with managing the impacts of coastal change.

The coast suffers from coastal erosion and Coastal Change Management Areas; CCMA are identified along the whole coastline.

Policy SD11 of the emerging plan includes a wider requirement for coastal communities and new development in a coastal location. Proposals outside the Coastal Change Management Area, will need to demonstrate that the long-term implications of coastal change on the development have been addressed.

In summary, the main considerations which influence the suggested location of development sites are:

- the AONB to the south;
- the landscape setting along the coast;
- the proximity to the coastal erosion zone;
- the impact of development on the Conservation Area;
- constrained land supply;
- Individual site specific constraints.

1.5. Habitat Regulations Assessment / Appropriate Assessment

HRA Screening identified likely significant effects for all residential allocations, and one employment site (H27/1) with in-combination risks to various European sites specifically in relation to recreational impacts

The HRA (including Appropriate Assessment) recognise that the Local Plan includes a County-wide mitigation approach that has been developed to address the in-combination, cumulative effects of housing growth and recreational impacts on European sites. This approach, written by Place Services, involves a green infrastructure strategy and the RAMS which provides for access management on-site and associated measures. The green infrastructure strategy highlights the need for local planning authorities to secure the provision of green infrastructure at both a development site and plan-making level. Strategic opportunities for green space are identified and the strategy sets out criteria for Enhanced Green Infrastructure provision to ensure developers are aware of their responsibilities and to allow local planning authorities to audit their green infrastructure against the criteria. The RAMS component part includes a package of mitigation measures.

In embedding this strategic mitigation scheme within the North Norfolk Plan and clearly cross-referencing its requirements through policies all site allocations are required in the Plan to provide appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (RAMS). All allocations above 50 units are also required to provide enhanced green infrastructure in accordance with the strategy. The HRA subsequently concludes that the strategy and the Local Plan provides the means to address cumulative effects from recreation and ensures adequate mitigation is secured to address recreation concerns. With the strategy in place the Council can rule out adverse effects in-combination for all of the allocations in the Plan.

Six site options are flagged due to being in the immediate proximity to European sites and are identified as having the potential for LSE alone. These are located in Blakeney and Holt and further detail can be found in the relevant settlement booklets / site assessments.

In terms of hydrological impacts due to water resources the HRA identifies that the District is under significant pressures from population growth, climate change, sustainability reductions and the need to increase resilience. Anglian Water's own Water Resource Management Plan, 2019, suggests a total regional surplus of 150 MI/d in 2020 with a shift to a total regional deficit of -144MI/d by 2024. In order to address this, demand the Water Resource Management Plan includes a 25-year demand management strategy which will offset projected growth from household demand. In addition, the Environment Agency has committed to ensure abstraction licensing strategies and actions fully incorporate all environmental objectives and align with river basin management plans. They will only grant replacement licences where the abstraction is environmentally sustainable and abstractors can demonstrate they have a continued need for the water and that they will use it efficiently. In addition, for existing licences, the Agency will prioritise actions to protect and improve Natura 2000 sites and address the most seriously damaging abstractions during this plan period.

As a result, the Appropriate Assessment concludes that adverse effects in integrity from water supply issues can be ruled out, alone or in-combination

1.6. Statutory Consultee Responses (Regulation 18)

The following section provides a summary of the representation received from key service providers and statutory bodies in relation to each of the proposed allocations during the Regulation 18 consultation period of May - June 2019.

The full responses to the consultation can be viewed in the Regulation 19 **Consultation Statement**. Where the term 'General Support for the allocation' has been used this is typically in relation to comments made by owners, developers and their agents who are promoting the development of sites.

Many of the sites were subject to standard comments from a number of statutory consultees which sought minor changes to policy wording to either reflect national advice or improve the effectiveness of the policy. The intention is that these will be incorporated into the Plan at the next stage'.

Norfolk Country Council Highway Authority

MUN03/A

Policy DS29: Land at Cromer Road and Church Lane

Sustainability

The First and Junior schools are within walking distance, buses to the schools pass through High Street. Buses to the catchment high school pass the north boundary of the site at Cromer Road. Public bus routes pass the site at Cromer Road and Church Road. The village centre is within walking distance and offers limited opportunity for employment, shopping and leisure.

Safety

Footway should be provided at the west side of Church Lane to provide a continuous facility between Cromer Road and Links Road/Station Road. The Church Lane junction with Cromer Road requires improvement to enable it to service development traffic.

Mitigation

Footway at Church Lane required along with improvement to Cromer Road/Church Lane junction.

Cumulative Comments for Settlement

None received.

Minerals & Waste

MUN03/A

Policy DS29: Land at Cromer Road and Church Lane

LP739 - The following wording should be included in the allocation policy - 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

Utilities Capacity

Anglian Water

No comments received.

Environment Agency

No comments received.

Education

Norfolk County Council

No comments received.

Others

Historic England

(Comments on all Preferred Sites)

LP705 - It is important that policies include sufficient information regarding criteria for development. Paragraph 16d of the NPPF states that policies should provide a clear indication of how a decision maker should react to a development proposal.

To that end we make the following suggestions.

- a) The policy and supporting text should refer to the designated assets and their settings both on site and nearby. By using the word 'including' this avoids the risk of missing any assets off the list.
- b) The policy should use the appropriate wording from the list below depending on the type of asset e.g. conservation area or listed building or mixture
- c) The policy and supporting text should refer to specific appropriate mitigation measures e.g. landscaping or careful design or maintaining key views or buffer/set Therefore, please revisit the site allocations and ensure that policy wording/supporting text is consistent with the advice above. Where a site has the potential to affect a heritage asset, we would expect the following typical wording within the policy:
 - listed building 'Development should preserve the significance listed building and its setting'. This is based on the wording in Part 1, Chapter 1, paragraph 1 (3) (b) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
 - conservation area 'Development should preserve or where opportunities arise enhance the Conservation Area and its setting'. This is based on the wording in Part 2, paragraph 69 (a) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
 - registered park and garden - 'Development should protect the registered park and garden and its setting.'
 - scheduled monument 'Development should protect the scheduled monument and its setting.'
 - combination of heritage assets 'Development should conserve and where appropriate enhance heritage assets and their settings.' This is based on the wording in the Planning Practice Guidance Paragraph: 003 Reference ID: 18a-003-20140306 Revision date: 06 03 2014

Alternatively, you may prefer to adapt the above and incorporate the following, 'preserve the significance of the [INSERT TYPE OF HERITAGE ASSET] (noting that significance may be harmed by development with the setting of the asset)'. This is perhaps technically more accurate but perhaps slightly less accessible.

There may be occasions where particular mitigation measures proposed should also be mentioned in policy e.g. landscaping, open space to allow breathing space around heritage asset etc.

Sometimes it may be appropriate to present proposed mitigation measures (both to heritage and other topics) in a concept diagram as this quickly conveys the key policy intentions.

By making these changes to policy wording the Plan will have greater clarity, provide greater protection to the historic environment and the policies will be more robust.

MUN03/A

Policy DS29: Land at Cromer Road and Church Lane

Whilst there are no designated heritage assets on this site, the site is adjacent to the Mundesley Conservation Area and opposite the Grade II listed All Saints Church. Any development therefore has the potential to impact upon these heritage assets and their settings. We welcome reference to the heritage assets in paragraph 23.16. However, there is currently no mention of the assets within the policy. The policy should be amended to included reference to them.

Statements of Common Ground (SoCG)

None.

1.7. Summary Consultation Comments (Regulation 18) June 2019

The following section provides a summary of the representations received in relation to each of the proposed allocation sites during the Regulation 18 consultation period. These are grouped into individuals, parish & town councils, plus statutory bodies and other organisations.

The full responses to the consultation can be viewed in the Regulation 19 **Consultation Statement**. Where the term 'General Support for the allocation' has been used this is typically in relation to comments made by owners, developers and their agents who are promoting the development of sites.

Many of the sites were subject to standard comments from a number of statutory consultees which sought minor changes to policy wording to either reflect national advice or improve the effectiveness of the Policy. The intention is that these will be incorporated into the Plan.

MUN03/A

Policy DS29: Land at Cromer Road and Church Lane

Individuals	Number Received	Summary of Responses (Site Policy DS13)
Summary of Objections	12	<p>The responses primarily focus on concerns over the impact of development on the existing infrastructure and the landscape; located on the highest point of the village, development could be prominent and be detrimental and could result in the loss of views of church and other landmarks. Thereby impacting on tourism. Could also impact on biodiversity on the site, considered best to leave as a natural habitat. Open Space surplus to requirement. Infrastructure is under pressure development could result in more traffic along Cromer Road. Concerns about the safety of the access, located on a dangerous busy bend and the safety of the pedestrian footpaths. No footpath to access school. Further pressure on doctors, schools and public transport. Site adjacent to Coastal Erosion Zone. Need more affordable housing. Market housing will merely increase second home ownership. Not enough work opportunities. Development should be dispersed around the village, more preferential sites within village.</p> <p>A number are proposing alternative sites and consider MUN08, MUN09 and MUN11 as more suitable sites than the preferred site, perceived that the alternatives would have less impact on the landscape and less detrimental visual impact. MUN09 is located behind existing housing, with suitable access and close to key services and school. Suggest that MUN11 would have suitable access and has existing services available. Suggest that building a number of smaller sites would be more appropriate for the village than one large site.</p>
Summary of Support	0	None received
Summary of General Comments	1	<p>One comment received. Concerns of the impact on local infrastructure especially safety of Cromer Road. Will cause a strain on services including schools, doctors. Reduction of local buses causing more traffic. Potential for more flooding from water erosion. Impact on wildlife. No objection to smaller developments which enhance the village. Need more affordable housing, rather than second homes. Development needs to respect and fit in with the local environment.</p>
Overall Summary		<p>The responses primarily focus on concerns over the landscape impact and impact on infrastructure. That development would be prominent, have detrimental impact on views of church and other landmarks and impact on tourism and on wildlife. Open Space considered to be surplus to requirement. Exacerbate existing traffic issues. Concerns with the safety of the access and the pedestrian footpaths. No footpath to access school. Further pressure on doctors, schools and public transport. Site adjacent to Coastal Erosion Zone. Potential for more flooding from water erosion. Need more affordable housing. Market housing will merely increase second home ownership. Not enough work opportunities. Suggest that</p>

		development be dispersed around the village, more preferential sites within village. Development needs to respect and fit in with the local environment.
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Parish & Town Councils	Number Received	Combined Summary of Responses (Site Policy DS13)
Objection	0	One town council expressed support for well-designed homes and retention of open spaces but raises concerns over the impacts development of this site would have on the vista, increase in traffic and erosion of a natural break in development.
Support	0	
General Comments	1	

Statutory & Organisations	Number Received	Combined Summary of Responses (Site Policy DS13)
Objection	2	Limited response received. Historic England sought consistency in approach to heritage assets and requested consistent wording. NCC (M & W) provided supporting comments to add to appropriate site policies. General support expressed for biodiversity net gain, creation of habitats and GI corridors.
Support	1	
General Comments	2	

Part 2: Assessment of Sites

2.1. RAG Assessment Matrix

The following table provides a visual summary of the site assessment through a traffic light system to 'grade' the merits of the site (green representing good) in relation to specific assessment criteria. Further details can be found in the Site Selection Methodology Background Paper.

Please note that the figures presented below relate to what was promoted at the site assessment stage, and therefore these figures represent a point in time.

Site Ref	Site Name	Site Size (ha)	Proposed Use	Proposed Dwellings	Connectivity	Safe achievable access	Impact on utilities Infrastructure (Hazards)	Utilities Capacity	Contamination and ground stability	Flood Risk	Landscape Impact	Townscape	Biodiversity and Geodiversity	Historic Environment	Loss of beneficial use	Compatibility with Neighbouring/Adjoining Uses
MUN03	Land West of Church Lane	2.2	Housing	50	Green	Green	Green	Yellow	Green	Green	Yellow	Yellow	Green	Green	Green	Green
MUN03/A	Land at Cromer Road and Church Lane	3.3	Mixed Use	50	Green	Green	Green	Yellow	Green	Green	Yellow	Yellow	Green	Green	Green	Green
MUN03/B	Land West of Church Lane	1.96	Housing	30	Green	Green	Green	Yellow	Green	Green	Yellow	Yellow	Green	Green	Green	Green
MUN04	Land Off Links Road	3.34	Housing	100	Site Withdrawn. Discounted from further consideration											
MUN04/A	Land Off Links Road	2.5	Housing	40-50	Site Withdrawn. Discounted from further consideration											
MUN04/1	Land Off Links Road	0.64	Mixed Use	18	Green	Orange	Green	Yellow	Green	Green	Yellow	Green	Green	Green	Orange	Green

Site Ref	Site Name	Site Size (ha)	Proposed Use	Proposed Dwellings	Connectivity	Safe achievable access	Impact on utilities Infrastructure (Hazards)	Utilities Capacity	Contamination and ground stability	Flood Risk	Landscape Impact	Townscape	Biodiversity and Geodiversity	Historic Environment	Loss of beneficial use	Compatibility with Neighbouring/Adjoining Uses
MUN05	Land At Hill Farm	2.37	Housing	71	Site Withdrawn. Discounted from further consideration											
MUN08	Land South Of Hillside	2.53	Housing	76												
MUN09	Land South of Trunch Road	0.62	Housing	8												
MUN10	Land South of Gimingham Road	3.10	Housing	100	Site Withdrawn. Discounted from further consideration											
MUN11	Land at Cromer Road / Tasman Drive	1.16	Housing	35												

2.2. Sustainability Appraisal Conclusions (Regulation 19)

Residential Sites

Site Ref	Conclusion (Residential Sites)
MUN03	<p>Overall the site scores negative and positive</p> <p>Review of consultation comments / objections reveals concerns about prominence of site, impact on heritage assets and adequacy of services. These matters already score negatively within the Environmental objectives and so it is considered that the overall SA scoring concludes as negative and positive.</p> <p>Environmental – Scores negatively; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). A small area towards the northern boundary falls within the Coastal Change Management Area (CCMA) 100 yr. epoch. Potential to affect setting of Grade II Listed Building (Church of All Saints) and CA. Potential negative biodiversity impact; close proximity CWS (Mundesley Cliffs), arable land, part of boundary comprised of mature hedgerow / trees. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access to peak time public transport links, local healthcare service, education facilities, some leisure and cultural opportunities.</p> <p>Economic – Scores positively; edge of settlement, good access to employment and transport links and to some educational facilities and other services / facilities. Access to high speed broadband uncertain. Could support local services.</p>
MUN03/A	<p>Overall the site scores negative and positive</p> <p>In reviewing the consultation comments/ objections it is considered that the SA scores reflect the concerns expressed. As such, it is considered that the overall SA objectives score is negative and positive.</p> <p>Environmental – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, small area potentially susceptible to SWF (CC). Adjacent to the Coastal Change Management Area 100 yr extent (northern boundary). Potential to affect setting of Grade II Listed Building (Church of All Saints) and CA. Potential for remediation of contamination. Potential negative biodiversity impact; close proximity CWS (Mundesley Cliffs), arable / grazing land, part of boundary comprised of mature hedgerow / trees. Loss of agricultural (1-3) land.</p> <p>Social – Scores mixed; edge of settlement, good access to peak time public transport links, local healthcare service, education facilities, some leisure and cultural opportunities. Could result in loss of designated open land area.</p> <p>Economic – Scores positively; edge of settlement, good access to employment and transport links and to some educational facilities and other services / facilities. Access to high speed broadband uncertain. Could support local services.</p>
MUN03/B	<p>Overall the site scores as negative and positive</p> <p>Environmental – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Adjacent CERZ (northern boundary). Potential to affect setting of Grade II Listed Building (Church of All Saints) and CA. Potential for remediation of contamination. Potential negative biodiversity impact; close proximity CWS (Mundesley Cliffs), arable / grazing land, part of boundary comprised of mature hedgerow / trees. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access to peak time public transport links, local healthcare service, education facilities, some leisure and cultural opportunities.</p> <p>Economic – Scores positively; edge of settlement, good access to employment and transport links and to some educational facilities and other services / facilities. Access to high speed broadband uncertain. Could support local services.</p>

Site Ref	Conclusion (Residential Sites)
MUN04	<p>Overall the site scores as positive</p> <p>Environmental – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential for remediation of contamination. Potential negative biodiversity impact; close proximity CWS (Mundesley Cliffs), grazing land surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access to peak time public transport links, local healthcare service, education facilities, some leisure and cultural opportunities.</p> <p>Economic – Scores positively; edge of settlement, good access to employment and transport links and to some educational facilities and other services / facilities. Access to high speed broadband uncertain. Could support local services.</p>
MUN04/1	<p>Overall the site scores as negative and positive</p> <p>Environmental – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, small area potentially susceptible to SWF (CC). Potential to affect setting of CA. Potential for remediation of contamination. Potential negative biodiversity impact; close proximity CWS (Mundesley Cliffs), grazing land, mature hedgerow / trees to majority of boundaries. Loss of agricultural (1-3) land.</p> <p>Social – Scores mixed; edge of settlement, good access to peak time public transport links, local healthcare service, education facilities, some leisure and cultural opportunities. Would result in loss of designated open land area.</p> <p>Economic – Scores positively; edge of settlement, good access to employment and transport links and to some educational facilities and other services / facilities. Access to high speed broadband uncertain. Could support local services.</p>
MUN04A	<p>Overall the site scores as negative and positive</p> <p>Environmental – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, small area potentially susceptible to SWF (CC). Potential to affect setting of CA. Potential for remediation of contamination. Potential negative biodiversity impact; close proximity CWS (Mundesley Cliffs), grazing land, mature hedgerow / trees to majority of boundaries. Loss of agricultural (1-3) land.</p> <p>Social – Scores mixed; edge of settlement, good access to peak time public transport links, local healthcare service, education facilities, some leisure and cultural opportunities but could result in loss of designated open land area.</p> <p>Economic – Scores positively; edge of settlement, good access to employment and transport links and to some educational facilities and other services / facilities. Access to high speed broadband uncertain. Could support local services.</p>
MUN05	<p>Overall the site scores as positive</p> <p>Environmental – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential negative biodiversity impact; close proximity AONB, arable land, part of boundary comprised of mature hedgerow / trees. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access to peak time public transport links, local healthcare service, education facilities, some leisure and cultural opportunities.</p> <p>Economic – Scores positively; edge of settlement, good access to employment and transport links and to some educational facilities and other services / facilities. Access to high speed broadband uncertain. Could support local services.</p>
MUN08	<p>Overall the site scores as positive</p> <p>The consultation comments are noted.</p> <p>Environmental – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Potential negative biodiversity impact; adjacent AONB, close proximity SSSI & Local Geodiversity Site (Mundesley Cliffs), arable land, surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land.</p>

Site Ref	Conclusion (Residential Sites)
	<p>Social – Scores positively; edge of settlement, good access to peak time public transport links, local healthcare service, education facilities, some leisure and cultural opportunities.</p> <p>Economic – Scores positively; edge of settlement, good access to employment and transport links and to some educational facilities and other services / facilities. High speed broadband in vicinity. Could support local services.</p>
MUN09	<p>Overall the site scores as positive The consultation comments are noted.</p> <p>Environmental – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential negative biodiversity impact; within AONB, arable land, part of boundary comprised of mature hedgerow / trees. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access to peak time public transport links, local healthcare service, education facilities, some leisure and cultural opportunities.</p> <p>Economic – Scores positively; edge of settlement, good access to employment and transport links and to some educational facilities and other services / facilities. High speed broadband in vicinity. Could support local services.</p>
MUN10	<p>Overall the site scores as negative and positive</p> <p>Environmental – Scores negative; loosely related to settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Rural; potential to increase light pollution, potential significant detrimental impact on landscape. Potential negative biodiversity impact; close proximity AONB, SSSI (Sidestrand & Trimmingham Cliffs), CWS (Mundesley Cliffs), arable land, surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; loosely related to settlement but good access to peak time public transport links, local healthcare service, education facilities, some leisure and cultural opportunities.</p> <p>Economic – Scores neutral; loosely related to settlement but good access to employment and transport links and other services / facilities. Access to high speed broadband uncertain. Could support local services.</p>
MUN11	<p>Overall the site scores as negative Reviewing the SA scoring, it is considered that the Social objectives score as mixed. Taken with the Environmental objectives score of negative and Economic objectives score of positive, the overall SA objectives score is negative.</p> <p>Environmental – Scores negatively; edge of settlement, FZ1, low susceptibility GWF, approximately 1/4 of site potentially susceptible to SWF (CC). Rural; potential to increase light pollution, likely significant detrimental impact on landscape (loss of woodland). Potential negative biodiversity impact; close proximity AONB, SSSI (Sidestrand & Trimmingham Cliffs), CWS (Mundesley Cliffs), arable and woodland. Loss of agricultural (1-3) land.</p> <p>Social – Scores mixed; edge of settlement, good access to peak time public transport links but distant from local healthcare service, education facilities, leisure and cultural opportunities. Would result in loss of designated open land area.</p> <p>Economic – Scores positively; edge of settlement, access to employment and transport links and other services / facilities. High speed broadband in vicinity. Could support local services.</p>

2.3. Site Planning History (as at Regulation 19)

This section provides details of any relevant planning history, including for those sites which were identified as Proposed Allocations at Regulation 18 and/or 19 stage, along with details of any planning applications which had been made and the stage reached at the point of publication of the Proposed Submission Version Local Plan.

MUN03 - Land West of Church Lane

PF/16/0872 - Planning permission on the arable field to the immediate north of the proposed allocation site was **approved** for the erection of 4 dwellings in September 2016. The dwellings are currently under construction.

2.4. Site Assessment

This section draws together the Site Assessment and Sustainability Appraisal processes, the results of the Regulation 18 stage consultation and the various evidence documents to make a recommendation as to whether each site is considered suitable for retention in the next stage of plan preparation, or if no further consideration should be given.

Site Ref	Assessment
MUN03	<p>Land West of Church Lane. (forms part of larger site MUN03/A & includes MUN03/B)</p> <p>SA Conclusion: The site scores as negative and positive. Environmental objectives score negatively being edge of settlement, and with a small part of the northern boundary falling into the 100 yr. epoch of the Coastal Change Management Area, within Flood Zone 1, with the potential to affect the setting of Grade II Listed Building (Church of All Saints), Conservation Area and there being potential negative biodiversity impact being in close proximity to a CWS (Mundesley Cliffs). The site concludes positively for Social and Economic objectives having good access to employment and transport links and to some educational facilities and other services / facilities.</p> <p>Connectivity: The site has good connectivity, the catchment school is within a reasonable walking distance and Mundesley offers some sustainable transport options with bus services available to Cromer and North Walsham. Bus stops are located adjacent to the site frontage. Mundesley has a range of shopping, leisure and other services within walking distance from the site</p> <p>Highways: Suitable highway access can be achieved from Cromer Road and Church Lane. NCC Highways suggest a footway should be provided at the west side of Church Lane to provide a continuous facility between Cromer Road and Links Road/Station Road. The Church Lane junction with Cromer Road requires improvement to enable it to service development traffic</p> <p>Environmental: The site is an elevated arable field in a prominent part of the village with a raised hedge along the Cromer road and Church Lane frontages. To the SW of the site is the former railway embankment that is now covered with trees and scrub. To the SE of the site are a number of buildings including a row of terrace houses and a telephone exchange. A very small part of the northern boundary falls into the 100 yr epoch of the Coastal Change Management Area and as such should be excluded from any allocation.</p> <p>HRA The site) is identified as having the potential for triggering likely significant effects in relation to recreational pressures. The Appropriate Assessment however concludes that the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy, GIRAMS provides the means to address cumulative effects from recreation and ensures adequate mitigation is secured to address recreational concerns. Any allocation will require suitable policy wording.</p> <p>Landscape and Townscape:</p>

The site is an open field with elevated parts. It provides a green gap between the two parts of the village. Residential development on the elevated position of the northern part of the site could be highly visible in the landscape, although recent development has already occurred in the north eastern corner of the site. The site is adjacent to the Conservation Area and directly opposite the Grade II listed church. The Historic Impact Assessment concludes that there would be limited impact on the historic environment. The northernmost part of the site is the most elevated and prominent. As such, the key views are when looking east or west along Cromer Road and looking north and south along Church Lane. In particular, the view looking north along Church Lane is dominated by the Grade II listed Church of All Saints. As a result of this consideration should be given to the height and scale of residential development. The layout should take account of the retention of as much existing landscaping as possible and in particular, the landscaping associated with the former railway cutting on the western boundary of the site.

The study concludes that no specific enhancement opportunities in regard to the historic environment other than landscaping measure should be used to retain and strengthen the existing landscape belt, as well as setting back any dwellings along the Church Lane frontage.

Heritage Impact Assessment

The site is adjacent to the Conservation Area and situated to the southwest of the Grade II listed All Saint's church. The Heritage Impact Assessment concludes that there would be limited impact on the historic environment concluding that the northernmost part of the site is the most elevated and is the most prominent. As such, the key views are when looking east or west along the Cromer Road and looking north and south along Church Lane. In particular, the view looking north along Church Lane is dominated by the Grade II listed Church of All Saints. Given this, consideration should be given to the height and scale of residential development and the layout should take account of the retention of as much existing landscaping as possible and in particular, the landscaping associated with the railway cutting on the eastern side of the site. The study concludes that landscaping measures should be used to retain and strengthen the existing landscape belt, and that any dwellings should be set back from the Church Lane frontage in order to preserve the view looking north of the Church of All Saints.

Other:

Planning permission on the northern corner for the development of 4 residential units was granted in September 2016 and these have now been built. Any allocation will require the site boundary to be amended.

The site is adjacent to the Mundesley Conservation Area and directly opposite the Grade II listed All Saint's church.

The site is in Flood Risk Zone 1 and is not susceptible to surface water flooding.

Overhead electric cables run parallel to the western boundary of the site and cut diagonally across the southern section of the site. As a result of this, a five metre easement will have to be taken into account.

Conclusion:

The site is well located for access to the village services including the school, local shops and the seafront. Bus stops are located adjacent to the site which provides services to Cromer and North Walsham.

Residential development on the site would be visible and potentially prominent in the landscape when viewed from Cromer Road; furthermore, the site is adjacent to the Mundesley Conservation Area and opposite the Grade II Listed All Saint’s Church. Any development would need to mitigate the impact on the landscape, and be set back from Cromer Road and Church Lane. Through siting, scale, massing, materials, vernacular style and design seek to contribute positively to the conservation and enhancement of the protected landscape and its setting.

In order to reflect this the maximum number of dwellings should be reduced to allow for the landscape and conservation led approach to design and layout. The site should provide high quality open space and pedestrian access route through the railway embankment to the residential development and onto the Cromer Road. Improvements to the footway are required to provide a continuous facility between Cromer Road and Links Road/Station Road in order to provide a safe route to school at the services on Station Road/High Street. The Church Lane junction with Cromer Road will have to be improved to enable it to service the site. Any allocation would need to be outside the small northern section of the site which falls in the CCMA 100 yr. epoch.

Recommendation:

That part of this site (MUN03/B) is identified as a Proposed Allocation subject to satisfying the detailed policy requirements.

MUN03/A

Land at Cromer Road and Church Lane

(site comprises amalgamation of MUN03 and MUN04/1 and land in-between)

SA Conclusion:

The site scores as **negative and positive**. Environmental objectives score as mixed being edge of settlement, within Flood Zone 1, adjacent to the Coastal Change Management Area (CCMA) 100 yr. extent (northern boundary), with the potential to affect the setting of a Grade II Listed Building (Church of All Saints) and Conservation Area and potential negative biodiversity impact being in close proximity to a CWS (Mundesley Cliffs). Social objectives score as mixed and Economic objectives score as positive, having good access to employment and transport links and to some educational facilities and other services / facilities.

Connectivity:

The site has good connectivity, the catchment school is within a reasonable walking distance and Mundesley offers some sustainable transport options with bus services available to Cromer and North Walsham. Bus stops are located adjacent to the site. Mundesley has a range of shopping, leisure and other services within walking distance from the site. The site could provide increase connectivity by providing an off road pedestrian connection through the site between Cromer Road and Links Road/Station Road and footway improvements along Church Lane.

Highways:

Suitable highway access can be achieved from Cromer Road and Church Lane. NCC Highways suggest a footway should be provided at the west side of Church Lane to provide a continuous facility between Cromer Road and Links Road/Station Road. The Church Lane junction with Cromer Road requires improvement to enable it to service development traffic.

Environmental:

The combined site has three distinct characteristics: the northern section is an elevated

arable field in a prominent part of the village with a raised hedge along the Cromer Road and Church Lane frontages; the former railway embankment with scrub and trees runs through the centre of the combined sites; and, the southern part of the site is an open pasture field offering views towards the coast and across the village, with hedge boundaries onto Church Lane. The site surrounds a number of buildings with a row of terrace houses and a telephone exchange at the east of the site. The site boundary excludes the northern corner where construction is underway on 4 new dwellings and is outside the CCMA 100 yr epoch.

HRA

The site is identified as having the potential for triggering likely significant effects in relation to recreational pressures. The Appropriate Assessment however concludes that the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy, GIRAMS provides the means to address cumulative effects from recreation and ensures adequate mitigation is secured to address recreational concerns. Any allocation will require suitable policy wording.

Landscape and Townscape:

The northern section of the site, is an open and elevated field. Residential development on the elevated position of the northern part of the site could be highly visible in the landscape. The southern part of the site provides an important visual amenity for the village. The openness of this land should be preserved and provided as high quality public open space with access routes through to Cromer Road to the north

Heritage Impact Assessment

The site is adjacent to the Conservation Area and situated to the southwest of the Grade II listed All Saint's church. The Heritage Impact Assessment concludes that there would be limited impact of on the historic environment concluding that the northernmost part of the site is the most elevated and is the most prominent. As such, the key views are when looking east or west along the Cromer Road and looking north and south along Church Lane. In particular, the view looking north along Church Lane is dominated by the Grade II listed Church of All Saints. Given this, consideration should be given to the height and scale of residential development and the layout should take account of the retention of as much existing landscaping as possible and in particular, the landscaping associated with the railway cutting on the eastern side of the site. The study concludes that landscaping measures should be used to retain and strengthen the existing landscape belt, and that any dwellings should be set back from the Church Lane frontage in order to preserve the view looking north of the Church of All Saints. Consideration should be given to the height and scale of new residential development in relation to the lower level adjacent dwellings to the east of the site.

Other:

This site was identified as a preferred option in the Regulation 18 stage draft Local Plan.

The site is in Flood Risk 1 and an area in the proposed open space is susceptible to surface water flooding.

The site is underlain by a defined Mineral Safeguarding Area for sand and gravel.

Overhead electric cables run parallel to the western boundary of the site and cut diagonally across the southern section of the site. As a result of this, a five metre easement will have to be taken into account.

Site Boundary (MUN03/B, MUN03/A, MUN04/1):

The site represents a smaller parcel of land compared to MUN03/A, and MUN04/1. The land in the northernmost corner of MUN03/A has been removed from the boundary of MUN03/B, due to the presence of already permitted development and also removes the former railway siding from the site boundary that is included within MUN03/A, this is because the railway siding itself is seen as an appropriate natural buffer against the site and existing development to the west. The land to the south of MUN03/A, adjacent to Church Lane and Links Road appears disconnected to the rest of the site and therefore has not been included within the boundary of MUN03/B. MUN04/1 is a much smaller site that encompasses a small parcel of land to the south of MUN03/B, adjacent to the Church Lane and Links Road.

Regulation 18 responses

Key issues raised during the consultation focused on the prominence of any development and the potential for development to have detrimental impact on views of the church and other landmarks. Other issues raised were around the impact growth would have on tourism and on wildlife, along with concerns around development would exacerbate existing traffic issues and those of access and the pedestrian footpaths, plus the potential to put further pressure on doctors, schools and public transport.

Conclusion:

The site is a combination of two sites: MUN03 & MUN04/1 and includes an area of the former railway embankment that links the two parcels of land. All the land is in the same ownership with the central and southern parts of the site providing new open space with the potential to improve connection and access to other parts of the village. The combined site is well located for access to the village services including the school, local shops and the seafront. Bus stops are located adjacent to the site which provides services to Cromer and North Walsham. However, the land to the south appears disconnected from the main parcel of land to the north and the site would require two access points, one onto Church Lane and the other onto Links Road to the south, unless the former railway siding is used as a connection road and not for open space provision.

Residential development on the site would be visible and potentially prominent in the landscape when viewed from the Cromer Road; furthermore, the site is adjacent to the Mundesley Conservation Area and opposite the Grade II Listed All Saint's Church. As such development would need to reflect the landscape and historic environment and address visibility concerns through appropriate scale, massing and layout.

Development should be set back from Cromer Road and Church Lane, and should, through siting, scale, massing, materials, vernacular style and design seek to contribute positively to the conservation and enhancement of the protected landscape and its setting.

In order to reflect this the maximum number of dwellings should be reduced to allow for the landscape and conservation led approach to design and layout.

The site could provide high quality open space and pedestrian access route through the railway embankment to the residential development and onto the Cromer Road.

Improvements to the footway are required to provide a continuous facility between Cromer Road and Links Road/Station Road in order to provide a safe route to school at the services on Station Road/High Street. The Church Lane junction with Cromer Road will have to be improved to enable it to service the site.

This site coming forward could provide a number of benefits; providing a range of housing options in Mundesley including potentially a mix of market and affordable housing, new open space and associated on and off site infrastructure requirements including improved access and landscaping.

The site is suitable for development as a whole, though if it was developed the land to the south (MUN04/1) should be retained for open space provision and used to improve open space access/provision and wider connectivity. Careful attention to scale and massing would need to be considered in any allocation.

In consideration of the consultation feedback and more detailed assessment, part of the site is considered to be all that is necessary.

Recommendation

That part of this site (MUN03/B) is identified as a Proposed Allocation subject to satisfying the detailed policy requirements.

MUN03/B

Land at Cromer Road and Church Lane
(site comprises MUN03 & part MUN03/A)

SA Conclusion:

The site scores as **negative and positive**. Environmental objectives score as mixed, being edge of settlement, where the northern boundary is adjacent to the 100 yr. epoch of the Coastal Change Management Area, within Flood Zone 1, with the potential to affect the setting of Grade II Listed Building (Church of All Saints), Conservation Area and there being potential for a negative biodiversity impact being in close proximity to a CWS (Mundesley Cliffs). The site concludes positively for Social and Economic objectives having good access to employment and transport links and to some educational facilities and other services / facilities.

Connectivity:

The site has good connectivity, the catchment school is within a reasonable walking distance and Mundesley offers some sustainable transport options with bus services available to Cromer and North Walsham. Bus stops are located adjacent to the site frontage. Mundesley has a range of shopping, leisure and other services within walking distance from the site

Highways:

Suitable highway access can be achieved from Cromer Road and Church Lane. NCC Highways suggest a footway should be provided at the west side of Church Lane to provide a continuous facility between Cromer Road and Links Road/Station Road. The Church Lane junction with Cromer Road requires improvement to enable it to service development traffic

Environmental:

The site is an elevated arable field in a prominent part of the village with a raised hedge along the Cromer road and Church Lane frontages. To the SW of the site is the former railway embankment that is now covered with trees and scrub. To the SE of the site are a number of buildings including a row of terrace houses and a telephone exchange. A very small part of the northern boundary falls into the 100 yr epoch of the Coastal Change Management Area and as such should be excluded from any allocation.

HRA

The site is identified as having the potential for triggering likely significant effects in relation to recreational pressures. The Appropriate Assessment however concludes that the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy, GIRAMS provides the means to address cumulative effects from recreation and ensures adequate mitigation is secured to address recreational concerns. Any allocation will require suitable policy wording

Landscape and Townscape:

The site is an open field with elevated parts. It provides a green gap between the two parts of the village. Residential development on the elevated position of the northern part of the site could be highly visible in the landscape, although recent development has already occurred in the north eastern corner of the site. The site is adjacent to the Conservation Area and directly opposite the Grade II listed church. The Historic Impact Assessment concludes that there would be limited impact on the historic environment. The northernmost part of the site is the most elevated and prominent. As such, the key views are when looking east or west along Cromer Road and looking north and south along Church Lane. In particular, the view looking north along Church Lane is dominated by the Grade II listed Church of All Saints. As a result of this consideration should be given to the height and scale of residential development. The layout should take account of the retention of as much existing landscaping as possible and in particular, the landscaping associated with the former railway cutting on the western boundary of the site.

The study concludes that no specific enhancement opportunities in regard to the historic environment other than landscaping measure should be used to retain and strengthen the existing landscape belt, as well as setting back any dwellings along the Church Lane frontage.

Heritage Impact Assessment

The site is adjacent to the Conservation Area and directly opposite situated to the southwest of the Grade II listed All Saint's church. The Heritage Impact Assessment concludes that there would be limited impact on the historic environment concluding that the northernmost part of the site is the most elevated and is the most prominent. As such, the key views are when looking east or west along the Cromer Road and looking north and south along Church Lane. In particular, the view looking north along Church Lane is dominated by the Grade II listed Church of All Saints. Given this, consideration should be given to the height and scale of residential development and the layout should take account of the retention of as much existing landscaping as possible and in particular, the landscaping associated with the railway cutting on the eastern side of the site. The study concludes that that landscaping measures should be used to retain and strengthen the existing landscape belt, and that any dwellings should be set back along from the Church Lane frontage in order to preserve the view looking north of the Church of All Saints.

Other:

Planning permission on the northern corner exists for the development of 4 residential units granted in September 2016.

The site is adjacent to the Mundesley Conservation Area and directly opposite the Grade II listed All Saint's church.

The site is in Flood Risk Zone 1 and is not susceptible to surface water flooding.

Overhead electric cables run parallel to the western boundary of the site and cut diagonally across the southern section of the site. As a result of this, a five metre easement will have to be taken into account.

Site Boundary (MUN03/B, MUN03/A, MUN04/1):

The site represents a smaller parcel of land compared to MUN03/A, and MUN04/1. The land in the northernmost corner of MUN03/A has been removed from the boundary of MUN03/B, due to the presence of already permitted development and also removes the former railway siding from the site boundary that is included within MUN03/A, this is because the railway siding itself is seen as an appropriate natural buffer against the site and existing development to the west. The land to the south of MUN03/A, adjacent to Church Lane and Links Road appears disconnected to the rest of the site and therefore has not been included within the boundary of MUN03/B. MUN04/1 is a much smaller site that encompasses a small parcel of land to the south of MUN03/B, adjacent to the Church Lane and Links Road.

Conclusion:

The site is well located for access to the village services including the school, local shops and the seafront. Bus stops are located adjacent to the site which provides services to Cromer and North Walsham.

Residential development on the site would be visible and potentially prominent in the landscape when viewed from Cromer Road; furthermore, the site is adjacent to the Mundesley Conservation Area and opposite the Grade II Listed All Saint’s Church. Any development would need to mitigate the impact on the landscape, and be set back from Cromer Road and Church Lane. Through siting, scale, massing, materials, vernacular style and design seek to contribute positively to the conservation and enhancement of the protected landscape and its setting.

Improvements to the footway are required to provide a continuous facility between Cromer Road and Links Road/Station Road in order to provide a safe route to school at the services on Station Road/High Street. The Church Lane junction with Cromer Road will have to be improved to enable it to service the site. Any allocation would need to be outside the small northern section of the site which falls in the CCMA 100 yr. epoch.

Recommendation:

That this site is identified as a **Proposed Allocation** subject to detailed policy requirements.

An opportunity remains to expand the site if necessary into the remainder of MUN03/A subject to retaining the open space designation (MUN04/1) and improved connectivity through the larger site and beyond.

MUN04

Land Off Links Road

SA conclusion

Overall the site scores as **positive**. Environmental – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC).. Potential negative biodiversity impact; grazing land surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land.

Social / economic – Scores positively; edge of settlement, good access to peak time public transport links and local facilities

Landscape and Townscape

The south-eastern part of the site (partly fronting onto Links Road), MUN04, is situated adjacent to the existing settlement boundary, on the northwestern side of the village core. The site appears to have been most recently used as horse paddocks/ arable land. The eastern boundary is adjacent to the belt of trees associated with the railway embankment and there are a small number of single and two storey dwellings on the opposite side of Links Road to the south of the site. Single storey holiday chalets are situated in close proximity to the western side of the site, with a tree belt running between the upper two thirds of the western boundary.

The site is reasonably flat, but slopes gently from west to east. It is largely well screened on its north, east, south and west boundaries with hedgerows and other mature landscaping associated with the railway cutting. The land is elevated in comparison to the main core of the village and CA, but the landscaping gives the site a sense of enclosure. There is mature landscaping associated with the railway cutting adjacent to most of the eastern boundary of the site, as well as hedgerows on the south and western boundaries. In addition, the existing hedgerow that bounds the western side of the site helps provides a rural character to Links Road that runs adjacent to this side of the site.

Heritage Impact Assessment

No designated heritage assets on site however a number of assets are identified within the vicinity including the Mundesley Conservation area where its closest edges to the site are approximately 55 meters to the northeastern boundary (opposite side of Cromer Road) and 20 meters from part of its southeastern boundary (close to Church Lane). The Church of All Saints, grade 11 listed building is approx. 200m to the east of the site and the southwestern part of the churchyard is located on the opposite side of Cromer Road. The HIA concludes that development of the site would have no impact upon the significance of these assets and limited impact on the historic environment as a whole as long as consideration is given to height and scale of new residential development on the southern and western sides of the site, to take account of the nearby single and one and a half storey dwellings and holiday chalets and the layout ensures the retention and strengthening of as much existing landscaping as possible, in particular, the landscaping associated with the railway cutting on the eastern side of the site.

Other:

This area was considered as an option prior to preparation of the Regulation 18 consultation plan and performed well through the Sustainability Appraisal and site Assessment processes reflecting its relatively integrated location and minimal environmental constraints.

The site was withdrawn by the owner at Regulation 18 stage and confirmed to be no longer available. No further assessment has been undertaken at this stage.

Recommendation:

That the site is **discounted from further consideration.**

MUN04/1

Land Off Links Road: Site forms part MUN03A

SA Conclusion:

The site scores as **negative and positive.** Environmental objectives score mixed being

edge of settlement, within Flood Zone 1, with the potential to affect setting of a Conservation Area and potential for a negative biodiversity impact being in close proximity to CWS (Mundesley Cliffs). Social objectives score as mixed and Economic objectives score as positive, having good access to employment and transport links and to some educational facilities and other services / facilities.

Connectivity:

The site has good connectivity, the catchment school is within a reasonable walking distance and Mundesley offers some sustainable transport options with bus services available to Cromer and North Walsham. Bus stops are located close to the site on Station Road. Mundesley has a range of shopping, leisure and other services within walking distance from the site

Highways:

Suitable highway access can be achieved from Links Road, however, NCC Highways suggest that visibility northwards from Links Road is constrained by the highway extent and is a concern. The junction layout is unconventional and should be reconfigured to increase separation between Warren Drive and Links Road. Links Road should be widened to a minimum of 5.5m between Station Road and the development access. Footway should be provided between Links Road and All Saints Way. Improvements are required at the Links Road junction with Station Road and Warren Drive.

Environmental:

The site is an open pasture field, with hedge boundaries on the Church Lane and Links Road frontages. The site is currently designated as 'Open Land Area'. It is bounded on the west by the former railway embankment and to the NE by a number of terraced cottages that are within the Conservation Area.

HRA

The site is identified as having the potential for triggering likely significant effects in relation to recreational pressures. The Appropriate Assessment however concludes that the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy, GIRAMS provides the means to address cumulative effects from recreation and ensures adequate mitigation is secured to address recreational concerns. Any allocation will require suitable policy wording.

Landscape and Townscape:

The site is designated as Open Land Area as it provides an important visual amenity for the village. The site, as is an open field close to the centre of the village. Due to the openness of the site, development has potential impacts on the wider landscape. Furthermore, the site is adjacent to the properties to the north which are in the Conservation Area.

Other:

The site is in Flood Risk 1 and the northern half of the site is susceptible to surface water flooding.

Site Boundary (MUN03/B, MUN03/A, MUN04/1):

The site represents a smaller parcel of land compared to MUN03/A, and MUN04/1. The land in the northernmost corner of MUN03/A has been removed from the boundary of MUN03/B, due to the presence of already permitted development and also removes the former railway siding from the site boundary that is included within MUN03/A, this is

	<p>because the railway siding itself is seen as an appropriate natural buffer against the site and existing development to the west. The land to the south of MUN03/A, adjacent to Church Lane and Links Road appears disconnected to the rest of the site and therefore has not been included within the boundary of MUN03/B. MUN04/1 is a much smaller site that encompasses a small parcel of land to the south of MUN03/B, adjacent to the Church Lane and Links Road.</p> <p>Conclusion: The site is an existing designated open space in the village and residential development would result in a loss of beneficial use. The site is considered a preferred location for public open space and improved connectivity with the adjacent sites and could be combined with MUN03 to form the larger site, MUN03/A which could improve connections along the adjacent old railway line and access to open space as well as through the new development and beyond.</p> <p>Recommendation: That the site is considered a suitable site if brought forward as part of part of a larger site (see MUN03/A) as enhanced open space provision.</p>
<p>MUN04/A</p>	<p>Land Off Links Road</p> <p>This area was considered as an option prior to preparation of the Regulation 18 consultation plan and performed well through the Sustainability Appraisal and site Assessment processes reflecting its relatively integrated location and minimal environmental constraints.</p> <p>The site was withdrawn by the owner at Regulation 18 stage and confirmed to be no longer available. No further assessment has been undertaken at this stage.</p> <p>Recommendation: That the site is discounted from further consideration.</p>
<p>MUN05</p>	<p>Land at Hill Farm</p> <p>This area was considered as an option prior to preparation of the Regulation 18 consultation plan and performed well through the Sustainability Appraisal and moderately in the Site Assessment processes. There are significant concerns over highway access and network connections.</p> <p>The site was withdrawn by the owner at Regulation 18 stage and confirmed to be no longer available. No further assessment has been undertaken at this stage.</p> <p>Recommendation: That the site is discounted from further consideration.</p>
<p>MUN08</p>	<p>Land South Of Hillside</p> <p>SA Conclusion: The site scores as positive. Environmental objectives score mixed being edge of settlement, within Flood Zone 1, with potential negative biodiversity impact being adjacent to the AONB and in close proximity to a SSSI & Local Geodiversity Site (Mundesley Cliffs). The site concludes positively for Social and Economic objectives having good access to employment and transport links and to some educational facilities and other services / facilities.</p>

Connectivity:

The site has poor connectivity, although the catchment school is less than 1km from the site the walking route would be along narrow rural roads with no footway. Mundesley offers some sustainable transport options with bus services available to Cromer and North Walsham. Bus stops are located around 800m from the site. Mundesley has a range of shopping, leisure and other services within walking distance from the site, albeit along roads with no pavements or street lighting.

Highways:

The site could be accessed from Hillside or the Paston Road, however, such access is considered to be unacceptable by NCC Highways.

Environmental:

The site is an agricultural field on the edge of the settlement. The site has a mature hedge and trees along its boundary with Paston Road to the SW. To the north of the site is a small holiday chalet park and to the west is a small residential development.

Landscape and Townscape:

The site is generally well contained in the landscape and generally screened from views from the village by the properties to the west, the holiday chalets to the north, by mature trees & hedges and its location in the village. The site is less contained when viewed from the south and would be an obvious urban extension into the countryside and would be highly visible in the landscape when viewed from the southern on the approach into Mundesley along the Paston Road.

Other:

The site is in Flood Risk 1 and a small area in the west of the site is susceptible to surface water flooding.

Conclusion

The site is not considered suitable site for development. The site is reasonably remote from the village and services and highway access and network connections are considered to be unsuitable. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside.

Recommendation:

That the site is **discounted from further consideration.**

MUN09

Land South of Trunch Road

SA Conclusion:

The site scores as **positive**. Environmental objectives score mixed being edge of settlement, within Flood Zone 1, with potential for a negative biodiversity impact being within the AONB. The site concludes positively for Social and Economic objectives having good access to employment and transport links and to some educational facilities and other services / facilities.

Connectivity:

The site has moderate connectivity; the primary school is opposite the site. Mundesley

offers some sustainable transport options with bus services available to Cromer and North Walsham. Bus stops are located adjacent to the site. Mundesley has a range of shopping, leisure and other services within a reasonable walking distance from the site.

Highways:

The site could be accessed from Gordon Terrace. However, such access is considered to be unacceptable by NCC Highways as the road is an un-made private access with poor visibility at junctions.

Environmental:

The site is a small part of a large arable field to the south of the village with a hedge boundary along its Gordon Terrace frontage. To the NW of the site is a row of recently developed bungalows and opposite are the existing properties along Gordon Terrace.

Landscape and Townscape:

Site is within the Norfolk Coast Area of Outstanding Natural Beauty, albeit, at the very edge of its extent. Residential development would be generally well contained in the landscape and would be seen in the landscape as part of the residential setting in this area. The development would be highly visible from a public footpath that runs close to the site and from existing residential properties.

Other:

The site is in Flood Risk 1 and is not susceptible to surface water flooding.

Conclusion:

The site is not considered suitable for development. The site is well located to the southern part of the village and the primary school. Highways access is considered unsuitable. The preferred site is better located on the highway network and is closer to the key services in the centre of Mundesley.

Recommendation:

That the site is **discounted from further consideration.**

MUN10

Land South of Gimingham Road

This area was considered as an option prior to preparation of the Regulation 18 consultation plan and scored negative and positive through the Sustainability Appraisal and moderately in the Site Assessment processes. There are concerns over landscape impact, connectivity highway access and network connections.

The site was **withdrawn** by the owner at Regulation 18 stage and confirmed to be no longer available. No further assessment has been undertaken at this stage.

Recommendation:

That the site is **discounted from further consideration.**

MUN11

Land at Cromer Road / Tasman Drive

SA Conclusion:

The site scores as **negative**. Environmental objectives score negatively being edge of settlement, within Flood Zone 1, with likely significant detrimental impact on landscape (loss of woodland) and potential for a negative biodiversity impact being in close proximity to the AONB, SSSI (Sidestrand & Trimingham Cliffs) and CWS (Mundesley

Cliffs). The Social objectives score as mixed and the Economic objectives score as positive, having access to employment and transport links and to other services / facilities.

Connectivity:

With the site being on the outskirts of the village along Cromer Road, it has moderate/poor connectivity to the centre of the village; No footpath exists along Cromer Road and pedestrian access would need to be through the adjacent Collingwood estate. Mundesley offers some sustainable transport options with bus services available to Cromer and North Walsham. Bus stops are located adjacent to the adjacent estate. Mundesley has a range of shopping, leisure and other services within a walking distance from the site, although the village centre is approximately 1.7km from the site and the primary school is over 2.5km from the site

Highways:

Tasman Drive is an unclassified road, but not suitable for further development. Access from Cromer Road may be possible; however, it would require significant footway provision.

Environmental:

The sites consists of an area of designated public open space with the eastern half of the site being mown grass and the west of the site is a small woodland. The site has a section of frontage along the Cromer Road with a mature hedge and is bounded to the north and south by existing properties. The site is currently designated as Open Land Area and serves as part of the open space provision for the 1990's development to the south at Collingwood Drive. The site is outside the 100 yr. Coastal Change Management Area epoch as identified through the Shore Line Management Plans

Landscape and Townscape:

The site is well contained in the landscape and generally screened from view by trees, hedges and existing properties. Residential development on the site would be visible from the adjoining properties and development of the whole site would result in the loss of open space in the village.

Other:

The site is in Flood Risk 1 and is not susceptible to surface water flooding. The site is already inside the development boundary of the town and in the ownership of the town council, who have expressed an interest in its residential development potentially as part of a neighbourhood plan. The site is within the current settlement boundary and as such proposals could come forward in line with current policies and or be promoted as 100 % affordable properties. Any development however would have to address the existing open space provision, connectivity and wider policy considerations.

Conclusion:

The site is within the current settlement boundary and as such proposals could come forward in line with current policies, though there would be a need to consider the current designation and the SA conclusion, as well as the proximity to the CCMA

The site is reasonably remote from the village and services. The site is an important designated open space in the village inside the development boundary and development would result in a loss of beneficial use. Given this and the negative score in the SA in relation biodiversity and landscape the site is not considered suitable for allocation but could be considered for residential development under

Site Ref	Assessment
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	current and future policies as a windfall site as it remains within the residential area subject to suitable policy compliant proposals.
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Recommendation:

That the site is **discounted from further consideration.**

Further Comments

The following additional comments have been received since the Regulation 18 consultation.

Further Comments	
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Norfolk Community Health & Care NHS Trust (Feb 2019)	
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	The NHS confirmed that there is no need for a new Doctor's surgery in Mundesley, but some need for growth in the existing, possibly by way of future extension and internal configuration. Their assessment is that whilst development will give rise to an investment need that this should / could be fulfilled within the existing curtilage of the practice building.
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Part 3: Overall Site/Settlement Conclusions

3.1. Proposed Site Allocations: Reasoned Justification

There is no previously developed (brownfield) land in Mundesley; therefore, a new greenfield allocation is necessary in order to deliver the required growth. The availability of suitable sites, the impact of any development on the landscape and proximity to local services are key considerations for where new development should be located. The suggested scale and location of development in Mundesley has sought to balance the need for growth while protecting the landscape and historic environment and the setting of the village.

There are a range of factors which influence the potential overall numbers and suitable location of development in Mundesley including: availability of land, highways impact, environmental and landscape considerations. Overall both the suggested scale and location of development has sought to balance the need for growth while protecting the setting of Mundesley.

Together, the Sustainability Appraisal (SA) and the Site Assessment have informed site selection for Mundesley. One housing site option has been identified for allocation in Mundesley. This is intended to deliver up to 30 dwellings over the Plan period, including affordable homes and on site open space provision. MUN03/B is considered to be the most suitable site option available and, subject to the detailed policy requirements, it is considered to be the most appropriate option to meet the housing requirement. It is well located to services within the village centre and to the local school and has the potential to enhance connectivity and the existing open space.

MUN03/B is a new site created by NNDC. It represents a smaller parcel of the land similar that encompasses most of MUN03, excluding a parcel of land to the north of the site where there is already existing permission for five dwellings that have now been constructed. In addition to this, it was considered appropriate to identify a smaller parcel of land as the preferred allocation, and reduce the capacity from 50 to 30 dwellings, due to comments received from external consultees such as Historic England. At Regulation 18, HE highlighted concerns regarding the site's impact upon the setting of a nearby church, given the site's partly elevated nature, and locally there were a number of concerns raised during the Regulation 18 consultation. Therefore, it was practical to reduce the capacity from 50 dwellings (the original capacity figure for the preferred site promoted at Regulation 18 stage MUN03/A) to 30 dwellings. In light of this decision, there was no longer a need to identify a larger site such as MUN03/A as the preferred option for Mundesley. However, there is still opportunity for the site to incorporate land beyond its boundary for purposes such as open space if necessary to provide a more enhanced site.

It is important that development gives careful attention to design, building height and layout to mitigate the impact on the landscape and in particular development should preserve and, enhance the Conservation Area and the setting of the church. Overhead cables that intersect the southern section of the site should be mitigated against with a five metre easement. Development would need to reflect the landscape and historic environment, be stepped back from Cromer Road and Church Lane, and should, through siting, scale, massing, materials, vernacular style and design seek to contribute positively to the conservation and enhancement of the protected and historic landscape and its setting.

Given the reduction in capacity, it was considered appropriate to no longer select MUN03/A as the Council's preferred site as it is larger than what the Council requires and risks future overdevelopment. It is considered that all policy requirements, including open space provision, and the revised capacity can be provided within the boundaries of MUN03/B. However if the site cannot achieve the capacity and site-specific requirements then there is an opportunity to expand the site, if necessary, into the remainder of MUN03/A which resides in the same land ownership.

An on-site requirement of 0.08ha of Open Space will be provided. This figure has been derived from the use of the Council's Open Space Cost Calculator, the methodology of which is set out in the Open Space Assessment Technical Report. The required figure has been achieved by using a calculation that takes the designated capacity of the proposed allocation and assesses the amount of land needed for the provision of open space based on this capacity figure. In this instance, 30 dwellings was used for this calculation. Additionally, a process was undertaken to identify any proposed allocations that could not deliver the designated capacity on site whilst also providing the open space requirements and other site-specific policy requirements. Where a site could not provide the site-specific requirements and meet the designated capacity on site, the capacity was reduced to an appropriate figure.

The HIA identified some concerns regarding the Grade 2 Church of All Saints to the east of the site, and provided some mitigation measures to alleviate the site's impact. These measures have been considered and included within the site-specific policy where appropriate.

Suitable highway access can be achieved from Cromer Road and Church Lane. NCC Highways suggest a footway should be provided at the west side of Church Lane to provide a continuous facility between Cromer Road and Links Road/Station Road. The Church Lane junction with Cromer Road requires improvement to enable it to service development traffic

Other sites were not chosen for a number of reasons, including: the impact development could have on the landscape; those sites with adverse Junction and cumulative network impacts; those where suitable vehicular access isn't achievable; those not well connected to key services and the village centre by walking, cycling or public transport; those which are detached from the village and not well related to the existing built up areas. A number of the sites ruled out had a combination of these factors and were considered unsuitable.

Three sites that were originally put forward for consideration were subsequently withdrawn at the request of the landowners – *prior* to Regulation 18 consultation. No further assessments have been undertaken on these sites and they are discounted from further consideration.

It was suggested in Regulation 18 representations that a new Doctor's Surgery should be built on any allocated site. However, the Norfolk Community Health and Care NHS Trust have confirmed that there is no need for a new Doctor's surgery in Mundesley.

The preferred site, MUN03/B, scores positively and negatively. The SA concluded that the site has the potential to impact on the setting of the Grade II Listed church and the Conservation Area and a potential biodiversity impact. These SA conclusions together with the detailed Site Assessment and the potential mitigation, provision of public open space and improved biodiversity access improvements, and the policy requirements around siting, scale, massing, materials, vernacular style and design collectively seek to ensure that proposals positively contribute to the conservation and enhancement of the protected landscape and historic environment and its setting

The following site has been selected as the preferred site in order to meet the identified growth requirements for Mundesley:

MUN03/B: Land West of Church Lane is located centrally in the village and will allow for development up to 30 dwellings. Development of the site will deliver a layout and design that is sympathetic to the landscape and the nearby heritage assets. The site is well connected to the villages services by walking, cycling and has public transport connections. This site could deliver approximately 11 affordable homes in addition to market housing, public open space, and associated on and off site infrastructure.

3.2. List of Site Allocations

Residential Sites

Site Ref	Description	Gross Area (ha)	Indicative Dwellings
MUN03/B	Land off Cromer Road & Church Lane	1.96	30

Policy Wording (Regulation 19)

The following table details the emerging policy text as intended for inclusion in the Regulation 19 stage Local Plan.

Policy MUN03/B

Land off Cromer Road & Church Lane

Land amounting to approximately 2 hectares, as defined on the Policies Map, is allocated for residential development of approximately 30 dwellings inclusive of open space and associated on and off-site infrastructure.

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

1. Development proposals should be stepped back from Church Lane and the Coastal Change Management Area to take account of coastal change and maintain key landscape and heritage views through siting, scale, massing, materials, vernacular style and design to conserve, and where appropriate enhance the Mundesley Conservation Area and grade II listed All Saints Church;
2. Careful attention to layout and building design to ensure no unacceptable overlooking or overshadowing of properties on Church Lane;
3. Delivery of a highway access from Cromer Road;
4. Off-site provision for a new pedestrian and cycle route that uses the former railway embankment to connect Cromer Road and Church Lane, and a new pedestrian and cycle route which provides a continuous footway on Church Lane/All Saints Way to Links Road with appropriate crossing points and access into the site;
5. On-site delivery of not less than 0.08ha of public open space;
6. Submission, approval and implementation of effective Surface Water Management plan, ensuring that there is no increase of surface water run-off from the site;
7. Enhancements to the sewage network capacity ahead of occupation of dwellings to prevent detriment to the environment and comply with Water Framework Directive obligations; and,
8. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

Part 4: Open Space

4.1. Open Space Designations

A number of the areas tabled below, and all those shown on the map in **Appendix 2**, are proposed to be protected in the Local Plan through designation as one or more types of open space. These areas comprise mainly of functional open space, allotments and other visually important green spaces.

Open space areas, including proposals for Local Green Space, were assessed for potential designation through the Amenity Green Space Topic Paper (2019). These areas were consulted on at the Regulation 18 stage. Some further sites which were put forward for consideration through the Regulation 18 consultation were also assessed. All propose designations were shown on an updated Policies Map at the Regulation 19 consultation stage.

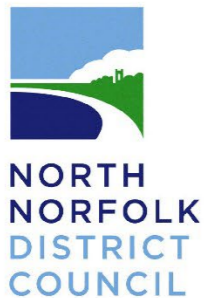
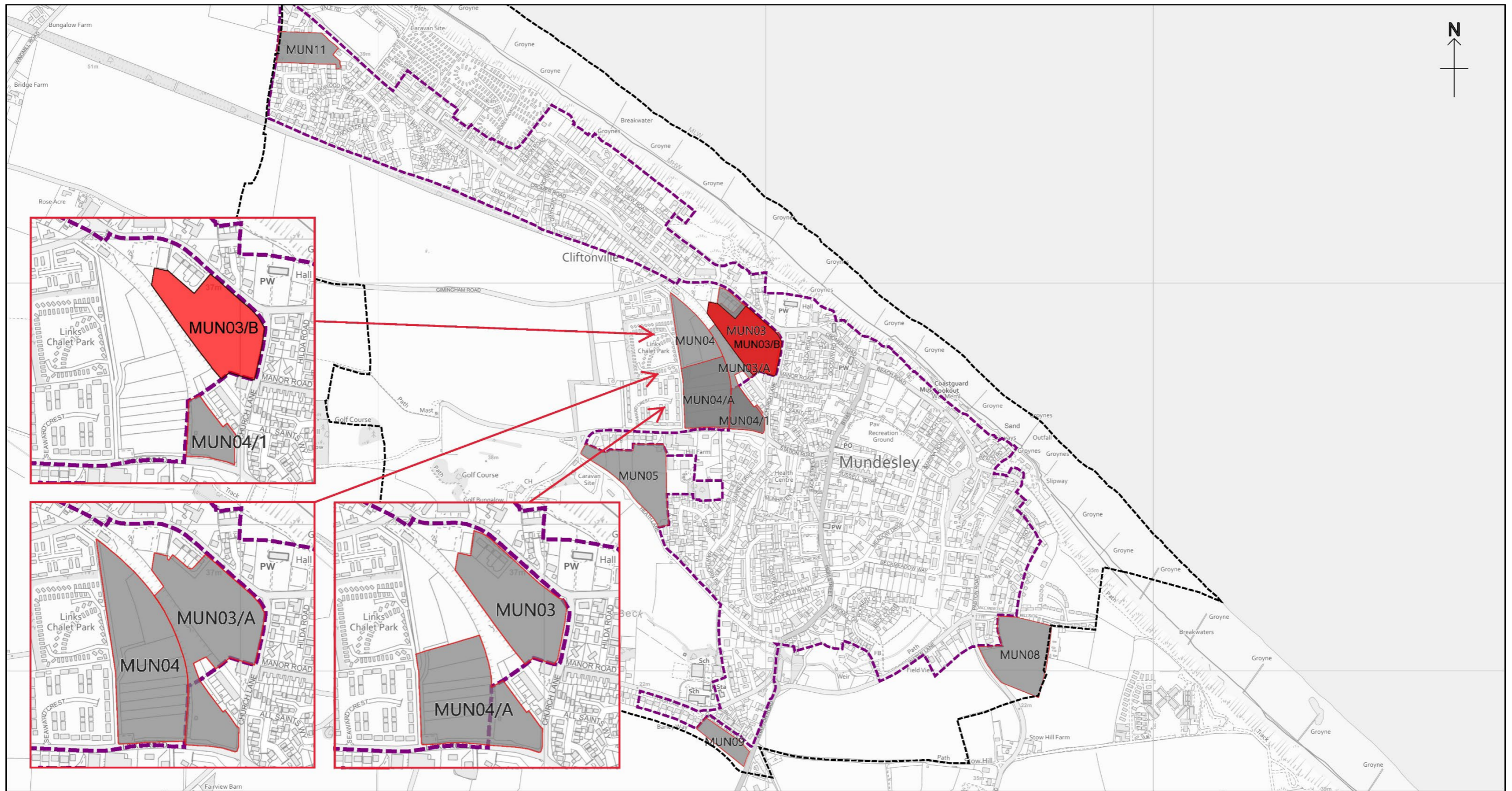
The starting point of the study was to undertake a review of existing designations, which included a Call for Sites process allowing Parish & Town Council's to nominate site suggestions. The process followed a detailed assessment using proformas completed on location. A summary of the conclusions for each site are detailed below.

The Amenity Green Space Study is available in the Document Library.

Site Location	AGS Study Reference	Local Plan Reference	Recommendation	Reasoned Justification Summary
Land off Tasman Drive	AGS/MUN01	OSP176	Open Land Area	Publicly accessible informal rough mown grass and scrub adjacent to 70's housing estate on edge of settlement. Directly adjacent to AONB. Good connectivity with open countryside.
Land off Nelson Way	AGS/MUN02	OSP177	Open Land Area	Publicly accessible small pocket park amongst 70's housing estate. Outside Conservation Area
Links Road/Church Lane	N/A	OSP185	Open Land Area	Field adjacent to old rail embankment, currently used for animal grazing. This existing Open Land Area was previously proposed at Reg 18 stage for allocation as enhanced public open space as part of Residential Housing Allocation Site MUN03/A.
Church of All Saints / Coronation Hall	AGS/MUN04	OSP178	Open Land Area	Prominent public space that forms setting to the Grade II listed Church of All Saints and provides external amenity space to Coronation Hall, a community building
Bowling Green, High Street	REC/MUN01	OSP179	Formal Education / Recreation	Regularly used bowls club and informal car park with

Site Location	AGS Study Reference	Local Plan Reference	Recommendation	Reasoned Justification Summary
				notable mature lime trees within Conservation Area.
Gold Park	AGS/MUN05	OSP180	Open Land Area	Municipal public park in the centre of the settlement and partly in the Conservation Area providing formal and informal recreation. Important multi-functional amenity green space. The north-west section was formerly part of Mundesley House and is now laid to formal gardens with mature trees on the north and east boundaries which have significant amenity value.
Sea Front Gardens, Beach Road	AGS/MUN06	OSP181	Open Land Area	Linear area on cliff top at main entrance to the beach laid to formal gardens with seating and shelters. High amenity value
Adjacent to the Ship Inn on Beach Road	AGS/MUN07	N/A	No Designation	Publicly accessible, mostly gravelled car park to pub little wider amenity value or sense of open space as enclosed behind brick wall, small area of mown grass to cliff edge.
Paston Road	AGS/MUN08	N/A	No Designation	Essentially private lawn to 2 market houses built in 2004. Hidden from view by tree boundary. Trees are covered by TPO (TPO/15/0904).
Mundesley Beck, Water Lane	AGS/MUN09	OSP182	Open Land Area	Not in CA, adjacent to the AONB boundary. Significant green space with high ecological value due to Beck. Currently no public access but this will change. Consent for 44 dwellings north of site has incorporated the open space.
Mundesley Junior School, Trunch Road	AGS/MUN10 REC/MUN02	OSP183	Open Land Area Formal Education / Recreation	The land provides green space in conjunction with the school.

Appendix 1: All Sites Considered



Mundesley - Preferred & Alternative Sites (Reg 19)

- Preferred Housing / Mixed Use Allocation
- Preferred Employment Allocation
- Alternative Site Considered
- Parish Boundary
- Existing Settlement Boundary

NOT TO SCALE

CB

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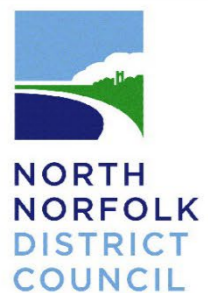
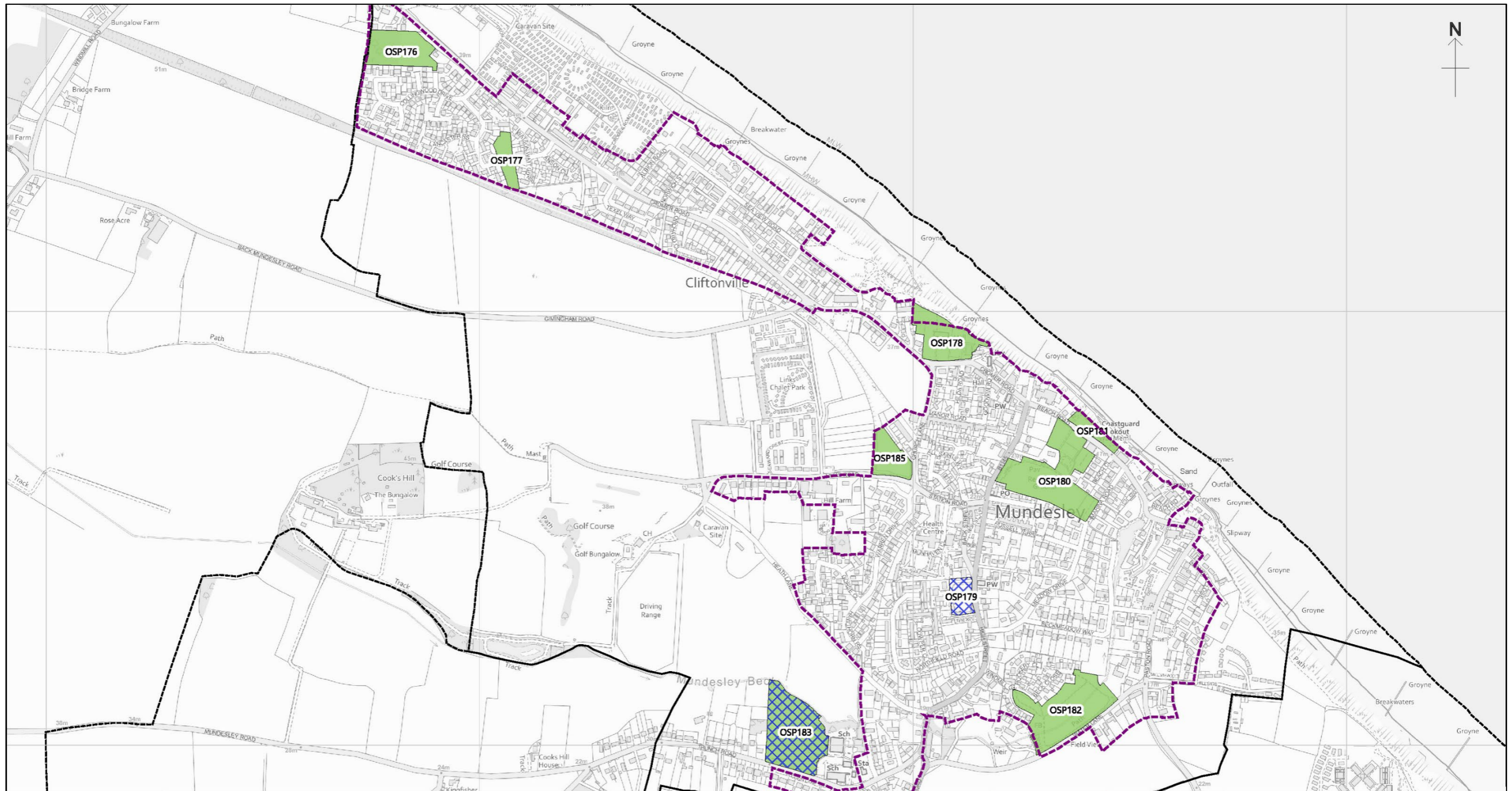
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Appendix 2: Open Space Designations



Mundesley - Open Spaces (Reg 19)

- Open Land Area
- Local Green Space
- Open Land + Education / Formal Recreation Area
- Parish Boundary
- Education / Formal Recreation Area
- Existing Settlement Boundary

NOT TO SCALE

CB

15/07/2022

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