

Settlement Name:	Horsford , Felthorpe and Haveringland
Settlement Hierarchy:	<p>Horsford, Felthorpe and Haveringland form a village cluster in the emerging Greater Norwich Local Plan, although no sites have been promoted in Haveringland. The Towards a Strategy document identifies that around 2,000 dwellings in total should be provided between all the village clusters. Horsford has a range of services and facilities including a primary school, shop, doctors surgery, village hall, library and public house. Most development in recent decades has been in the north of the village and this pattern will be reinforced by current commitments.</p> <p>Horsford has a made neighbourhood plan which covers the same area as that of the parish boundary. The Plan was made in July 2018 and covers the period to 2038. It contains a series of policies that look to shape development within the neighbourhood area. There are policies within the plan that will be of relevance to development and any applications that are submitted for development within the parish should have due regard to those policies.</p> <p>The current capacity at Horsford Church of England VA Primary School is rated as 'amber', consequently it is considered that the Horsford cluster could accommodate development in the region of 20-50 dwellings. Without expansion school capacity could be a possible constraint on further development.</p> <p>At the base date of the plan there are no carried forward residential allocations but there is a total of 394 additional dwellings with planning permission on a variety of sites. Former allocations (HOR1 and HOR2) have recently been built out at Pinelands for 53 homes and employment and north of Mill Lane for 125 homes. There is also a planning permission for 259 homes further north of Mill Lane (site GNLP0519 and permission 20161770).</p>

STAGE 1 – COMPLETE LIST OF SITES PROMOTED IN THE SETTLEMENT

LIST OF SITES TO BE CONSIDERED FOR RESIDENTIAL ALLOCATION (0.5 HECTARES OR LARGER)

Address	Site Reference	Area (ha)	Proposal
Horsford			
Bramley Lakes, Dog Lane	GNLP0059	3.33	Range of uses (industrial, residential, commercial, recreation, leisure & tourism)
Pronto Joinery, Dog Lane	GNLP0151	2.34	Residential (unspecified number)
Pronto Joinery, Dog Lane	GNLP0153	0.85	Mixed use (unspecified number)
Arable Land, Dog Lane	GNLP0192	2.66	Residential (unspecified number)
Land to East of Brand's Lane (Partly in Drayton)	GNLP0222	11.05	Light industrial and office uses, market and affordable housing including starter homes, live work and Public Open Space
Land at 33 St Helena Way	GNLP0251	1.44	15-20 dwellings
Dog Lane	GNLP0264	1.76	35-46 dwellings
Land Off Holt Road	GNLP0283	3.43	105 dwellings
Land off Reepham Road	GNLP0302	7.34	150-200 dwellings
Reepham Road / Cromer Road (Partly in Hellesdon)	GNLP0332R	64.00	600-700 dwellings
Reepham Road / Holt Road	GNLP0333	36.60	Residential (unspecified number), improved cricket field, employment, roadside services and retail)
West of Reepham Road	GNLP0334R	11.70	250-300 dwellings
Land adjacent Drayton Lane	GNLP0359R	8.10	Up to 150 dwellings
Land at Holly Lane / Reepham Road	GNLP0419	40.65	Approx. 750 dwellings with associated access and open space
Land at Lodge Farm	GNLP0422	1.65	Approx. 40 dwellings
Land at Mill Lane	GNLP0423	0.95	Approx. 10 dwellings with improved access off Mill Lane

Land off St Helena Way,	GNLP0469	2.64	Approx. 10-15 dwellings with remaining land available as open space
Land east of Holt Road	GNLP0479	4.38	Approx. 80 dwellings with open space, play equipment and GI
Land to the east of Holt Road	GNLP0519	15.59	Approx. 266 dwellings
Hilltop Farm, Church Street	GNLP0578	6.67	Residential (unspecified number)
Home Farm, Holt Road	GNLP1008	20.25	Residential (unspecified number)
Dog Lane	GNLP1043	7.21	Residential (unspecified number)
Green Lane	GNLP2160	29.70	600 dwellings plus open space and community woodland
North of Reepham Road	GNLP3005	2.25	Residential (unspecified number)
Felthorpe			
Swanington Lane	GNLP2009	2.00	15-20 dwellings
Brand's Lane	GNLP2012	0.63	5 dwellings
North of Church Lane	GNLP3004	1.24	16 dwellings
Total area of land		290.41	

LIST OF SITES TO BE CONSIDERED AS SETTLEMENT BOUNDARY EXTENSIONS (SETTLEMENT BOUNDARY PROPOSALS AND SITES LESS THAN 0.5 HECTARES)

Address	Site Reference	Area (ha)	Proposal
Horsford			
North Farm, Green Lane	GNLP3021	0.48	9 dwellings

(Sites of less than 0.5ha are not considered suitable for allocation and therefore have not been assessed in this booklet. These sites will be considered as part of a reappraisal of settlement boundaries to be published with the Regulation 19 Submission version of the Plan).

LIST OF SITES SUBMITTED FOR OTHER USES

Address	Site Reference	Area (ha)	Proposal
Horsford			
Glebe Farm North	GNLP2133	26.23	Employment led mixed use development
South of Drayton Lane	GNLP2154	2.30	Commercial , retail/car parking

(Sites submitted for other uses are considered in separate 'Non-Residential' Site Assessment booklets and therefore have not been assessed in this booklet).

STAGE 2 – HELAA COMPARISON TABLE

RESIDENTIAL/MIXED USE

	Categories													
	Site access	Access to services	Utilities Capacity	Utilities Infrastructure	Contamination/ ground stability	Flood Risk	Market attractiveness	Significant landscapes	Sensitive townscapes	Biodiversity & Geodiversity	Historic environment	Open Space and GI	Transport & Roads	Compatibility with neighbouring uses
Site Reference														
Horsford														
GNLP0059	Red	Amber	Amber	Green	Green	Amber	Green	Amber	Amber	Amber	Green	Green	Green	Green
GNLP0151	Amber	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Amber
GNLP0153	Amber	Green	Amber	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Amber
GNLP0192	Red	Green	Amber	Green	Green	Green	Green	Amber	Green	Green	Green	Green	Amber	Green
GNLP0222	Amber	Amber	Amber	Green	Green	Green	Amber	Green	Green	Amber	Green	Green	Amber	Amber
GNLP0251	Amber	Green	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Green
GNLP0264	Amber	Green	Amber	Green	Amber	Amber	Green	Green	Green	Green	Green	Green	Green	Green
GNLP0283	Amber	Green	Amber	Green	Green	Green	Green	Green	Amber	Green	Amber	Green	Amber	Green
GNLP0302	Amber	Amber	Amber	Green	Green	Green	Green	Amber	Amber	Amber	Green	Green	Amber	Green
GNLP0332R	Amber	Amber	Amber	Green	Green	Green	Green	Amber	Amber	Amber	Green	Amber	Amber	Red
GNLP0333	Amber	Amber	Amber	Green	Green	Green	Green	Green	Amber	Amber	Green	Green	Amber	Red
GNLP0334R	Amber	Amber	Amber	Green	Green	Green	Green	Amber	Amber	Amber	Green	Green	Amber	Amber
GNLP0359R	Amber	Green	Amber	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Amber	Amber
GNLP0419	Amber	Amber	Amber	Green	Green	Green	Green	Green	Amber	Amber	Green	Green	Amber	Green

GNLP0422	Amber	Green	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Green	Green
GNLP0423	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green
GNLP0469	Amber	Green	Green	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Green
GNLP0479	Amber	Green	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Amber	Green
GNLP0519	Green	Green	Amber	Green	Green	Amber	Green	Green	Green	Green	Green	Green	Green	Amber	Green
GNLP0578	Green	Amber	Amber	Green	Green	Green	Green	Amber	Amber	Green	Amber	Green	Amber	Amber	Amber
GNLP1008	Amber	Green	Amber	Green	Green	Green	Green	Green	Amber	Green	Amber	Green	Amber	Amber	Green
GNLP1043	Red	Amber	Amber	Green	Green	Green	Green	Green	Amber	Amber	Green	Green	Amber	Amber	Amber
GNLP2160	Amber	Green	Amber	Amber	Green	Amber	Green	Amber	Amber	Amber	Amber	Green	Amber	Amber	Green
GNLP3005	Amber	Amber	Amber	Green	Green	Green	Green	Amber	Amber	Amber	Green	Green	Amber	Amber	Green
Felthorpe															
GNLP2009	Amber	Amber	Amber	Green	Green	Amber	Amber	Green	Green	Amber	Green	Green	Amber	Amber	Green
GNLP2012	Amber	Red	Amber	Green	Green	Green	Amber	Green	Green	Amber	Green	Green	Amber	Amber	Green
GNLP3004	Amber	Amber	Amber	Green	Amber	Green	Amber	Green	Green	Amber	Green	Green	Amber	Amber	Green

STAGE 3 – SUMMARY OF CONSULTATION COMMENTS

Site Reference	Comments
Horsford	
GNLP0059	No comments submitted
GNLP0151	No comments submitted
GNLP0153	No comments submitted
GNLP0192	No comments submitted
GNLP0222	<p>General comments Brands Lane has become a dangerous road and has had multiple accidents which I have reported to the council. Extra housing would only make this problem worse. The woodland is an important habitat for animals so other sites towards the city centre and still following NDR would make more sense. The site is remote and outside of settlement limits, so the location is unsustainable. It would prejudice a 'no development' policy along the NDR.</p> <p>The site is adjacent to woods and by the NNDR. It is likely that an industrial area would increase the volume of traffic on Brands Lane. The site is on a very narrow track. There are two brownfield sites in Felthorpe and on Fir Covert Road so why build on Greenfield. There would be no facilities/public transport for this site which is also close to wildlife sites at Drayton Drewray.</p> <p>Felthorpe Parish Council comments Felthorpe Parish Council objects to the proposal for the following reasons: the development would cause extra traffic down Brands Lane which is a narrow country lane and already unsuitable for the amount of traffic using it; the location would be removed from the main parish and so parishioners would find it difficult to integrate into the community; there would be no facilities or buses for the new properties; the site are close to Drayton Drewray and would affect these vital wildlife sites.</p> <p>Drayton Parish Council comments This site is outside the settlement limit and is remote from either Felthorpe, Horsford or Drayton and is unstainable and would rely on private means of transport. Any development would result in a loss of rural character of the lane.</p>
GNLP0251	<p>Norfolk Wildlife Trust comments 0469 and 0251 should be recognised as County Wildlife Sites and there should be no development.</p>

GNLP0264	No comments submitted
GNLP0283	<p>General comments This site would prejudice a 'no development' policy near the NDR of which the aim was to free traffic on the radial roads. Also ribbon development.</p> <p>Comments submitted in support of site. The site is considered suitable for development as investigation, surveys and reporting has been undertaken in relation to the site to justify its suitability.</p>
GNLP0302	<p>General comments The local amenities are already overstretched, and the site is isolated from Horsford and the surrounding villages. There are no footpaths or public transport, so the development would be unsustainable. It will join the villages of Horsford and Hellesdon and so both communities will lose their character. The green buffer will be lost, and future generations will lose out on the fields that children play in today. Loss of wildlife. Reepham Road is already congested at peak times and Middleton's Lane will also be adversely affected. The site will impact on Hellesdon and Drayton services without any cost benefits. Development goes against the Neighbourhood Plan.</p> <p>Would prejudice a 'no development' policy along the NDR. Noise pollution from NDR.</p> <p>Drayton Parish Council comments This site is extremely remote from village of Horsford and is contrary to the neighbourhood plan which supports new dwellings close to the village centre. This is outside of any settlement limit and is unsustainable and would rely on use of private transport</p> <p>Hellesdon Parish Council comments Large site close to Hellesdon Parish boundary which will remove more of the green buffer between Horsford and Hellesdon. It is remote from the village of Horsford which is contrary to the draft Horsford Neighbourhood plan and will put yet more pressure on the infrastructure and amenities of Hellesdon.</p>
GNLP0332R	<p>General comments Objections raised concerns regarding local infrastructure & community impacts, drainage, flood risk, traffic congestion, loss of green space, lack of suitable services (or stretched to capacity), parking, public transport, impact on form/character and site is directly under the flight path to Norwich Airport. It has been expressed Hellesdon is already overcrowded.</p>

	<p>Norfolk FA comments Norfolk County FA would be interested to understand the green infrastructure being offered by this proposal, and where football within Hellesdon may benefit, whether that be via the development of new football facilities or supporting the enhancement of existing football facilities within Hellesdon.</p> <p>Drayton Parish Council comments The site although in the parish of Horsford is on the boundary of the parish of Hellesdon. The Parish Council have concerns about the site being in or adjacent to the airport safety zone. The cumulative detrimental effect of the submitted developments off Reepham Rd on Drayton and Hellesdon is unacceptable.</p>
GNLP0333	<p>General comments Increased car pressure is a big concern as the infrastructure cannot cope with today's traffic. The development will question the validity of traffic flows for the AADT as part of the NDR. It would prejudice a 'no development' policy near the NDR. Drainage issues as observed by the lagoons. Wildlife will be destroyed and it's in the Airport safety zone.</p> <p>Drayton Parish Council comments This site is outside of the settlement limit and remote from the services of Horsford, contrary to their neighbourhood plan. This is also within the Norwich Airport Public Safety Zone. It will call in question the validity of all traffic flows for the AADT which part of the requirement for the DCO for the NDR was. These sites were not under consideration when the NDR was approved. This location has serious drainage issues as observed by the lagoons on the Reepham Rd/ Drayton Lane roundabout.</p> <p>Hellesdon Parish Council comments Another large site close to Hellesdon and remote from Horsford. The site will suffer noise and pollution from its proximity to the Airport. Will again add to the pressure on the infrastructure and amenities of Hellesdon and add further to the already considerable traffic congestion in the area,</p>
GNLP0334R	<p>General comments Objections raised concerns regarding local infrastructure & lack of already overstretched services, loss of green space, changing the character of Hellesdon, traffic congestion, increased pollution, parking, field proposed in on the flight path to Norwich airport. It has been suggested Hellesdon has already had enough development.</p> <p>One comment in support of site. The site promoter is undertaking further work to assess the impact and mitigation opportunities based on the assessment findings and is working</p>

	<p>closely with stakeholders and decision makers with requirements being met where justified for later submission. The site located east of Reepham Road (0332R) could be allocated on its own or together with the site west of Reepham Road (0334R) if the Greater Norwich Development Partnership (GNDP) so wished.</p> <p>Drayton Parish Council comments The site is in the parish of Horsford but remote from the village centre and is adjacent to the parish of Hellesdon. The cumulative detrimental impact of the submitted developments off Reepham Rd on both Drayton and Hellesdon is unacceptable.</p> <p>Norfolk Wildlife Trust comments We note the proximity of this site to Drayton Wood CWS and are concerned at the potential ecological impacts of housing in this location. Should this site be progressed to the next consultation stage, then we would expect it to be accompanied by further details demonstrating how it would be deliverable without resulting in damage to adjoining areas of ecological value, for example through providing sufficient stand-off between development and priority habitats, and where proportional the provision of green infrastructure to ensure that the site has a net benefit for biodiversity.</p>
GNLP0359R	<p>General comments Objections raised concerns regarding road infrastructure already stretched, traffic congestion and additional pressure on local services.</p> <p>Horsford Parish Council comments The Council objects to this site as the road network in that area is already very congested and there would be a lack of connection with the main part of the village.</p>
GNLP0419	<p>General comments The site is isolated from Horsford and surrounding villages. Local amenities are already overstretched and there are no footpaths, public transport and the site goes against the Drayton Neighbourhood Plan. Loss of green space.</p> <p>The development would prejudice a 'no development' policy near the NDR. It would invalidate traffic modelling used to approve the NDR. Other issues include unsustainable location, contrary to Horsford Neighbourhood Plan, in the airport safety zone and the site is adjacent to a critical drainage area.</p> <p>The site is remote from Horsford and contrary to their neighbourhood plan draft and so money will go towards Horsford instead of Hellesdon. The site will have a negative impact on the</p>

	<p>environment. Access is onto a 50mph road which is inherently dangerous. It would make more sense to build north of the NDR as it wouldn't disrupt the flow of traffic out of the city. It is in the safety zone of Norwich Airport which will cause high noise levels.</p> <p>The site should be used for mixed use development as this site is suitable, achievable, viable and deliverable. It represents a sustainable location and evidence suggests there are no constraints.</p> <p>Drayton Parish Council comments The site is outside of the settlement and is extremely remote from the centre of Horsford which is contrary to their neighbourhood plan. The site is within the Norwich Airport Public Safety Zone. This land is at risk of surface water flooding and has drainage issues as clearly seen by the non-draining lagoons on the Drayton Lane/ Reepham Road roundabout. Approval which brings into question the validity of the DCO for the NDR. reference point A77 reflects an increase of over 23% by 2032 which was based on known developments up to that time consent was approved.</p> <p>Hellesdon Parish Council comments Another large site remote from Horsford contrary to their draft neighbourhood plan which will have an adverse impact on the environment access to / from the site is onto a 50-mph road with its inherent danger and will again have an adverse effect on the infrastructure and amenities of Hellesdon and increase traffic congestion.</p>
GNLP0422	<p>General comments The site should be used for residential development and retail, residential and leisure uses. The site is suitable, achievable and therefore deliverable. The location is sustainable, and evidence demonstrates that there are no constraints to delivery.</p>
GNLP0423	No comments submitted
GNLP0469	<p>Norfolk Wildlife Trust comments There should be no development on CWS. 0469 and 0251 should be recognised as having CWS constraint.</p>
GNLP0479	<p>General comments The site would prejudice a 'no development' policy near the NDR. The NDR should free traffic on radial roads.</p>
GNLP0519	<p>General comments The site would prejudice a 'no development' policy near the NDR. The NDR should free traffic on radial roads.</p>

GNLP0578	No comments submitted
GNLP1008	<p>General comments</p> <p>The site is remote enough not to impact other areas negatively and large enough for some services to be supplied so the community could be self-contained.</p>
GNLP1043	<p>General comments</p> <p>The site would prejudice a 'no development' policy near the NDR. The NDR should free traffic on radial roads.</p>
GNLP2160	<p>General comments</p> <p>Objections raised concerns regarding scale of development, services will need to be built, effect on the environment & wildlife and the strain on infrastructure.</p> <p>This development is of strategic interest to Norfolk FA, especially given the proposal associated to the development of open space.</p> <p>One comment in support of site. Agent submitted highways capacity assessment & public transport provision review for phase 3 development, ecological report, utilities & drainage review, vision document, education report and an archaeological statement.</p> <p>Norfolk Wildlife Trust comments</p> <p>We note the proximity of this site to Horsford Woods and Horsford Rifle Range County Wildlife Sites and are concerned at the potential ecological impacts of housing in this location. Should this site be progressed to the next consultation stage, then we would expect it to be accompanied by further details demonstrating how it would be deliverable without resulting in damage to adjoining areas of ecological value, for example through providing sufficient stand-off between development and priority habitats, and where proportional the provision of green infrastructure to ensure that the site has a net benefit for biodiversity.</p> <p>Horsford Parish Council comments</p> <p>The Council objects strongly to this proposal. It would represent complete over-development of Horsford. The existing highway infrastructure would be completely inadequate. The pleasant vistas highlighted in the Neighbourhood Plan would be lost and it would effectively create a second village disconnected from existing main settlements and with no village centre.</p>
GNLP3005	No comments as site received during stage B consultation

Felthorpe	
GNLP2009	<p>General comments Objections raised concerns regarding traffic congestion, road safety, NDR has already increase traffic, lack of footpaths, no safety parking, views destroyed, poor infrastructure, limited employment with only two buses running to Norwich, surface water flood risks, environmental risks and Felthorpe has no shops, school or doctors, just a pub.</p> <p>Felthorpe Parish Council comments While the council agrees with most of the suitability assessment for the Swannington Lane site, we believe that the Market Attractiveness criteria should be rated as red. It seems unlikely that a site with so few facilities would attract the required 10% premium for rural fringe sites. Mitigation for the other six amber criteria, including site access, local road network, waste water infrastructure and surface water flooding would be costly, rendering this site economically unviable. We therefore request that this site is not progressed further and is excluded from the Greater Norwich Plan.</p>
GNLP2012	<p>General comments Objections raised concerns regarding damage to the local landscape, loss of open green space, damage to wildlife habitat and further intrusion into and despoliation of the countryside in and around the existing settlement. Felthorpe has no shops, school or doctors, just a pub. It has an inadequate bus service,</p> <p>Felthorpe Parish Council comments The council agrees with the suitability assessment that the Brands Lane site is unsuitable for development due to its lack of access to facilities. We request that this site is not progressed further and is excluded from the Greater Norwich Plan.</p>
GNLP3004	No comments as site received during stage B consultation

STAGE 4 – DISCUSSION OF SUBMITTED SITES

In this section sites are assessed in order to establish whether they are suitable for allocation. For the purposes of Sustainability Appraisal, suitable sites are those which are considered to be Reasonable Alternatives. Sites not considered suitable for allocation are not realistic options and therefore are not considered to be reasonable alternatives. The discussion below outlines the reasons why a site has been deemed suitable or unsuitable for allocation. By association this is also the outline of the reasons why a site was deemed to be a reasonable or unreasonable alternative.

A range of factors have been taken into account to establish whether a site should, or should not, be considered suitable for allocation. These factors include: impact on heritage and landscape; impact on the form and character of the settlement; relationship to services and facilities; environmental concerns, including flood risk; and, in particular, a safe walking route to a primary school. Sites which do not have a safe walking route to school, or where a safe walking route cannot be created will not be considered suitable for allocation.

Conclusions in regard to a sites performance against the relevant factors have also been informed by the outcomes of the HELAA, as set out under stage 2, consultation responses received, as summarised in stage 3, and other relevant evidence

Land totalling 279 ha is promoted for residential use in the Horsford, Felthorpe and Haveringland cluster. Most notably, large areas of land are promoted to the south of Horsford village, near the Broadland Northway A1270. Of the sites promoted for residential use, two of them are in effect urban extensions to Hellesdon (GNLP0332R and GNLP0334R) and are considered to be reasonable alternatives. GNLP0332R and GNLP0334R benefit from the more extensive range of services in Hellesdon and as a Norwich urban fringe parish Hellesdon has better access to services in Norwich than Horsford. Sites GNLP0222 and 0333 are not considered to be reasonable alternatives as they are separated from Horsford but are not as well related to the urban fringe as GNLP0332R and 0334R.

As another alternative, to give the option for strategic-scale growth in Horsford village itself, GNLP2160 is also considered to be a reasonable alternative. GNLP2160 is better located to the services in the village (and most particularly the school) when compared to the other large-scale sites in Horsford. A series of other smaller sites are also shortlisted as reasonable in order to give further alternatives and to fulfil the NPPF requirement (paragraph 68) for sites of 1 ha or less. Sites GNLP0153, 0251, 0422 and 0423 are considered to be reasonable alternatives due to their proximity to the existing built edge of the village, although vehicular access and areas at surface flood risk are amongst the constraints that might reduce the net developable areas.

In comparison other sites are much larger than 1 ha or more constrained; and, on this basis GNLP0151 and 0469 are not considered to be reasonable alternatives for further consideration. For sites GNLP0059, 0192 and 1043 access is via an unadopted part of Dog Lane and for this reason they are not reasonable alternatives. For sites along Dog Lane, another limiting factor is the capacity of the junction with the Holt Road, hence the rationale for favouring only a small development site (GNLP0153). For other sites their separation in form and character from the existing village makes them less preferable, especially when set against the strategic requirement for 500-800 dwellings in the North/North West sector. Less preferred sites are GNLP0283, 0302, 0359R, 0419, 0479, 0519, 0578, 1008 and 3005. These sites are not considered to be reasonable alternatives for a combination of reasons. These reasons are: the land is not an accessible walking distance to facilities; the site is separated from the existing built edge of the village, and the size of site far exceeds the strategic requirement for housing and in the case of sites 0479 and 0519 these sites already had planning permission at the base date of the plan in 2018 and are currently under construction..

Site GNLP0264 is considered to be a reasonable alternative for further consideration as it is a brownfield site within the existing settlement limit.

For sites in Felthorpe the lack of facilities within walking distance makes them less attractive for further consideration. Sites GNLP2009, 2012, and 3004 when compared to sites in Horsford are disadvantaged by not having good access to core services like a primary school or local food shop and are therefore not considered to be reasonable alternatives. No sites were promoted in Haveringland.

STAGE 5 – SHORTLIST OF REASONABLE ALTERNATIVE SITES FOR FURTHER ASSESSMENT

Based on the assessment undertaken at stage 4 above the following sites are considered to be reasonable alternatives.

Address	Site Reference	Area (ha)	Proposal
Horsford			
Pronto Joinery, Dog Lane	GNLP0153	0.85	Mixed Use (unspecified number)
Land at 33 St Helena Way	GNLP0251	1.44	15-20 dwellings
Dog Lane	GNLP0264	1.76	35-46 dwellings
Reephams Road / Cromer Road	GNLP0332R	64.00	600-700 dwellings
West of Reephams Road	GNLP0334R	11.70	250-300 dwellings
Land at Lodge Farm	GNLP0422	1.65	40 dwellings
Land at Mill Lane	GNLP0423	0.95	10 dwellings
Green Lane	GNLP2160	29.70	600 dwellings
Total area of land		112.05	

STAGE 6 – DETAILED SITE ASSESSMENTS OF REASONABLE ALTERNATIVE SITES

Site Reference:	GNLP0153
Address:	Pronto Joinery, Dog Lane
Proposal:	Mixed Use (unspecified number)

CURRENT USE OF SITE:	BROWNFIELD/GREENFIELD:
Manufacturing workshops and associated storage	Brownfield

CONSTRAINTS IDENTIFIED IN THE HELAA
Amber Constraints in HELAA Access, Utilities Capacity, Compatibility with Neighbouring Uses
HELAA Conclusion This is a 0.85 ha site, only accessible from Dog Lane. Constraints include the access and concern about the local road network’s suitability. Otherwise, the site appears relatively unconstrained and abuts the existing built edge of the Village. Whilst noting the access constraints, the site is concluded as suitable for the land availability assessment.

FURTHER COMMENTS
Highways No comments
Development Management Further development has traditionally been resisted down Dog Lane due to highway concerns - would loss of employment traffic be taken in to account? The development would also result in the loss of existing commercial operations - would these need to be relocated at cost and impact viability?
Minerals & Waste No safeguarded mineral resources.
Lead Local Flood Authority Few or no Constraints. Standard information required at a planning stage. RoSFW mapping indicates that the site is not at risk from surface water flooding. There is a watercourse shown on mapping within 200m of the site but there are no connection to it shown on mapping. Given the location of the site at the very edge of an existing residential area there may not be sewerage connections available. therefore surface water drainage may be reliant on the results of infiltration testing.

PLANNING HISTORY:

No relevant history

BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION
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No additional documents submitted to support this proposal.

Site Reference:	GNLP0251
Address:	Land at 33 St Helena Way
Proposal:	15-20 dwellings

CURRENT USE OF SITE:	BROWNFIELD/GREENFIELD:
Detached residential dwelling and curtilage	Part brownfield, part greenfield

CONSTRAINTS IDENTIFIED IN THE HELAA
Amber Constraints in HELAA Access, Biodiversity and Geodiversity
HELAA Conclusion This is a 1.4 ha site on the western side of the Village centre that appears to rely on a narrow access between two existing properties on St Helena Way. The other main constraint is that the western portion of the site intersects with the Pyehurn Lane Woodland County Wildlife Site. It is probable that the narrow access and the overlap with the Pyehurn Lane Woodland will reduce the net developable area but the site is concluded as suitable for the land availability assessment.

FURTHER COMMENTS
Highways No comments
Development Management Site raises a number of landscape/ecology/arbicultural related issues and other sites are likely to be sequentially preferable.
Minerals & Waste No safeguarded mineral resources.
Lead Local Flood Authority Mitigation required for heavy constraints. Significant information required at a planning stage. A flow path, as identified on the Environment Agency's Risk of Flooding from Surface Water (RoFSW) maps, flows through the eastern section of the site. Access and egress may be an issue. Watercourse not apparent (in relation to SuDS hierarchy if infiltration is not possible).

PLANNING HISTORY:
No applications found

BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION
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No additional documents submitted to support this proposal.

Site Reference:	GNLP0264
Address:	Dog Lane
Proposal:	35-46 dwellings

CURRENT USE OF SITE:	BROWNFIELD/GREENFIELD:
Paddock, employment use, children's play/education/adventure centre	Brownfield

CONSTRAINTS IDENTIFIED IN THE HELAA
Amber Constraints in HELAA Access, Utilities Capacity, Contamination and Ground Stability, Flood Risk
HELAA Conclusion This is a 1.7ha site that is most likely to be accessed from Dog Lane, subject to highways mitigations that will likely be required. As a former brick works decontamination is a matter that will need consideration and it is also noted that a narrow strip of the site is at surface water flood risk. Otherwise, the site appears relatively unconstrained and abuts the existing built edge of the Village. The site is concluded as suitable for the land availability assessment.

FURTHER COMMENTS
Highways Dog Lane is not of a standard that would be suitable for intensification of use – has been considered many times. The site could only be acceptable if accessed via Horsebeck Way. Segregation of road users would need to be brought forward as part of any application. Access to the site from B1149/ Horsebeck Way would be acceptable, as would walking route to school. Need to provide enhanced pedestrian crossing facility and the access would need to be modified to enhance pedestrian facilities and walk to school routes.
Development Management Agreed
Minerals & Waste No comments
Lead Local Flood Authority Few or no constraints. Standard information required at planning stage. The site has superficial deposits of Clay, Silt and Sand potentially limiting surface water infiltration drainage. The site benefits from on-site watercourses which could be looked at as an alternative to soakaway drainage.

PLANNING HISTORY:
Not known

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BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION
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No additional documents submitted to support this proposal.

Site Reference:	GNLP0332R
Address:	Reepham Road/Cromer Road
Proposal:	600-700 dwellings

CURRENT USE OF SITE:	BROWNFIELD/GREENFIELD:
Agricultural (Arable)	Greenfield

CONSTRAINTS IDENTIFIED IN THE HELAA
<p>Amber Constraints in HELAA Access, Accessibility to Services, Utilities Capacity, Significant Landscapes, Townscapes, Biodiversity and Geodiversity, Open Space and GI, Transport and Roads</p> <p>Red Constraints in HELAA Compatibility with Neighbouring Uses</p>
<p>HELAA Conclusion This is a major 64 hectare site that is bounded by the Reepham Road and Cromer Road, on the edge of Hellesdon but largely in the parish of Horsford. The revised site boundary combines what was originally promoted as the 49 ha GNLP0332 and the 36.8 ha GNLP0333. The main difference being that approximately 21.8 ha adjacent to the Reepham Road, which was part of GNLP0333, is no longer promoted. The scheme comprises residential development of 600-700 homes south of the Airport Safety Zone, a commercial scheme to the north-east facing the Broadland Northway (A1270), and green infrastructure over the remaining land. Development is presented as a single masterplan, by the same promoter, with land to the west of Reepham Road (GNLP0334R). Subject to mitigations suitable access points are likely to be achievable. An extremely important constraint across part of the site is the Airport Safety Zone that will reduce the net developable area. Noise from the Airport and its associated industries could be a factor on the site's eastern side as well. If developed, the site would extend Hellesdon northwards, raising landscape considerations about the urban edge inside the route of the Broadland Northway. With the caveat about the net developable area being markedly reduced by proximity to the Airport, this site is concluded as suitable for the land availability assessment. However, because the site was previously assessed for the original HELAA it will not contribute any additional capacity to this HELAA addendum and has therefore been marked as unsuitable.</p>

FURTHER COMMENTS
<p>Highways No comments</p> <p>Development Management The site raises potentially significant landscape issues given scale of development and setting between existing built edge and NDR. Critical would be how it relates to existing settlement so that it is an integrated urban extension and not an 'add on'. Character of Reepham Road feels different to character of A140 due to</p>

proximity of airport and NDR junctions. Noise and safety concerns with airport also critical. Airport would not permit surface water suds in this proximity to airport due to risk of birdstrike. South-west of the site allocated as recreational open space under HEL4.

Minerals & Waste

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..

Lead Local Flood Authority

Few or no Constraints. Standard information required at a planning stage. RoSFW mapping indicates that the site is generally not at risk from surface water flooding. There are minor isolated areas of ponding across the site. There is no nearby watercourse shown on mapping. Given the location of the site there may be sewerage connections available. If not surface water drainage will be reliant on the results of infiltration testing.

PLANNING HISTORY:

No known history

OTHER CONSTRAINTS/ISSUES NOT IDENTIFIED IN THE HELAA:

Development Management comments

BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION

- Position Statement

Site Reference:	GNLP0334R
Address:	West of Reepham Road
Proposal:	250-300 dwellings

CURRENT USE OF SITE:	BROWNFIELD/GREENFIELD:
Agricultural (Arable)	Greenfield

CONSTRAINTS IDENTIFIED IN THE HELAA

Amber Constraints in HELAA

Access, Accessibility to Services, Utilities Capacity, Significant Landscapes, Townscapes, Biodiversity and Geodiversity, Transport and Roads, Compatibility with Neighbouring Uses

HELAA Conclusion

This 11.7 ha site promoted for 250-300 homes is immediately north-west of Hellesdon's existing built edge, although the site is in the parish of Horsford. Since its original submission, the boundary of the site has been increased northwards along the Reepham Road from 6.4 ha to 11.7 ha. Development is presented as a single masterplan, by the same promoter, with site GNLP0332R (land between Reepham Road and Cromer Road). In terms of constraints, some consideration will be needed to the landscape, biodiversity and townscape implications, as the site abuts Drayton Woods (which is a County wildlife Site). A further constraint of the site could be its access but mitigations are thought achievable. The site is concluded as suitable for the land availability assessment but the area of land already considered through the original HELAA assessment must not be double-counted in this addendum

FURTHER COMMENTS

Highways

No comments

Development Management

Site would be a significant expansion into the countryside and impact character of Reepham Road. Critical would be how roadside trees are dealt with to provide access as these provide attractive feature. Also critical how site relates to existing built form and services so that it is an integrated urban extension. Noise and airport safety issues. CWS to west which may need buffer.

Minerals & Waste

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.

Lead Local Flood Authority

Few or no Constraints. Standard information required at a planning stage. The northern third of the site falls within a critical drainage catchment. RoSWF mapping indicates that the site is not at risk of flooding in the 3.33% or 1% rainfall events. In the 0.1% event a flow path is shown to develop in the very southwest corner of the site and flow west towards the River Wensum. Any planning application should be supported by information to demonstrate that risk off site will not be increased as a result of development. There are no watercourses shown on mapping near the site. The location on the edge of an established urban area suggests that sewerage connections are likely to be available. IF not, drainage will be reliant on the results of infiltration testing.

PLANNING HISTORY:

No relevant history

BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION

- Position Statement

Site Reference:	GNLP0422
Address:	Land at Lodge Farm
Proposal:	40 dwellings

CURRENT USE OF SITE:	BROWNFIELD/GREENFIELD:
Agricultural grazing land	Greenfield

CONSTRAINTS IDENTIFIED IN THE HELAA
<p>Amber Constraints in HELAA Access, Townscapes</p>
<p>HELAA Conclusion This is a 1.6 ha site that has a long private access road from the Holt Road. Based on current evidence, there are significant constraints to creating a suitable access and achieving an adequate visibility splay onto the Holt Road. The other constraints identified relate to townscape and historic environment factors, namely affecting undeveloped views of the Grade II listed parish church to the south. The issue about the access is important and will require further examination, but at this stage not considered an absolute constraint, and so the site is concluded as suitable for the land availability assessment.</p>

FURTHER COMMENTS
<p>Highways No. Not clear how site can be accessed from highway</p>
<p>Development Management Site has convoluted access and could not accommodate the scale of development proposed. Also harm to undesignated heritage asset. Other sites considered more preferable. Further advice from Highway Authority suggested.</p>
<p>Minerals & Waste No safeguarded mineral resources.</p>
<p>Lead Local Flood Authority Few or no Constraints. Standard information required at a planning stage. RoSFW mapping indicates that the site is not at risk from surface water flooding. There is a watercourse shown on mapping but there is no connection to it shown on mapping. Given the location of the site at the very edge of an existing residential area there may not be sewerage connections available. If not surface water drainage may be reliant on the results of infiltration testing.</p>

PLANNING HISTORY:

No relevant history

BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION

- Access Appraisal

Site Reference:	GNLP0423
Address:	Land at Mill Lane
Proposal:	10 dwellings

CURRENT USE OF SITE:	BROWNFIELD/GREENFIELD:
Agricultural grazing land	Greenfield

CONSTRAINTS IDENTIFIED IN THE HELAA
Amber Constraints in HELAA Open Space and GI
HELAA Conclusion This is a 0.9 ha site on the eastern side of the Village, opposite the primary school, on Mill Lane. As a small site, well-related to the built area of the Village, there are not thought to be any constraints to the principle of development. Some consideration may be needed to the form of development given the depth of the site relative to its frontage, but the site is concluded as suitable for the land availability assessment.

FURTHER COMMENTS
Highways Yes. Possible requirement for carriageway widening and footway (10 dwellings)
Development Management Site committed for 8 dwellings under 20170707. 10 dwellings as proposed likely acceptable in principle but is this too small to allocate (being less than 15)?
Minerals & Waste The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. As the site is under 2 hectares it is exempt from the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 – ‘safeguarding’, in relation to mineral resources. If the site area is amended in the future to make the area over 2 hectares CS16 (or any successor policy) will apply..
Lead Local Flood Authority Few or no Constraints. Standard information required at a planning stage. RoSFW mapping indicates that the site is not at risk from surface water flooding. There are no watercourse shown on mapping. Given the location of the site at the very edge of an existing residential area there may not be sewerage connections available. Therefore surface water drainage is likely to be reliant on the results of infiltration testing.

PLANNING HISTORY:

Not known

BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION
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- | |
|--|
| <ul style="list-style-type: none">• Proposed Layout Plan |
|--|

Site Reference:	GNLP2160
Address:	Green Lane
Proposal:	600 dwellings

CURRENT USE OF SITE:	BROWNFIELD/GREENFIELD:
Agriculture and section of small holding farm	Greenfield

CONSTRAINTS IDENTIFIED IN THE HELAA
<p>Amber Constraints in HELAA Access, Utilities Capacity, Utilities Infrastructure, Flood Risk, Significant Landscapes, Townscapes, Biodiversity and Geodiversity, Historic Environment, Transport and Roads</p>
<p>HELAA Conclusion This is 29.7 ha site on the eastern side of the Village along Mill Lane promoted for up to 600 dwellings with public open space and a community woodland. Adjacent to the site is the primary school, a recently completed residential development, as well as an 11 ha site that is the subject of a full planning approval for 259 homes (ref. 20161770). Possible access points are Mill Lane and Green Lane but significant highways investment would likely be necessary. In terms of the land availability assessment criteria, there are not considered to be any absolute constraints relating to landscape, biodiversity, townscape, and flood risk. Such a major site will require infrastructure utilities improvements, as will ecology and heritage impacts need consideration. To the north is Horsford Woods County Wildlife site, in which there are two round barrows that are designated Scheduled Ancient Monuments. Subject to finding acceptable mitigations, the site is considered suitable for the land availability assessment.</p>

FURTHER COMMENTS
<p>Highways No. Unlikely to be able to develop an acceptable access strategy for this level of development. Ongoing concern with new B1149 roundabout (600 dwellings)</p> <p>Development Management Site close to significant amount of committed development and concerns that further development could result in imbalance in settlement grain and pattern. A smaller allocation could be considered however school capacity will require consideration if a larger site is needed to provide school upgrades. Area north of Green Lane considered unacceptable.</p> <p>Minerals & Waste</p>

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..

Lead Local Flood Authority

No comments

BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION

- Highway Capacity assessment and public transport provision
- Ecological Desk Study
- Utilities and Drainage Review
- Archaeological Assessment
- Vision Document
- Education Report

STAGE 7 – SETTLEMENT BASED APPRAISAL OF REASONABLE ALTERNATIVE SITES AND IDENTIFICATION OF PREFERRED SITE/S (WHERE APPROPRIATE).

Eight reasonable alternative sites have been identified in the Horsford, Felthorpe and Haveringland cluster at stage 5. These sites were considered to be worthy of further investigation to look at their potential for allocation as the initial assessment did not flag up any major constraints that would preclude allocation. These sites have been subject to further discussion with Development Management, Highways, Flood Authority and Children’s Services in order to identify preferred sites for allocation and their comments are recorded under stage six above. As part of this further discussion it was decided that Site GNLP0264 was the most appropriate site to allocate for 30-40 dwellings due to its brownfield nature within the existing built-up area of the village. None of the other reasonable alternative sites were considered to be suitable for allocation, some on highway grounds, some of landscape and airport safety grounds, one on ecological grounds and one because it was deemed to be too small to accommodate the minimum size of allocation.

In conclusion one site is identified as a preferred option, providing for between 30-40 new homes in the cluster. There are no carried forward residential allocations but there is a total of 394 additional dwellings with planning permission on a variety of sites. This gives a total deliverable housing commitment for the cluster of between 424 -434 homes between 2018-2038.

Preferred Sites:

Address	Site Reference	Area (Ha)	Proposal	Reason for allocating
Horsford, Felthorpe and Haveringland				
Dog Lane, Horsford	GNLP0264	1.76	30 – 40 dwellings	This proposal is for the redevelopment of a soft play centre and other commercial premises. It is preferred for allocation as it is well related to the form and character of Horsford although the proximity to remaining industrial uses will need to be considered. The site is only acceptable for development if access is taken from Horsbeck Way as Dog Lane and it’s junction with the Holt Road are not suitable for additional traffic.

Reasonable Alternative Sites:

Address	Site Reference	Area (ha)	Promoted for	Comments
Horsford, Felthorpe and Haveringland				
NO REASONABLE ALTERNATIVE SITES				

Unreasonable Sites:

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
Horsford, Felthorpe and Haveringland				
Bramley lakes, Dog Lane, Horsford	GNLP0059	3.33	Range of uses (industrial, residential, commercial, recreation, leisure and tourism)	This site is not considered to be reasonable for allocation as access would be via an unadopted part of Dog Lane. An additional limiting factor is the capacity of the junction with Holt Road. There is no safe walking route to Horsford Primary School.
Pronto Joinery, Dog Lane, Horsford	GNLP0151	2.34	Residential (unspecified number)	This site is considered to be unreasonable due to highway constraints along Dog Lane. An additional limiting factor is the capacity of the junction with Holt Road.
Pronto Joinery, Dog Lane, Horsford	GNLP0153	0.85	Mixed Use (unspecified number)	This site was considered worthy of further investigation due to its proximity to the existing built edge of the village, brownfield nature and the fact that it would fulfil the NPPF requirement for sites of 1ha or less. However, the site is considered to be unreasonable for allocation due to highway constraints along Dog Lane, the capacity of the junction with Holt Road and potential loss of

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				existing commercial operations.
Arable Land, Dog Lane, Horsford	GNLP0192	2.66	Residential (unspecified number)	This site is not considered to be reasonable for allocation as access would be via an unadopted part of Dog Lane. An additional limiting factor is the capacity of the junction with Holt Road. There is no safe route to Horsford Primary School.
Land to east of Brands Lane, Horsford, (partly in Drayton)	GNLP0222	11.05	Light industrial and office uses, market and affordable housing including starter homes, live work and public open space	This site is considered to be unreasonable for allocation as it is some distance from the built-up area of Horsford. It is closer to Thorpe Marriot but still separated from the built-up area by the Broadland Northway. Development here, of either a residential or commercial nature, would be remote and quite prominent in the landscape. There is no safe walking route to catchment schools in Horsford. Non catchment schools in Taverham or Drayton are closer but again with no safe walking route.
Land at 33 St Helena Way, Horsford	GNLP0251	1.44	15-20 dwellings	This site is not considered to be reasonable for allocation due to landscape/ecology and arboricultural issues. Trees to the southern boundary are likely to be a significant constraint and the woods to the north and west are a County Wildlife Site. Norfolk Wildlife Trust

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				suggest that this site should also be designated as a County Wildlife Site highlighting the potential ecological significance.
Land off Holt Road, Horsford	GNLP0283	3.43	105 dwellings	This site is not considered to be reasonable for allocation as it is separate from the built edge of the village and development here would be quite remote from the services and facilities in the main part of the village. There is no safe walking route to Horsford Primary School.
Land off Reepham Road, Horsford	GNLP0302	7.34	150-200 dwellings	This site is considered to be unreasonable for allocation as it some distance from the built-up area of Horsford, separated by the Broadland Northway. It is closer to Thorpe Marriot but still separated from the built-up area. Development here would be remote and potentially quite prominent in the landscape. There is no safe walking route to catchment schools in Horsford. Non catchment schools Taverham or Drayton are closer but again with no safe walking route.
Reepham Road/ Cromer Road, Horsford	GNLP0332R	64.00	600-700 dwellings	This site was considered worthy of further investigation due to its location as an urban extension to Hellesdon. Development here would benefit from proximity to the extensive range of

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				services and facilities in Hellesdon. However, the site raises potentially significant landscape issues given the scale of development and setting between the existing built edge and the Broadland Northway and it is therefore not considered to be reasonable for allocation. Noise and safety concerns with the airport are also critical. Surface water suds are unlikely to be allowed due to the potential to attract birds.
Reepham Road/Holt Road	GNLP0333	36.60	Residential (unspecified number), improved cricket field, employment, roadside services and retail	This site is considered to be unreasonable for allocation as it is some distance from the built-up area of Horsford, separated by the Broadland Northway. It is closer to Hellesdon or Drayton but still separated from the built-up area. Development here would be remote and have potential significant landscape impacts. There is no safe walking route to catchment schools in Horsford. Non-catchment schools in Hellesdon or Drayton may be closer but again with no safe walking route.
West of Reepham Road, Horsford	GNLP0334R	11.70	250-300 dwellings	This site was considered worthy of further investigation due to its location as an urban extension to Hellesdon. Development here would benefit from proximity to

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				the extensive range of services and facilities in Hellesdon. However, the site is not considered to be reasonable for allocation as it would represent a significant expansion into the countryside and would impact on the character of Reepham Road. Noise and safety concerns linked with the airport are also critical. Surface water suds are unlikely to be allowed due to the potential to attract birds. Roadside trees may impact on achieving suitable access.
Land adjacent Drayton Lane, Horsford	GNLP0359R	8.10	Up to 150 dwellings	This site is not considered to be reasonable for allocation as it is separate from the built edge of the village and development here would be quite remote from the services and facilities in the main part of the village. There is no safe walking route to Horsford Primary School.
Land at Holly Lane/ Reepham Road, Horsford	GNLP0419	40.65	Approx. 750 dwellings with associated access and open space	This site is considered to be unreasonable for allocation as it is some distance from the built-up area of Horsford, separated by the Broadland Northway. It is closer to Hellesdon or Drayton but still separated from the built-up area. Development here would be remote and have potential significant landscape impacts. There is no

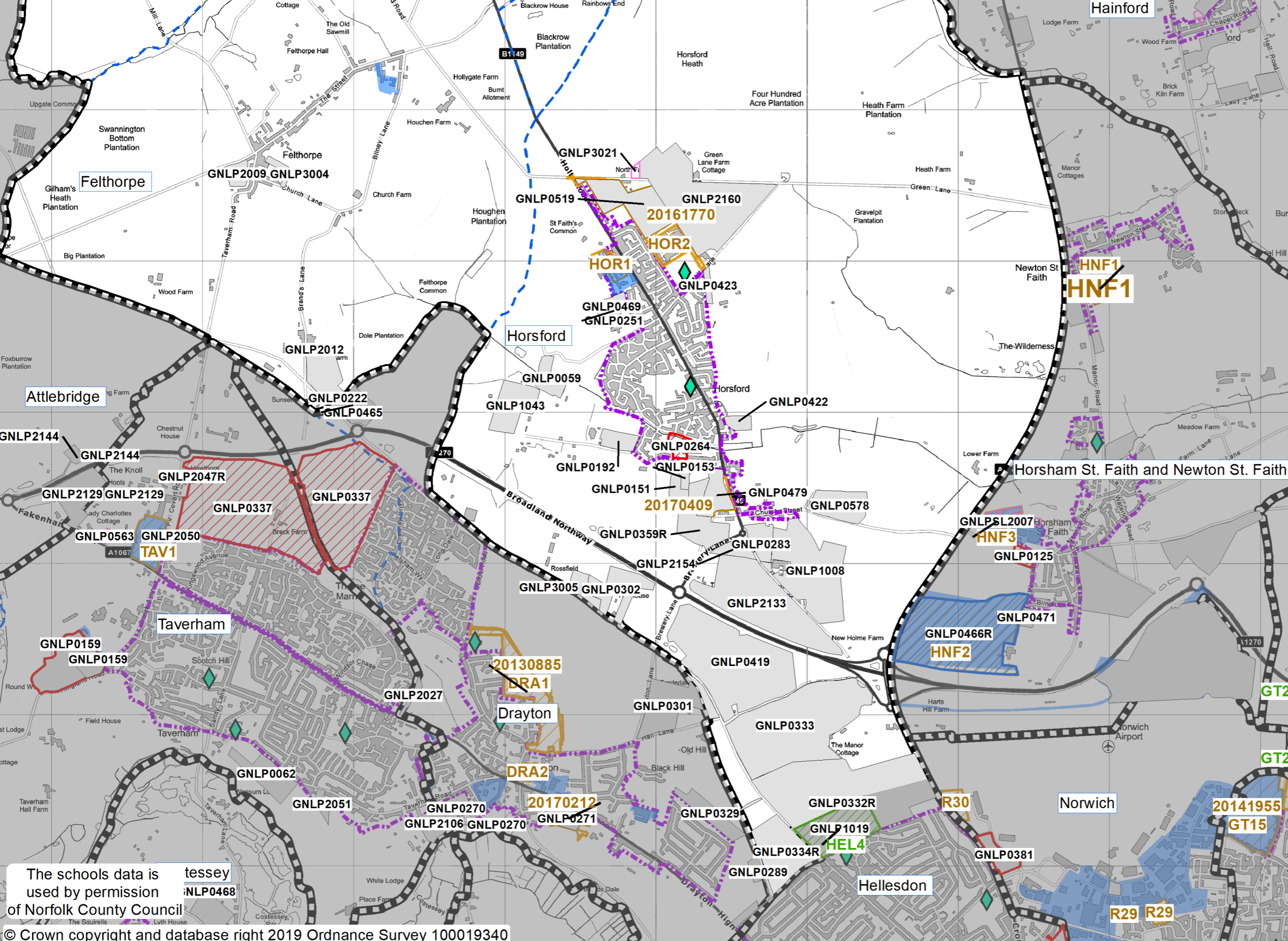
Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				safe walking route to catchment schools in Horsford. Non catchment schools in Hellesdon or Drayton may be closer but again with no safe walking route.
Land at Lodge Farm, Horsford	GNLP0422	1.65	40 dwellings	This site is not considered to be reasonable for allocation as it has convoluted access and it is not clear how the site would be accessed from the highway. The site could not accommodate the scale of development proposed.
Land at Mill Lane, Horsford	GNLP0423	0.95	10 dwellings	This site is considered to be unreasonable as it is unlikely to meet the minimum 12-15 dwelling requirement for allocation and is already committed for development of 8 dwellings under planning application reference 20170707.
Land off St Helena Way, Horsford	GNLP0469	2.64	Approx. 10-15 dwellings with remaining land available as open space	This site is considered to be unreasonable due to landscape/ecology and arboricultural issues. Trees to the southern boundary are likely to be a significant constraint and the woods to the north and west are a County Wildlife Site. Norfolk Wildlife Trust suggest that this site should also be designated as a County Wildlife Site highlighting the potential ecological significance.

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
Land east of Holt Road, Horsford	GNLP0479	4.38	Approx. 80 dwellings with open space, play equipment and GI	This site is not considered to be suitable for allocation as despite being a reasonable location for development it already had planning permission at the base date of the plan in 2018 and is currently under construction.
Land to the east of Holt Road, Horsford	GNLP0519	15.59	Approx. 266 dwellings	This site is not considered to be suitable for allocation as despite being a reasonable location for development it already had planning permission at the base date of the plan in 2018 and is currently under construction.
Hilltop Farm, Church Street, Horsford	GNLP0578	6.67	Residential (unspecified number)	This site is not considered to be reasonable for allocation as it is separate from the built edge of the village and development here would be quite remote from the services and facilities in the main part of the village.
Home Farm, Holt Road, Horsford	GNLP1008	20.25	Residential (unspecified number)	This site is not considered to be reasonable for allocation as it is separate from the built edge of the village and development here would be quite remote from the services and facilities in the main part of the village. There is no safe walking route to Horsford Primary School. The site as proposed is too large for the capacity of the cluster.
Dog Lane, Horsford	GNLP1043	7.21	Residential (unspecified number)	This site is not considered to be reasonable for allocation

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				as access would be via an unadopted part of Dog Lane. An additional limiting factor is the capacity of the junction with Holt Road. There is no safe route to Horsford Primary School.
Green Lane, Horsford	GNLP2160	29.70	600 dwellings	This site is not considered to be reasonable for allocation as the scale of the proposal is a concern with a lack of safe walking/cycling route to the catchment high school. Development would require highway improvements and it is unlikely that a satisfactory access strategy would be able to be developed for the entire level of development. There are also ongoing concerns with the new B1149 roundabout. Smaller areas of the larger site were considered but dismissed as unsuitable due to the standard of Mill Lane and Green Lane.
North of Reepham Road, Horsford	GNLP3005	2.25	Residential (unspecified number)	This site is considered to be unreasonable for allocation as it some distance from the built-up area of Horsford, separated by the Broadland Northway. It is closer to Thorpe Marriot but still separated from the built-up area. Development here would be remote and potentially quite prominent in the landscape. There is no

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				safe walking route to catchment schools in Horsford. Non catchment schools Taverham or Drayton are closer but again with no safe walking route.
Swanington Lane, Felthorpe	GNLP2009	2.00	15-20 dwellings	This site is not considered to be reasonable for allocation as it has poor access to core services and facilities in Horsford some distance away. In particular there is no safe walking route to Horsford Primary School which is over 3km away.
Brand's Lane, Felthorpe	GNLP2012	0.63	5 dwellings	This site is not considered to be reasonable for allocation as it has poor access to core services and facilities in Horsford some distance away. In particular there is no safe walking route to Horsford Primary School which is over 3km away.
North of Church Lane, Felthorpe	GNLP3004	1.24	16 dwellings	This site is not considered to be reasonable for allocation as it has poor access to core services and facilities in Horsford some distance away. In particular there is no safe walking route to Horsford Primary School which is over 3km away.

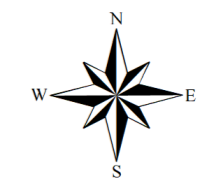
Horsford, Felthorpe and Haveringland



Greater Norwich Local Plan

Promoted Sites by School Catchment Areas

- Primary School
- Primary School Catchment
- Preferred Housing Allocation
- Preferred Employment Allocation
- Preferred Open Space/Burial Ground Allocation
- Reasonable Alternative Site
- Unreasonable Site
- Small Site
- Existing Site Commitments up to 2018 (residential and/or employment uses)
- Strategic Employment Sites
- Green Infrastructure & open space commitments
- Existing Settlement Boundary
- Parish Boundary



Date: 17/12/2019
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