

# Greater Norwich Local Plan (2018 - 2038) Submission Version Proposed Main Modifications

## Sustainability Appraisal of the Main Modifications

October 2023



# Greater Norwich Local Plan (2018 – 2038) Pre-Submission Version Proposed Main Modifications

## Sustainability Appraisal of the Main Modifications

LC-985	Document Control Box
Client	Greater Norwich Development Partnership
Report Title	Sustainability Appraisal of the Greater Norwich Local Plan Main Modifications
Status	Final
File Name	LC-985_GNLP_SA_Main_Modifications_6_161023LB.docx
Date	October 2023
Author	LB
Reviewed	ND
Approved	ND

# About this report & notes for readers

Lepus Consulting Ltd (Lepus) has prepared this report for the use of the Greater Norwich Development Partnership. There are a number of limitations that should be borne in mind when considering the conclusions of this report. No party should alter or change this report without written permission from Lepus.

© Lepus Consulting Ltd

This Sustainability Appraisal of the Main Modifications is based on the best available information, including that provided to Lepus by the Councils and information that is publicly available. No attempt to verify secondary data sources has been made and they have been assumed to be accurate as published. This

report was prepared between August and October 2023 and is subject to and limited by the information available during this time.

Client comments can be sent to Lepus using the following address.

Eagle Tower

Montpellier Drive

Cheltenham

Gloucestershire

GL50 1TA

Telephone: 01242 525222

E-mail: [enquiries@lepusconsulting.com](mailto:enquiries@lepusconsulting.com)

[www.lepusconsulting.com](http://www.lepusconsulting.com)

# Contents

Non-Technical Summary .....	iii
<b>1 Introduction.....</b>	<b>1</b>
1.1 Context.....	1
1.2 Purpose of this report .....	1
<b>2 The Greater Norwich Local Plan .....</b>	<b>3</b>
2.1 GNLP preparation and the SA process .....	3
2.2 Submission and Examination of the GNLP and SA outputs.....	4
<b>3 Assessment Methodology .....</b>	<b>7</b>
3.1 Introduction.....	7
3.2 The appraisal process .....	7
3.3 Significance.....	9
<b>4 Appraisal of the Main Modifications .....</b>	<b>11</b>
4.1 Introduction.....	11
<b>5 Main Modifications: The Strategy .....</b>	<b>12</b>
5.1 Updated Policy 1 – The Sustainable Growth Strategy .....	12
5.2 Updated Policy 2 – Sustainable Communities .....	18
5.3 Updated Policy 3 – Environmental Protection and Enhancement .....	24
5.4 Updated Policy 4 – Strategic Infrastructure .....	28
5.5 Updated Policy 5 – Homes.....	32
5.6 Updated Policy 6 – The Economy .....	36
5.7 Updated Policy 7.1 – The Norwich Urban Area Including the Fringe Parishes .....	39
5.8 Updated Policy 7.2 – The Main Towns .....	51
5.9 Updated Policy 7.3 – The Key Service Centres.....	57
5.10 Updated Policy 7.4 – Village Clusters.....	64
5.11 Updated Policy 7.5 – Self-Build and Custom Build Windfall Housing Development Outside Defined Settlement Boundaries .....	70
5.12 Deleted Policy 7.6 – Preparing for New Settlements.....	72
<b>6 Main Modifications: The Sites – updated site policies .....</b>	<b>74</b>
6.1 Updated Site Policy GNLP0360/3053/R10: East Norwich Strategic Regeneration Area (ENSRA).....	74
6.2 Updated Site Policy GNLP1061R – Land known as ‘Site 4’, Norwich Airport .....	82
6.3 Updated Site Policy R1 – The Neatmarket, Hall Road .....	86
6.4 Updated Site Policy R37 – The Norwich Community Hospital site, Bowthorpe Road .....	90
6.5 Updated Site Policy R38 – Three Score, Bowthorpe .....	94
6.6 Updated Site Policy GNLP0307/GNLP0327 (Part of Cringleford Neighbourhood Plan HOU1).....	99
6.7 Updated Site Policy EAS1 – Land south and east of Easton.....	104
6.8 Updated Site Policy GNLP0132 – Land off Salhouse Road, White House Farm .....	109
6.9 Updated Site Policy GNLP0337R – Land between Fir Covert Road and Reepham Road .....	115
6.10 Updated Site Policy GNLP0159R – Land off Beech Avenue.....	120

6.11 Updated Site Policy GNL0264 – Dog Lane, Horsford .....	124
6.12 Updated Site Policy HNF2/GNL0466R – East of the A140 / north of Norwich International Airport .....	128
6.13 Updated Site Policy SL2007/GNL04061/HNF3 – Land at Abbey Farm .....	132
<b>7 Main Modifications: The Sites – merged site policies .....</b>	<b>137</b>
7.1 Preface .....	137
7.2 Deleted Site Policies COL1, GNL0331BR and GNL0331CR and merging into New Site Policy COL1/GNL0331BR/GNL0331CR – Land adjacent to Norwich Research Park (NRP), Colney .....	137
7.3 Deleted Site Policies GNL0293 and CAW2 and merging into New Site Policy GNL0293/CAW2 – Land East of Gayford Road, Cawston .....	143
7.4 Deleted Site Policies GNL02019 and COL1 and merging into New Site Policy GNL02019/COL1 – Land at Rectory Road, Coltishall .....	146
7.5 Deleted Site Policies GNL0382 and SWA1 and merging into New Site Policy GNL0382/SWA1 – Land North of Chamery Hall Lane and Rear of Burlingham Road/St Mary’s Close, South Walsham .....	150
<b>8 Main Modifications: The Sites – deleted site policies .....</b>	<b>154</b>
8.1 Deleted Site Policies CC2, CC13, R2, HEL4/GNL01019, BRU2, BRU3, GNL0503, GNL02143, GNL03003 and GNL0581/GNL02043 .....	154
<b>9 Additional Modifications .....</b>	<b>156</b>
9.1 Updated Vision for Greater Norwich .....	156
<b>10 Conclusions .....</b>	<b>160</b>
10.1 Main Modifications .....	160
10.2 Next Steps .....	162
<b>Appendix A: SA Framework .....</b>	<b>A1</b>
<b>Appendix B: Schedules of Main Modifications .....</b>	<b>Bi</b>

## Tables

<b>Table 3.1:</b> Objectives of the SA Framework .....	8
<b>Table 3.2:</b> Guide to terms used in the significance matrix .....	10

## Boxes

<b>Box 3.1:</b> Schedule 1 of the SEA Regulations .....	7
---	---

# Non-Technical Summary

## Purpose of this report

- N1. This SA report appraises the Schedules of Proposed Main Modifications to the Greater Norwich Local Plan (GNLP; October, 2023) that have been prepared by the Greater Norwich Development Partnership (GNDP), which includes Broadland District Council, Norwich City Council and South Norfolk Council. The Main Modifications to the emerging GNLP, which will cover the period from 2018 – 2038, have been put forward by GNDP in response to the Local Plan Inspectors' Matters, Issues and Questions (MIQs), notes and letters received throughout the examination process.
- N2. The Main Modifications are set out in **Appendix B** of this report. **Appendix B** includes screening information which considers if the change requires further assessment through the SA process or not. Wherever the screening process identifies matters that require further appraisal, the assessment information is presented in the main body of this report.
- N3. A Schedule of 'Additional Modifications' has also been prepared by the GNDP, the majority of which relate to inconsequential changes such as formatting, grammar and accessibility corrections. However, Additional Modifications which relate to the GNLP Vision and Objectives have the potential to affect the SA, as these were assessed during the SA process. Therefore, the Additional Modifications relating to the Vision and Objectives have also been screened in **Appendix B**.
- N4. The methodology for the assessment process is the same as that used at all earlier stages in the sustainability appraisal of the submitted GNLP.

## Assessment findings

- N5. GNDP have proposed a total of 157 Main Modifications to the GNLP. Each proposed modification has been screened to understand whether or not fresh or further appraisal is required as part of this current stage of plan making or alternatively if the modification does not require assessment through the SA process, for example the modification relates to a narrative change that merely clarifies a point rather than introduces a new component to the plan, such as a policy or a site. **Appendix B** presents the results of the screening process; the following matters have been screened as requiring fresh or further appraisal through the SA process:
- 11 updated GNLP strategic policies;
  - One deleted GNLP strategic policy;
  - 13 updated site policies;

- Four merged site policies; and
- Ten deleted site policies.

N6. The SA findings for each of the components listed above (in paragraph N.4) are presented in the main body of this report. The appraisal has identified that the majority of the Main Modifications are unlikely to result in any significant effects.

N7. However, the proposed modifications to GNLP Policy 2 (Sustainable Communities) resulted in reduced potential for positive effects overall against SA Objective 14 (Natural Resources, Waste and Contaminated Land), with a negligible impact on this objective identified as a result of the modification. Similarly, the proposed modifications to GNLP Policy 7.5 (Self-Build and Custom Build Windfall Housing Development Outside Defined Settlement Boundaries) resulted in reduced potential for positive effects against SA Objectives 3 (Biodiversity, Geodiversity and Green Infrastructure), 4 (Landscape) and 14 (Natural Resources, Waste and Contaminated Land), with a negligible impact on SA Objectives 3 and 4 and a minor negative impact on SA Objective 14 identified as a result of the modification. These potential adverse effects are not considered to be significant.

N8. The proposed modifications to GNLP Policy 3 (Environmental Protection and Enhancement) and Site Policy R37 (The Norwich Community Hospital site, Bowthorpe Road) have resulted in positive effects on sustainability, with one or more identified major positive effects as a result of the modifications.

N9. The proposed modifications which have resulted in merged site policies have not been identified to perform significantly differently to the sites individually, where the 'worst-case' score applies for the merged version.

### **Assessment of the new Plan Vision**

N10. As part of the Additional Modifications, the proposed clarification to the wording for the GNLP Vision has also been assessed within this SA Report. The SA findings show that the new GNLP Vision performs positively.

### **Summary**

N11. Overall, the new and amended policies introduced through the Main Modifications to the GNLP, as well as the new Plan Vision through the Additional Modifications, would be expected to improve the sustainability performance of the GNLP, or result in no significant change with regard to sustainability.

N12. The modifications would not be expected to alter the overall residual effects of the GNLP identified in the Regulation 19 SA report.

# 1 Introduction

## 1.1 Context

- 1.1.1 Lepus Consulting has prepared this Sustainability Appraisal (SA) report, incorporating the requirements of Strategic Environmental Assessment (SEA), of the proposed Main Modifications to the Greater Norwich Local Plan (GNLP) Pre-Submission Version (December 2020)<sup>1</sup> (as submitted) on behalf of the Greater Norwich Development Partnership (GNDP), which includes Broadland District Council, Norwich City Council and South Norfolk Council.
- 1.1.2 The Pre-Submission Version of the GNLP (2018-2038) was submitted for Examination in July 2021.
- 1.1.3 This SA Report has appraised the Main Modifications as presented within the Schedules of Proposed Main Modifications to the Greater Norwich Local Plan (October 2023).

## 1.2 Purpose of this report

- 1.2.1 This Main Modifications SA Report supplements the earlier SA outputs prepared throughout the iterative SA process alongside the preparation of the GNLP, comprising:

- SA Scoping Report (GNDP, March 2017)<sup>2</sup>;
- Interim SA Report (GNDP, January 2018)<sup>3</sup>;
- Regulation 18C SA Report (Lepus, January 2020)<sup>4</sup>;
- Regulation 19 SA Report (Lepus, February 2021)<sup>5</sup>;
- Consultation response: Addendum to the Regulation 19 SA Report (Lepus, September 2021)<sup>6</sup> (focused on spatial options);

---

<sup>1</sup> Greater Norwich Development Partnership (2020) Greater Norwich Local Plan Pre-Submission Draft Strategy and Sites Plan, December 2020. Available at: <https://www.gnlp.org.uk/local-plan-examination-local-plan-examination-document-library/core-submission-documents> [Date accessed: 15/09/23]

<sup>2</sup> Greater Norwich Development Partnership (2017) Sustainability Appraisal Scoping Report for the Greater Norwich Local Plan. Available at: <https://gnlp.oc2.uk/docfiles/46/final-sa-scoping-report.pdf> [Date Accessed: 21/08/23]

<sup>3</sup> Greater Norwich Development Partnership (2018) Interim Sustainability Appraisal of the Greater Norwich Local Plan. Available at: <https://gnlp.oc2.uk/docfiles/46/Reg.-18-Interim-Sustainability-Appraisal-of-the-GNLP.pdf> [Date Accessed: 21/08/23]

<sup>4</sup> Lepus Consulting (2020) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan – Regulation 18C January 2020. Available at: [https://gnlp.oc2.uk/docfiles/46/GNLP\\_SA\\_Reg18\(C\)\\_Final.pdf](https://gnlp.oc2.uk/docfiles/46/GNLP_SA_Reg18(C)_Final.pdf) [Date Accessed: 21/08/23]

<sup>5</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

<sup>6</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan – Consultation response: Addendum to the Regulation 19 SA/SEA Report, September 2021. Available at: [https://www.gnlp.org.uk/sites/gnlp/files/2021-10/LC-663\\_GNLP\\_SA\\_Addendum\\_11\\_270921LB.pdf](https://www.gnlp.org.uk/sites/gnlp/files/2021-10/LC-663_GNLP_SA_Addendum_11_270921LB.pdf) [Date accessed: 21/08/23]



- Inspectors’ Initial Questions: Reasonable Alternatives for Housing Number Options. Addendum to the Regulation 19 SA Report (Lepus, December 2021)<sup>7</sup>;
- Note in response to Inspectors questions relating to the SA of potential development sites (Lepus, June 2022)<sup>8</sup>; and
- SA of the GNLP Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report (Lepus, June 2023)<sup>9</sup>.

1.2.2 Further details about these reports are provided in **Chapter 2**. This SA report has been prepared in order to consider the Main Modifications to the GNLP, put forward by the GNLP in response to the Inspectors’ Matters, Issues and Questions (MIQs), notes and letters received throughout the examination process. This SA Report focuses on whether the proposed Main Modifications to the GNLP will change the assessment of effects as described in the earlier SA reports and whether the conclusions of the previous SA reports remain valid in light of the proposed modifications.

1.2.3 This SA Report does not reproduce the contents of the earlier SA reports and should be read in conjunction with them. All appraisals have been assessed against the SA Framework set out in **Appendix A**. The methodology for the appraisal process is the same as that used at all earlier stages. This report does not reproduce the full SA methodology for undertaking the assessment of potential effects, however, a summary of the SA methodology is provided in **Chapter 3** for ease of reference.

1.2.4 All Main Modifications have been screened through the SA process and the findings are set out in **Appendix B** of this report. Further assessment has been undertaken where necessary.

1.2.5 This report is structured as follows:

- **Chapter 1**: Introduction;
- **Chapter 2**: Local Plan Background;
- **Chapter 3**: Summary Methodology;
- **Chapter 4**: Sustainability Appraisal of the Main Modifications; and
- **Chapter 5**: Conclusions.

---

<sup>7</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan – Addendum to the Regulation 19 SA Report: Inspectors’ Initial Questions: Reasonable Alternatives for Housing Number Options, December 2021. Available at: [https://www.gnlp.org.uk/sites/gnlp/files/2021-12/LC-663\\_GNLP\\_SA\\_Addendum\\_7\\_031221ND.pdf](https://www.gnlp.org.uk/sites/gnlp/files/2021-12/LC-663_GNLP_SA_Addendum_7_031221ND.pdf) [Date accessed: 21/08/23]

<sup>8</sup> Lepus Consulting (2022) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan - Note in response to Inspectors’ questions relating to the SA of reasonable alternative sites: Addendum to the Regulation 19 SA/SEA Report, June 2022. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-01/Addendum%20to%20the%20Regulation%2019%20SA%20SEA%20Report.pdf> [Date accessed: 21/08/23]

<sup>9</sup> Lepus Consulting (2023) Sustainability Appraisal of the Greater Norwich Local Plan Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report, June 2023. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-06/H4.2%20%20G%20BT%20Sustainability%20Appraisal%20June%202023%20with%20ERRATUM%209.6.23.pdf> [Date accessed: 21/08/23]

## 2 The Greater Norwich Local Plan

### 2.1 GNLN preparation and the SA process

- 2.1.1 Following the scoping and evidence gathering stages, the GNLN 'Draft Strategy and Site Allocations' (Regulation 18C) was prepared in 2019/2020 and consulted on with the public between January and March 2020<sup>10</sup>. The accompanying Regulation 18C SA Report<sup>11</sup> appraised 287 reasonable alternative sites and 11 draft strategic policies as presented within the Draft GNLN.
- 2.1.2 Public consultation on the Draft GNLN resulted in comments and feedback which were considered by the GNDP during the preparation of the next version, the Regulation 19 'Pre-Submission Draft Strategy' of the GNLN.
- 2.1.3 Between 1<sup>st</sup> February and 22<sup>nd</sup> March 2021, the GNDP underwent public consultation on the Regulation 19 Pre-Submission Draft Version of the GNLN<sup>12</sup>, in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. The Regulation 19 version of the GNLN was supported by an SA Report<sup>13</sup>, which satisfied the requirements of an 'Environmental Report' as per the SEA Regulations<sup>14</sup>.
- 2.1.4 The Regulation 19 SA presents the findings of the sustainability appraisal of the GNLN, which at that stage was composed principally of 12 strategic policies and 138 site policies. The Regulation 19 SA Report also contains the assessment of an additional 107 reasonable alternative sites that had been identified since the Regulation 18C stage.
- 2.1.5 Various representations were received during the Regulation 19 consultation, some of which raised potential issues associated with the SA process and findings, including those in relation to the testing of reasonable alternatives and selection process for the chosen spatial strategy and distribution of growth in the Plan area. In order to address these responses, an SA Addendum was prepared<sup>15</sup>.

---

<sup>10</sup> Greater Norwich Local Plan – Stage C Regulation 18 Draft Strategy and Site Allocations. Available at: <https://www.gnlp.org.uk/regulation-18-stage-c-regulation-18-draft-strategy-and-site-allocations> [Date accessed: 21/08/23]

<sup>11</sup> Lepus Consulting (2020) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan – Regulation 18C January 2020. Available at: [https://gnlp.oc2.uk/docfiles/46/GNLN\\_SA\\_Reg18\(C\)\\_Final.pdf](https://gnlp.oc2.uk/docfiles/46/GNLN_SA_Reg18(C)_Final.pdf) [Date Accessed: 31/07/20]

<sup>12</sup> GNLN (2021) Regulation 19 Publication Information. Available at: <https://www.gnlp.org.uk/regulation-19-publication-part-1-strategy/regulation-19-publication-information-not-part-plan> [Date accessed: 06/08/21]

<sup>13</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 06/08/21]

<sup>14</sup> The Environmental Assessment of Plans and Programmes Regulations 2004. Available at: <https://www.legislation.gov.uk/uksi/2004/1633/contents/made> [Date accessed: 20/06/22]

<sup>15</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan – Consultation response: Addendum to the Regulation 19 SA/SEA Report, September 2021. Available at:

---

## 2.2 Submission and Examination of the GNLP and SA outputs

- 2.2.1 The GNLP 'Pre-Submission Version' was submitted to the Secretary of State for independent examination on 30<sup>th</sup> July 2021<sup>16</sup>.
- 2.2.2 Following receipt of the Inspectors' Initial Questions, the GNDP prepared necessary responses<sup>17</sup>. At this stage, the Inspectors' Initial Question 7 requested an addendum to the Regulation 19 SA to be produced, relating to the housing growth numbers, and addressing "*both smaller and minimal supply buffers as 'reasonable alternatives'*"<sup>18</sup>.
- 2.2.3 The Inspectors held a series of hearings as part of the GNLP Examination process, with the initial sessions Part 1 between 1<sup>st</sup> and 10<sup>th</sup> February 2022, and Part 2 between 1<sup>st</sup> and 10<sup>th</sup> March 2022<sup>19</sup>. Following these hearings, the GNDP undertook additional work on the GNLP and a number of further documents were produced, including revisions to policies and notes regarding specific sites<sup>20</sup>. At this stage, the Inspectors requested a further SA Addendum to summarise responses to the site-specific issues raised in representations made in writing or in person at the Part 1 Hearings, regarding Matter 1 Issue 2 "*Does the SA including the addendum, adequately assess the environmental, social and economic effects of the Plan in accordance with legal and national policy requirements?*"<sup>21</sup>.
- 2.2.4 An additional hearing (Part 3) was held on 6<sup>th</sup> July 2022 focused on Matter 8 Issue 1 to discuss additional information at the Inspectors' request relating to the East Norwich Strategic Regeneration Area. There were no SA outputs at this stage.

---

[https://www.gnlp.org.uk/sites/gnlp/files/2021-10/LC-663\\_GNLP\\_SA\\_Addendum\\_11\\_270921LB.pdf](https://www.gnlp.org.uk/sites/gnlp/files/2021-10/LC-663_GNLP_SA_Addendum_11_270921LB.pdf) [Date accessed: 21/08/23]

<sup>16</sup> Greater Norwich Development Partnership (2020) Greater Norwich Local Plan Pre-Submission Draft Strategy and Sites Plan, December 2020. Available at: <https://www.gnlp.org.uk/local-plan-examination-local-plan-examination-document-library/core-submission-documents> [Date accessed: 15/09/23]

<sup>17</sup> Greater Norwich Local Plan Examination: Document Library D1 – Inspectors' Questions. Available at: <https://www.gnlp.org.uk/local-plan-examination-local-plan-examination-document-library/d-post-submission-examination/d1> [Date accessed: 21/08/23]

<sup>18</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan – Addendum to the Regulation 19 SA Report: Inspectors' Initial Questions: Reasonable Alternatives for Housing Number Options, December 2021. Available at: [https://www.gnlp.org.uk/sites/gnlp/files/2021-12/LC-663\\_GNLP\\_SA\\_Addendum\\_7\\_031221ND.pdf](https://www.gnlp.org.uk/sites/gnlp/files/2021-12/LC-663_GNLP_SA_Addendum_7_031221ND.pdf) [Date accessed: 21/08/23]

<sup>19</sup> Greater Norwich Local Plan Examination Hearings. Available at: <https://www.gnlp.org.uk/local-plan-examination-local-plan-examination/examination-hearings> [Date accessed: 21/08/23]

<sup>20</sup> Greater Norwich Local Plan Examination: Document Library F. Post February/March hearings documents. Available at: <https://www.gnlp.org.uk/local-plan-examination-local-plan-examination-document-library/f-post-februarymarch-hearings> [Date accessed: 21/08/23]

<sup>21</sup> Lepus Consulting (2022) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan - Note in response to Inspectors' questions relating to the SA of reasonable alternative sites: Addendum to the Regulation 19 SA/SEA Report, June 2022. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-01/Addendum%20to%20the%20Regulation%2019%20SA%20SEA%20Report.pdf> [Date accessed: 21/08/23]

- 2.2.5 Further hearings (Part 4) were held between 22<sup>nd</sup> and 23<sup>rd</sup> March 2023 focused on Matter 4 Sustainable Communities and the Environment (Nutrient Neutrality) and Matter 15 Housing Provision, following which a number of further documents were prepared by the GNDP. This included a Statement of Common Ground between the GNDP and Natural England regarding proposed modifications to GNLP Policy 2 to address nutrient neutrality issues. An SA Technical Note was also prepared to take account of the proposed amendments to Policy 2<sup>22</sup> (which is appraised in full within this Main Modifications SA Report although the modification now relates to Policy 3 rather than 2 – see MM9).
- 2.2.6 During the GNLP hearing sessions in February/March 2022 it was made clear that Gypsy and Traveller accommodation needs must be addressed through site allocations in the GNLP, in accordance with paragraph 68 the National Planning Policy Framework (NPPF)<sup>23</sup> and Planning Policy for Travellers Sites (PPTS)<sup>24</sup>. Therefore, at this stage, an SA Addendum was prepared to assess reasonable alternative sites that had been identified for Gypsy and Traveller use, to aid the GNDP’s decision making process.
- 2.2.7 The first iteration of the Gypsy and Traveller SA Addendum Report (January 2023)<sup>25</sup> was subject to a focused consultation alongside the GNLP ‘Site Policies for Gypsy and Traveller Permanent Residential Pitches Focused Consultation’ document between 30<sup>th</sup> January and 20<sup>th</sup> March 2023<sup>26</sup>. The January 2023 version of the SA Addendum included the assessment of 11 reasonable alternative sites identified by the GNDP at that stage.
- 2.2.8 Following the January–March 2023 consultation, an updated version of the SA Addendum Report (June 2023)<sup>27</sup> was prepared to take into account new Gypsy and Traveller sites that emerged during the consultation and Call for Sites. The June 2023 version of the SA Addendum supersedes the January 2023 version, and includes an assessment of the 15 reasonable alternative Gypsy and Traveller sites identified in total, as well as the eight site policies which accompany the GNDP’s preferred sites for allocation. The updated SA Addendum was consulted on alongside the ‘Gypsy and Traveller Sites Additional Focussed Consultation – New Sites June 2023’ between 5<sup>th</sup> June and 3<sup>rd</sup> July 2023.

---

<sup>22</sup> Lepus Consulting (2023) External Memo: Technical Advice Note re. GNLP SA: Draft SA of Proposed Modifications to Policy 2, 17<sup>th</sup> March 2023. Available at: [https://www.gnlp.org.uk/sites/gnlp/files/2023-03/LC-663\\_SA%20Technical\\_Advice\\_Note\\_2\\_170323ND\\_0.pdf](https://www.gnlp.org.uk/sites/gnlp/files/2023-03/LC-663_SA%20Technical_Advice_Note_2_170323ND_0.pdf) [Date accessed: 21/08/23]

<sup>23</sup> DLUHC (2023) National Planning Policy Framework. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1182995/NPPF\\_Sept\\_23.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1182995/NPPF_Sept_23.pdf) [Date accessed: 13/09/23]

<sup>24</sup> DLUHC & MHCLG (2015) Planning policy for traveller sites. Available at: <https://www.gov.uk/government/publications/planning-policy-for-traveller-sites> [Date accessed: 21/08/23]

<sup>25</sup> Lepus Consulting (2023) Sustainability Appraisal of the Greater Norwich Local Plan Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report, January 2023. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-05/H4.1%20G%20BT%20Sustainability%20Appraisal%20January%202023.pdf> [Date accessed: 21/08/23]

<sup>26</sup> GNLP (2023) Greater Norwich Local Plan Gypsy and Traveller Sites Focused Consultation. Available at: <https://www.gnlp.org.uk/greater-norwich-local-plan-gypsy-and-traveller-sites-focused-consultation> [Date accessed: 21/08/23]

<sup>27</sup> Lepus Consulting (2023) Sustainability Appraisal of the Greater Norwich Local Plan Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report, June 2023. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023->

- 
- 2.2.9 A final hearing session (Part 5) was held on 25<sup>th</sup> July 2023 relating to Gypsy and Traveller sites covering Matter 6 Issue 3 Homes, and Matter 17 Gypsy and Traveller allocations and supply.
- 2.2.10 Following the conclusion of the hearings, the GNDP have set out Schedules of proposed Main Modifications to the Pre-Submission Version of the GNL P Sites and Strategy documents to address the matters raised, in particular the post-hearing letter issued by the Inspectors on 9<sup>th</sup> August 2023<sup>28</sup>.
- 2.2.11 The Schedules of proposed Main Modifications are listed in **Appendix B**.

---

06/H4.2%20%20G%2BT%20Sustainability%20Appraisal%20June%202023%20with%20ERRATUM%209.6.23.pdf [Date accessed: 21/08/23]

<sup>28</sup> Worden, M. and Hatfield, T. (2023) Letter to Mr Mike Burrell, Greater Norwich Local Plan Manager, 9 August. Available at: [https://www.gnlp.org.uk/sites/gnlp/files/2023-08/Letter%20to%20GNLP%20July%202023\\_1.pdf](https://www.gnlp.org.uk/sites/gnlp/files/2023-08/Letter%20to%20GNLP%20July%202023_1.pdf) [Date accessed: 21/08/23]

## 3 Assessment Methodology

### 3.1 Introduction

- 3.1.1 This chapter provides an overview of the SA methodology used to inform the identification and assessment of potential effects in the SA process. The detailed SA Methodology is provided in the SA reports which accompanied the previous stages of the GNLP's preparation.
- 3.1.2 The SA process uses geographic information, the SA Framework (**Appendix A**) and established standards (where available) to help make the assessment decisions transparent and robust.
- 3.1.3 The appraisal process considers the level of significance of the effects identified. To do so, it draws on criteria for determining significance of effects in Schedule 1 of the SEA Regulations (Annex II of the SEA Directive) (see **Box 3.1**). Any assessment rated as 'negligible' cannot constitute a significant effect.

#### *Box 3.1: Schedule 1 of the SEA Regulations*

##### **Criteria for determining the likely significance of effects referred to in the SEA Regulations**

###### **The characteristics of plans and programmes, having regard, in particular, to**

- the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;
- the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;
- the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;
- environmental problems relevant to the plan or programme; and
- the relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste- management or water protection).

###### **Characteristics of the effects and of the area likely to be affected, having regard, in particular, to**

- the probability, duration, frequency and reversibility of the effects;
- the cumulative nature of the effects;
- the transboundary nature of the effects;
- the risks to human health or the environment (e.g. due to accidents);
- the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);
- the value and vulnerability of the area likely to be affected due to:
  - special natural characteristics or cultural heritage;
  - exceeded environmental quality standards or limit values;
  - intensive land-use; and
- the effects on areas or landscapes which have a recognised national, Community or international protection status.

### 3.2 The appraisal process

- 3.2.1 The first stage in the assessment process is to screen each proposed Main Modification against the earlier findings of the SA process in order to reach conclusions about whether the modification is likely to result in a change to the previous assessment findings. The findings of this process are presented in **Appendix B**.

- 3.2.2 Where a modification is identified that has the potential to change the previous findings, the modification is subject to an updated appraisal and the revised findings are presented in **Chapter 4** of this report.
- 3.2.3 The GNLP has been assessed against the SA Framework, which is presented in full in **Appendix A**. The SA Framework is comprised of SA Objectives and decision-making criteria. Acting as yardsticks of sustainability performance, the SA Objectives are designed to represent the topics identified in Schedule 2 of the SEA Regulations<sup>29</sup> (Annex 1(f) of the SEA Directive). Including the SEA topics in the SA Objectives helps ensure that all of the environmental criteria of the SEA Directive are included. Consequently, the SA Objectives reflect all subject areas to ensure that the assessment process is transparent, robust and thorough.
- 3.2.4 For the SA of the GNLP, the SA Framework comprises 15 SA Objectives. For ease of reference, the SA Objectives and their relevance to the SEA topics are set out in **Table 3.1**.
- 3.2.5 Each SA Objective is considered when appraising every site, policy and reasonable alternative in the SA process. It is important to note that the order of SA Objectives in the SA Framework does not infer prioritisation. The SA Objectives are at a strategic level and can potentially be open-ended. In order to focus each objective, decision making criteria are presented in the SA Framework to be used during the appraisal of policies and sites (see the full SA Framework in **Appendix A**).

**Table 3.1: Objectives of the SA Framework**

	SA Objectives	Relevance to SEA topics
1	<b>Air Quality and Noise:</b> Minimise air, noise and light pollution to improve wellbeing.	Air and human health
2	<b>Climate Change Mitigation and Adaptation:</b> Continue to reduce carbon emissions, adapting to and mitigating against the effects of climate change.	Climate change, soil and water
3	<b>Biodiversity, Geodiversity and Green Infrastructure:</b> Protect and enhance the area’s biodiversity and geodiversity assets and expand the provision of green infrastructure.	Biodiversity, flora, fauna and geodiversity.
4	<b>Landscape:</b> Promote efficient use of land, while respecting the variety of landscape types in the area.	Landscape and historic environment.
5	<b>Housing:</b> Ensure that everyone has good quality housing of the right size and tenure to meet their needs.	Housing, population and quality of life
6	<b>Population and Communities:</b> Maintain and improve the quality of life of residents.	Population and quality of life
7	<b>Deprivation:</b> To reduce deprivation.	Population and quality of life
8	<b>Health:</b> To promote access to health facilities and promote healthy lifestyles.	Population, quality of life and health

<sup>29</sup> Schedule 2 of the SEA Regulations identifies the likely significant effects on the environment, including “issues such as (a) biodiversity, (b) population, (c) human health, (d) fauna, (e) flora, (f) soil, (g) water, (h) air, (i) climatic factors, (j) material assets, (k) cultural heritage including architectural and archaeological heritage, (l) landscape and (m) the interrelationship between the issues referred to in sub-paragraphs (a) to (l).”

	SA Objectives	Relevance to SEA topics
9	<b>Crime:</b> To reduce crime and the fear of crime.	Population and quality of life
10	<b>Education:</b> To improve skills and education.	Population and economic factors
11	<b>Economy:</b> Encourage economic development covering a range of sectors and skill levels to improve employment opportunities for residents and maintain and enhance town centres.	Economic factors and material assets
12	<b>Transport and Access to Services:</b> Reduce the need to travel and promote the use of sustainable transport modes.	Accessibility, climate change and material assets
13	<b>Historic Environment:</b> Conserve and enhance the historic environment, heritage assets and their setting, other local examples of cultural heritage, preserving the character and diversity of the area's historic built environment.	Historic environment and landscape
14	<b>Natural Resources, Waste and Contaminated Land:</b> Minimise waste generation, promote recycling and avoid the sterilisation of mineral resources. Remediate contaminated land and minimise the use of the best and most versatile agricultural land.	Soil and material assets
15	<b>Water:</b> Maintain and enhance water quality and ensure the most efficient use of water.	Water

### 3.3 Significance

- 3.3.1 The extent to which an effect is significant is expressed by orders of magnitude. Determining the order of magnitude of significance is based on the *geographic significance* of the effect (i.e. the sensitivity of where it is happening and the scale of the effect) in conjunction with the *impact magnitude* (i.e. the degree of change the receptor will experience, including the probability, duration, frequency and reversibility of the impact). A judgement is made about the likely level and nature of the effects. Each assessment is then assigned a colour and corresponding symbol to reflect whether it is uncertain, negligible, positive or negative and the extent to which it is significant.
- 3.3.2 A single value from **Table 3.2** is allocated to each SA Objective for each site, policy and reasonable alternative and explained in the supporting narrative. When selecting a single value to best represent the sustainability performance of the relevant SA Objective, the 'Precautionary Principle' is used<sup>30</sup>.
- 3.3.3 The level of effects can be categorised as negligible, minor or major. The nature of the effect can be either beneficial or adverse depending on the type of development and the mitigation measures proposed. The appraisal combines *impact magnitude* with *receptor sensitivity* and *geographic scale*, in order to arrive at a judgement of the likely level of *significance*. Each site or policy is assessed against each SA Objective in the framework and an assessment of effects is recorded using the notation in **Table 3.2**.

<sup>30</sup>The European Commission describes the precautionary principle as follows: "If a preliminary scientific evaluation shows that there are reasonable grounds for concern that a particular activity might lead to damaging effects on the environment, or on human, animal or plant health, which would be inconsistent with protection normally afforded to these within the European Community, the Precautionary Principle is triggered".



3.3.4 By assessing impacts against each SA Objective for every site, policy and reasonable alternative in this way, the environmental, social and economic sustainability of each can be understood and expressed. An adverse impact against one or more SA Objectives does not render that site or policy as unsustainable or unsuitable. All impacts should be taken together as a whole to truly understand the site or policy’s sustainability performance.

3.3.5 It is important to note that this method of assessing and presenting a site or policy’s sustainability performance is supported in every case with a narrative which details the key decision-making criteria.

**Table 3.2:** Guide to terms used in the significance matrix

Significance	Definition (not necessarily exhaustive)
<b>Major Negative</b> --	<p>The size, nature and location of a reasonable alternative would be likely to:</p> <ul style="list-style-type: none"> <li>• Permanently degrade, diminish or destroy the integrity of a quality receptor, such as a feature of international, national or regional importance;</li> <li>• Cause a very high-quality receptor to be permanently diminished;</li> <li>• Be unable to be entirely mitigated;</li> <li>• Be discordant with the existing setting; and/or</li> <li>• Contribute to a cumulative significant effect.</li> </ul>
<b>Minor Negative</b> -	<p>The size, nature and location of a reasonable alternative would be likely to:</p> <ul style="list-style-type: none"> <li>• Not quite fit into the existing location or with existing receptor qualities; and/or</li> <li>• Affect undesignated yet recognised local receptors.</li> </ul>
<b>Negligible</b> 0	<p>Either no impacts are anticipated, or any impacts are anticipated to be negligible.</p>
<b>Uncertain</b> +/-	<p>It is entirely uncertain whether impacts would be positive or adverse.</p>
<b>Minor Positive</b> +	<p>The size, nature and location of a reasonable alternative would be likely to:</p> <ul style="list-style-type: none"> <li>• Improve undesignated yet recognised receptor qualities at the local scale;</li> <li>• Fit into, or with, the existing location and existing receptor qualities; and/or</li> <li>• Enable the restoration of valued characteristic features.</li> </ul>
<b>Major Positive</b> ++	<p>The size, nature and location of a reasonable alternative would be likely to:</p> <ul style="list-style-type: none"> <li>• Enhance and redefine the location in a positive manner, making a contribution at a national or international scale;</li> <li>• Restore valued receptors which were degraded through previous uses; and/or</li> <li>• Improve one or more key elements/features/characteristics of a receptor with recognised quality such as a specific international, national or regional designation.</li> </ul>

---

## 4 Appraisal of the Main Modifications

### 4.1 Introduction

- 4.1.1 All proposed Main Modifications to the GNLP have been screened through the SA process and the findings are set out in **Appendix B** of this SA Report. Lepus has considered if each Main Modification would require further assessment as part of the SA process. Where the requirement for further SA work has been identified, reference to where this assessment can be found has been stated. If further SA work is not deemed to be required, a reason for this has been stated.
- 4.1.2 All appraisals have been prepared using the SA Framework set out in **Appendix A**. The methodology for the appraisal process is the same as that used at all earlier stages and a summary of the SA methodology for undertaking the assessment of potential effects is provided in **Chapter 3**.
- 4.1.3 The appraisals should be read alongside the assessment information provided with the Regulation 19 SA Report<sup>31</sup> and subsequent SA Addendums available from the Local Plan Document Library<sup>32</sup>.

---

<sup>31</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

<sup>32</sup> GNLP Document Library. Available at: <https://www.gnlp.org.uk/local-plan-examination-local-plan-examination/document-library> [Date accessed: 21/08/23]

# 5 Main Modifications: The Strategy

## 5.1 Updated Policy 1 – The Sustainable Growth Strategy

### Proposed Main Modification: MM7

#### POLICY 1 – THE SUSTAINABLE GROWTH STRATEGY (underlined in original)

Sustainable development and inclusive growth are supported by delivery of the following between 2018 and 2038:

- ~~to~~ To meet the ~~need~~ requirement for around 40,550 new homes, provision is made for a minimum of ~~49,492~~ 45,041 new homes;
- ~~To~~ To aid delivery of 33,000 additional jobs and support key economic sectors, around 360 hectares of employment land is allocated, and employment opportunities are promoted at the local level;
- ~~Supporting~~ Supporting infrastructure will be provided in line with policies 2 and 4;
- ~~environmental~~ Environmental protection and enhancement measures including further improvements to the green infrastructure network will be delivered.

The sustainable growth strategy is illustrated in the Key Diagram.

#### SETTLEMENT HIERARCHY (underlined in original)

The settlement hierarchy is:

1. Norwich urban area (Norwich and Norwich Fringe <sup>65</sup>) (see glossary for definition).
2. Main towns.
3. Key service centres.
4. Village clusters.

Growth is distributed in line with the settlement hierarchy to provide good access to services, employment and infrastructure. It is provided through urban and rural regeneration, along with sustainable urban and village extensions.

Most of the housing, employment and infrastructure growth is focussed in the Strategic Growth Area illustrated on the Key Diagram. This includes Greater Norwich’s part of the Cambridge Norwich Tech Corridor, including the Norwich urban area, Hethersett and Wymondham and key strategic jobs sites at Hethel and the Norwich Research Park. Growth is also focussed in towns and villages to support vibrant rural communities.

#### HOUSING (underlined in original)

Housing commitments are located to meet the need for homes across the area, providing good access to services, facilities and jobs, supporting sustainable urban and rural living. Accordingly, housing commitments are distributed as follows:

Area	Existing deliverable commitment <u>planning permissions</u> (including <u>uplift and delivery completions</u> 2018/19 and 2019/20 – 2021/22)	New allocations <u>Homes forecast to be delivered from allocated sites by March 2038</u>	Total minimum deliverable housing commitment 2018 - 2038
Norwich urban area	<del>26,049</del> <u>20,976</u>	<del>6,672</del> <u>6,982</u>	<del>32,691</del> <u>27,958</u>
The main towns of Wymondham, Aylsham, Diss (with part of Roydon), Harleston and Long Stratton	<del>5,154</del> <u>5,035</u>	<del>1,655</del> <u>1,639</u>	<del>6,806</del> <u>-6,674</u>

**Proposed Main Modification: MM7**

The key service centres of Acle, Blofield, Brundall, Hetherset, Hingham, Loddon / Chedgrave, Poringland / Framingham Earl, Reepham and Wroxham		<b>2,984</b> <u>3,137</u>	<b>695</b> <u>675</u>	<b>3,679</b> <u>3,812</u>
Village clusters (see appendix 5 details of the clusters)	In the remaining parts of Broadland (see policy 7.4 and the GNL P Sites Plan for specific sites)	<b>1,146</b> <u>1,054</u>	<b>482</b> <u>442</u>	Village clusters (see appendix 5 details of the clusters)  <b>3,883</b>
	In South Norfolk (see policy 7.4 and the South Norfolk Village Clusters Housing Site Allocations Local Plan for specific allocations)	<b>1,392</b> <u>1,187</u>	A minimum of 1,200	
Forecast development from small sites of 9 or fewer homes and other windfall sites over the period 2023/24 to 2027/28		<b>1,089</b>	<b>N/A</b>	<b>1,089</b>
Allocations Total		<b>36,692</b> <del>32,478</del>	<b>40,704</b> <del>10,938</del>	<b>47,396</b> <del>43,416</del>
Homes delivered though policy 7.5		NA		<b>800</b> <u>-795</u>
Windfall allowance for the period 2028/29 to 2037/38		NA		<b>1,296</b> <u>830</u>
Overall Total				<b>49,492</b> <u>45,041</u>

Policies 7.1 to 7.5 provide details on distribution and the Sites document provides individual site policies. Individual site policies for villages in South Norfolk will be in the South Norfolk Village Clusters Housing Site Allocations Local Plan.

To provide choice and aid delivery of housing, proposals for additional “windfall” housing growth will be considered acceptable in principle at appropriate scales and locations where they would not have a negative impact on the character and scale of the settlement, and subject to other local plan policies:

1. Within settlement boundaries in accordance with the above settlement hierarchy;
2. Elsewhere in village clusters, subject to the requirements of policy 7.4.
3. On sites of up to 3 to 5 self or custom build dwellings in all parishes, subject to the requirements of policy 7.5.

Plan review and five-year housing land supply (underlined in original)

This plan will be reviewed in line with the requirements on the new plan-making system. Five-year housing land supply will be calculated across the whole of the three districts. ~~The Appendix 4 shows that the plan provides enough allocations to provide a five-year housing land supply on adoption~~<sup>66</sup>.

ECONOMY (underlined in original)

Key Strategic employment locations in the Key Diagram are protected from other forms of development and will support both a broad range of employment and key economic sectors as set out in policy 6. The key strategic locations are:

**Proposed Main Modification: MM7**

- ~~Norwich city centre; City Centre.~~
- ~~the Norwich Airport area;~~
- ~~Browick Interchange, Wymondham;~~
- ~~Longwater;~~
- ~~Rackheath;~~
- ~~Broadland Business Park;~~
- ~~Broadland Gate;~~
- ~~Norwich Research Park;~~
- ~~Hethel and~~
- ~~The Food Enterprise Park at Easton/Honingham.~~

In addition, smaller scale employment sites are allocated in urban areas, towns and large villages to provide local job opportunities, supporting small businesses and vibrant urban and rural economies.

**INFRASTRUCTURE** (underlined in original)

The sustainable growth strategy will be supported by improvements to the transport system, green infrastructure and services as set out in policies 2, 3 and 4.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
Policy 1 (R19 SA)	--	--	-	0	++	+	+	+	+	++	++	++	+	--	0
Policy 1 (MM)	--	--	-	0	++	+	+	+	+	++	++	++	+	--	0

- 5.1.1 Policy 1 – The Sustainable Growth Strategy was assessed in the Regulation 19 SA<sup>33</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM7.
- 5.1.2 The modification to Policy 1 does not propose to significantly change the growth strategy or distribution of growth, however, it does reduce the total amount of housing growth from 49,492 to 45,041 homes resulting in an 11% buffer against the local housing need figure, rather than 22% buffer as presented in the Pre-Submission Version of the GNL (as submitted).
- 5.1.3 Whilst in sustainability terms a reduction of 4,451 homes would be likely to result in reduced potential for adverse effects on the environment and infrastructure to some extent, Policy 1 would still seek to deliver a significant amount of growth. The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy 1 within the Regulation 19 SA.

<sup>33</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnl.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

---

### **SA Objective 1 – Air Quality and Noise**

- 5.1.4 This policy refers to the requirements of Policies 2 and 4 to ensure that noise pollution is minimised, and air quality is protected. Despite this, the quantity of residential and employment development proposed would be expected to result in a reduction in local air quality to some extent. Furthermore, this policy includes allocations within Norwich city centre. This could potentially result in a worsening of air quality within or in close proximity to the Central Norwich Air Quality Management Area (AQMA). Overall, a major negative impact on local air quality would be expected.

### **SA Objective 2 – Climate Change Mitigation and Adaptation**

- 5.1.5 This policy states that the supporting infrastructure for the housing and economic allocations would be provided in line with Policy 2. This would be expected to include the delivery of new technologies such as electric vehicles and the development of renewable or low carbon energy networks. This helps to reduce Greater Norwich's contributions to greenhouse gas (GHG) emissions and the exacerbation of climate change.
- 5.1.6 Furthermore, Policy 2 would be expected to ensure that flood risk is minimised, sustainable drainage measures are incorporated within development proposals, and that the green infrastructure network is protected and enhanced. Increased green cover would be likely to provide an enhanced carbon storage capacity, and therefore, help to mitigate anthropogenic climate change. Green infrastructure would also be expected to help reduce water runoff rates and as such, reduce the risk of both fluvial and surface water flooding.
- 5.1.7 Despite this, the development of 45,041 new dwellings across the Plan area within this policy would be expected to result in a loss of greenfield land and vegetation cover to some extent and would result in an increase in carbon emissions due to development. In 2020, Greater Norwich had a total annual carbon footprint of approximately 1,826,996 tonnes CO<sub>2</sub>, and residents had an average annual carbon footprint of 4.4 tonnes CO<sub>2</sub> per person<sup>34</sup>. At an average of 2.19 people per dwelling<sup>35</sup>, the development of 45,041 new dwellings could increase the local population by approximately 98,559 people. The introduction of 98,559 new residents could therefore potentially increase the annual carbon footprint of the Plan area by 432,573 tonnes, or 24%<sup>36</sup>. Overall, a major negative impact on climate change mitigation and adaptation would be expected.

---

<sup>34</sup> DBEIS (2022) UK local authority and regional carbon dioxide emissions national statistics: 2005-2020. Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics-2005-to-2020> [Date accessed: 24/08/23/23]

<sup>35</sup> People per Dwelling has been calculated using the 2021 Census population estimates (Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationandhouseholdestimatesenglandandwales/census2021>) and dwelling stock (Available at: <https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants>)

<sup>36</sup> Please note this is a coarse precautionary indicator, and greater detail of carbon data would help to better quantify effects.

---

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 5.1.8 Within this policy, in line with Policy 2, development proposals would be required to contribute towards the green infrastructure network. However, the development of 45,041 new dwellings across the Plan area within this policy would be expected to result in a net loss of greenfield land and vegetation cover, including ecologically important soils. Therefore, a minor negative impact on biodiversity would be expected.

### **SA Objective 4 – Landscape**

- 5.1.9 In line with the sustainable development within Policy 2, referred to within this policy, the development of multi-functional green infrastructure links could potentially enhance the local landscape character, strategic gaps would be maintained and the setting and character of sensitive landscape designations such as The Broads would be protected. Therefore, when taking into consideration the likely impacts associated with the provision of 45,041 new homes within this policy, such as the risk of urbanisation of the countryside, a negligible impact on the landscape would be expected overall.

### **SA Objective 5 – Housing**

- 5.1.10 The provision of 45,041 new homes within this policy would be expected to satisfy the identified housing need for Greater Norwich over the Plan period and would therefore, have a major positive impact on housing provision within Greater Norwich.

### **SA Objective 6 – Populations and Community**

- 5.1.11 The housing and employment floorspace allocations within this policy are required to be developed in line with Policies 2 and 4. Policy 2 would be expected to ensure that residents have safe and sustainable access to local services, and Policy 4 would be expected to provide improved bus links and on site facilities. Therefore, a minor positive impact would be expected for this objective.

### **SA Objective 7 – Deprivation**

- 5.1.12 As this policy states that development must be in accordance with Policy 2, it would be expected to result in the creation of sustainable, inclusive and safe communities, with improved provision of and access to local facilities. Therefore, this would be expected to help combat deprivation within these communities, and as such, a minor positive impact would be expected for this objective.

### **SA Objective 8 – Health**

- 5.1.13 Through reference to Policies 2 and 4, it would be expected that this policy would ensure housing allocations provide good access to healthcare and leisure services. This would be expected to be facilitated through improvements to the transport network including public transport and connections in more rural areas. Furthermore, Policy 2 seeks to encourage walking and cycling, providing more opportunities for sustainable transport and facilitating healthier lifestyles, and improving access to a diverse range of natural green spaces. A minor positive impact on health would therefore be expected.

---

### **SA Objective 9 – Crime**

- 5.1.14 As this policy states that development must be in accordance with Policy 2, it would be expected that development proposals should demonstrate how they would help to provide inclusive and safe communities. This could potentially help to reduce the fear of crime within communities, and therefore, have a minor positive impact for this objective.

### **SA Objective 10 – Education**

- 5.1.15 This policy states that infrastructure to support housing allocations would be provided in line with Policy 4, which includes improvements to existing schools and the provision of new schools as required, as well as improvements to the bus, cycling and walking networks. Alongside the requirements of Policy 2 to provide safe and sustainable access to local schools, this would be expected to improve access to educational facilities, including the University of East Anglia. Therefore, a major positive impact on site end users' access to primary and secondary education would be expected.

### **SA Objective 11 – Economy**

- 5.1.16 The provision of 33,000 new jobs and allocation of approximately 360ha of employment land within this policy would be expected to satisfy the employment needs for Greater Norwich over the Plan period. Furthermore, in line with Policy 2, it would be expected that the provision of broadband, fibre optic networks and telecommunications infrastructure within this policy would help to facilitate local businesses and provide opportunities for residents to work from home. Policy 4 would be likely to help improve access to key employment areas including the Cambridge Norwich Tech Corridor, town centres, and Norwich International Airport. Therefore, a major positive impact on the local economy would be expected.

### **SA Objective 12 – Transport and Access to Services**

- 5.1.17 Policy 1 refers to the requirements of Policies 2 and 4 to ensure sustainable provision of supporting infrastructure. Significant improvements to transportation within Greater Norwich would be expected in line with Policy 4, including provision of buses, park and ride system, and improvements to the cycling and footpath networks. Improvements to the existing road and rail networks, as well as the safe and sustainable access requirements within Policy 2, would be likely to help improve accessibility to services and facilities, and provide better connections for more rural areas of Norwich. By focusing development as per the settlement hierarchy set out in this policy, more development is likely to be directed towards larger settlements where there are existing transport options and good access to services. Therefore, a major positive impact would be expected for this objective.

### **SA Objective 13 – Historic Environment**

- 5.1.18 As this policy refers to the requirements within Policy 2 for sustainable development, it would be expected that development proposals would ensure that local characteristics are considered and proposals will respect, protect and enhance the landscape character. Therefore, this would be likely to help protect the character and setting of heritage assets and result in a minor positive impact on the local historic character.



## **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

- 5.1.19 The settlement hierarchy identifies Norwich urban area and the main towns as the major areas for growth. Development within these urban areas would be likely to provide good opportunities for development on previously developed land.
- 5.1.20 In line with Policy 2, this policy would be expected to require development proposals to ensure resource efficiency and sustainable waste management are attained. However, the development of 45,041 new dwellings across the Plan area within this policy would be expected to result in a net loss of ecologically and agriculturally important soil.
- 5.1.21 Between 2021 and 2022, a total of 156,786 tonnes of household waste was collected in Greater Norwich<sup>37</sup>. The average waste generated per capita in England in 2021 was 409kg<sup>38</sup>. Assuming new residents generate 409kg per capita, 98,559 new residents could be expected to increase the total annual waste generated in the Plan area by 40,311 tonnes, or 26%. Therefore, a major negative impact on natural resources across the Plan area would be expected.

## **SA Objective 15 – Water**

- 5.1.22 The development of 45,041 new dwellings across the Plan area within this policy would be expected to result in increased demand for water resources. However, this policy states that development proposals must be in accordance with Policy 2, which requires water quality and efficiency to be protected. Therefore, a negligible impact would be expected for this objective.

## **5.2 Updated Policy 2 – Sustainable Communities**

### **Proposed Main Modification: MMS**

#### **POLICY 2 – SUSTAINABLE COMMUNITIES** (underlined in original)

~~Development must be high quality, contributing to delivering inclusive growth in mixed, resilient and sustainable communities, to enhancing the environment, and to mitigating and adapting to climate change, assisting in meeting national greenhouse gas emissions targets<sup>76</sup>. To achieve this, development proposals are required, as appropriate, to contribute to the achievement of sustainable communities, development proposals should, where relevant, address the following matters:~~

- ~~1. Ensure safe, and convenient and sustainable access for all, including by non-car modes, to on-site and local services and facilities including such as schools, health care, shops, recreation/ leisure/community/faith facilities and libraries; encourage walking, cycling and public transport through the layout of development; and integrate parking to avoid it dominating the streetscape or being a hazard.~~
- ~~2. Make provision for delivery of new and changing technologies (including accommodating technology-based services such as broadband, fibre optic networks, telecommunications, construction methods and electric vehicles); charging.~~

<sup>37</sup> Department for Environment, Food and Rural Affairs (2023) Local Authority Collected Waste Statistics. Available at: <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables-202122> [Date accessed: 24/08/23]

<sup>38</sup> <sup>38</sup> Department for Environment, Food and Rural Affairs (2023) Local authority collected waste management – annual results 2021/22 (Updated April 2023). Available at: <https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results-202122/local-authority-collected-waste-management-annual-results-202122#:~:text=England%20Waste%20from%20Households%3A%202021%20and%202021%2F22&text=This%20is%20equivalent%20to%20409,increase%20of%202.0%20per%20cent.> [Date accessed: 24/08/23]

## Proposed Main Modification: MM8

- ~~3. Contribute Create and contribute to multi-functional green infrastructure links, whether provided on-site or off-site, including through landscaping, street trees and other tree planting, to make best use of site characteristics and integrate into the surroundings, having regard to relevant taking account of local green infrastructure strategies and delivery plans;~~
- ~~4. Make efficient use of land with densities dependent on site characteristics, with higher densities and car-free housing in the most sustainably accessible locations in Norwich. Indicative minimum net densities are 25 dwellings per hectare across the plan area and 40 in Norwich<sup>77</sup>, with development densities taking account of accessibility and local character consideration. For residential development, it is expected that there will be minimum net densities of 40 dwellings per hectare in Norwich and 25 dwellings per hectare elsewhere in the Plan area. Higher densities are encouraged in and close to defined district and town centres, and in particular in the city centre. In the most accessible locations in Norwich, regard should be given to providing low or car-free housing in accordance with Policy DM32 of the Norwich Development Management Policies Local Plan.~~
- ~~5. Respect, protect and enhance local character and aesthetic quality (including landscape, townscape, and the historic environment), taking account of landscape or historic character assessments, design guides and codes, and maintain strategic gaps and landscape settings, including river valleys, undeveloped approaches and the character and setting of the Broads;~~
- ~~6. Provide safe and suitable access for all users, manage travel demand and promote public transport and active travel within a clearly legible public realm including public art where appropriate, with layouts that encourage walking and cycling, whilst also integrating parking in a manner that does not dominate the streetscape and providing a high standard of amenity through planting and the careful choice of materials;~~
- ~~5. Create beautiful, well-designed places and buildings which respect the character of the local area and seek to enhance it through appropriate design, having regard to any local design guidance (including design codes).~~
- ~~7. Create inclusive, resilient and safe communities in which people of all ages have good access to services and local job opportunities, can interact socially, be independent and have the opportunity for healthy and active lifestyles;~~
- ~~6. Promote an inclusive, resilient and safe community through the provision of facilities and services commensurate with the scale and type of the development; and the design and layout of development reflecting best practice to deter crime.~~
- ~~8. Be resource efficient, support sustainable waste management, reduce overheating, protect air quality, minimise pollution and take account of ground conditions;~~
- ~~7. Avoid risks of unacceptable levels of soil, air, water and noise pollution and/or land instability.~~
- ~~8. Avoid locating inappropriate development in areas at risk of flooding by applying the sequential and exceptions tests and ensuring that flood risk is not increased elsewhere. Sustainable drainage systems should be incorporated unless there is clear evidence that this would be inappropriate.~~
- ~~9. Support efficient water management. Flood risk should be minimised, including avoiding inappropriate development in areas at significant risk of flooding, reducing the causes and impacts of flooding, supporting a catchment approach to water management and using sustainable drainage. Development must protect water quality, both surface and groundwater, and be water efficient. To achieve the latter  
Ensure a high level of water efficiency. To achieve this: :
  - ~~a. (i) Housing development will meet the Building Regulations part G (amended 2016) water efficiency higher optional standard, or any equivalent successor;~~
  - ~~b. (ii) Non-housing development will meet the BREEAM “Very Good” water efficiency standard, or any equivalent successor;~~~~If the potential to set more demanding standards locally is established by the Government, the highest potential standard will be applied in Greater Norwich.~~~~

## Proposed Main Modification: MM8

- ~~10. Minimise energy demand through the design and orientation of development and maximise the use of sustainable energy, local energy networks and battery storage to assist growth delivery. This will include:~~
- ~~c. All new development will provide a 19% reduction against Part L of the 2013 Building Regulations (amended 2016);~~
  - ~~d. Appropriate non-housing development of 500 square metres or above will meet the BREEAM “Very Good” energy efficiency standard, or any equivalent successor; except where a lower provision is justified because the requirement would make the development unviable.~~
10. Ensure a low level of energy consumption. To achieve this development proposals should:
- i. Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption and the risk of overheating;
  - ii. Provide for the use of sustainable energy, local energy networks and battery storage where appropriate.

Proposals for free standing decentralised, renewable and/or low carbon energy networks, except for wind energy schemes, will be supported subject to the acceptability of wider impacts.

Wind energy schemes will be supported where the proposal is in a suitable area as identified in a neighbourhood plan or other local plan documents or an area identified as suitable for wind energy development in the Development Plan i.e. within a Neighbourhood Plan or Development Plan Document; or in a Supplementary Planning Document, and consultation has been undertaken to identify planning impacts, these have been addressed, and the scheme has been demonstrated to have the support of the local community.

To assist this broad-based approach:

- i. Planning applications for major developments will be required to be accompanied by a Sustainability Statement (including Health Impact Assessments as appropriate)<sup>78</sup> showing how development will support the above requirements, with housing will address the above matters that are relevant to the proposal. Housing development taking should take account of the National Design Guide (and any subsequent related publications) and optionally making use of tools such as Building for a Healthy Life (or any successor). Other developments will meet the policy requirements as appropriate dependent on site characteristics and proposed uses. Flood risk assessments will be provided separately as required by Government guidance in accordance with the NPPF.
- ii. Master-planning using a recognised community engagement process, as agreed with the local planning authority, will be encouraged on larger sites and particularly for proposed developments of 200 dwellings or 20,000 square metres plus.
- iii. Delivery plans are required with planning applications for 100 dwellings plus to set out the expected timing of the delivery of developments. Where delivery cannot be demonstrated to be in accordance with agreed delivery plans for individual sites, the authorities may make use, where necessary, of their legal powers to bring about strategically significant development, including compulsory purchase. In considering the use of such powers regard will be had to any change of circumstances that might affect delivery, particularly economic factors, and the Delivery Plan will need to be updated accordingly.
- iv. ~~Potential applicants for planning permission for major developments are advised to contact Anglian Water Services in the early stages of producing a development scheme in order to ensure that there is adequate capacity, or capacity can be made available, in the wastewater network. The provision of capacity could affect the timing of development. In locations where there are known to be capacity issues the local authority will expect this engagement to have taken place and for it to be demonstrated that adequate capacity will be available to serve the development (see Appendix 1 Infrastructure Requirements for currently known locations with capacity issues).~~

Consequential change:

Under the section 'To assist this broad-based approach delete section (iv). and move to become a new paragraph of supporting text to follow current paragraph 200 and renumber as appropriate.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
Policy 2 (R19 SA)	+	++	+	+	+	++	+	+	+	+	+	++	+	+	+
Policy 2 (MM)	+	++	+	+	+	++	+	+	+	+	+	++	+	0	+

5.2.1 Policy 2 – Sustainable Communities was assessed in the Regulation 19 SA<sup>39</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM8.

5.2.2 The overall aim of the policy to deliver well-designed new development that is of a high standard and promotes good access to local services is unchanged, however there are a number of wording amendments in relation to energy efficiency, water management and landscape which have been assessed below.

5.2.3 The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy 2 within the Regulation 19 SA, although the removal of wording to promote resource efficiency and sustainable waste management is considered to reduce the potential for positive effects overall against SA Objective 14.

**SA Objective 1 – Air Quality and Noise**

5.2.4 This policy states that development proposals should allow for delivery of new technologies such as electric vehicles. In terms of air quality, electric vehicles are an effective alternative to petrol- and diesel-powered vehicles as they emit a reduced volume of air pollutants which have a negative impact on human health and sensitive habitats. Therefore, this could potentially help to facilitate uptake of low emission vehicles and help to reduce traffic associated emissions. Furthermore, the promotion of public transport and travel by walking or cycling within this policy would be expected to help reduce reliance on car use and relieve local congestion, and as a result, reduce traffic associated emissions and minimise reductions in air quality. The modified policy introduces new text to support the delivery of car-free homes within the most accessible locations in Norwich City. Overall, a minor positive impact would be expected for this objective.

<sup>39</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

---

## **SA Objective 2 – Climate Change Mitigation and Adaptation**

- 5.2.5 This policy states that development proposals should allow for delivery of new technologies such as electric vehicles. The policy also seeks to improve access to local services, enhance public transport networks, introduce car-free homes and minimise energy consumption in new developments through design and layout. Therefore, this could potentially help to facilitate uptake of low emission vehicles and help to reduce Greater Norwich's carbon emissions and exacerbation of climate change.
- 5.2.6 The policy also states that decentralised, renewable or low carbon energy generation schemes would be supported, subject to their associated wider impacts. The promotion of such technologies would decrease reliance on energy that is generated from unsustainable sources, such as fossil fuels, helping to reduce the volume of GHGs that are emitted into the atmosphere, which would in turn reduce the contribution to climate change.
- 5.2.7 In line with government guidance, Flood Risk Assessments would be required for new developments to identify and address fluvial flood risk. Additionally, this policy states that development should ensure inappropriate development is not located in areas at risk of flooding and does not exacerbate flood risk elsewhere, and requires sustainable drainage measures to be incorporated within new developments. This would be expected to reduce the risk of surface water flooding to some extent.
- 5.2.8 Within this policy, development proposals should contribute to the green infrastructure network. Increased green cover would be likely to provide an enhanced carbon storage capacity, and therefore, help to mitigate anthropogenic climate change. Green infrastructure would also be expected to help reduce water runoff rates, and as such, reduce the risk of both fluvial and surface water flooding. The layout and design of new buildings should seek to avoid risk of overheating.
- 5.2.9 Overall, a major positive impact on climate change mitigation and adaptation would be expected.

## **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 5.2.10 Policy 2 seeks to ensure development proposals enhance the environment. This policy states that development proposals should contribute towards green infrastructure links. This could potentially provide additional habitats, and as such, improve the biodiversity value of the landscape to some extent. A minor positive impact on biodiversity would therefore be expected.

## **SA Objective 4 – Landscape**

- 5.2.11 This policy would be expected to protect and enhance the local landscape character and help to ensure that new development is well integrated into the surroundings, strengthening the sense of place. The policy sets out the intention to create "*beautiful, well-designed places which respect the character of the local area and seek to enhance it through appropriate design*", in accordance with local design guidance and design codes. Under the policy, new development would also be required to contribute towards the green infrastructure network, with potential to improve the character and appearance of the local area. A minor positive impact on landscape would therefore be expected.

---

### **SA Objective 5 – Housing**

- 5.2.12 This policy supports the growth of “*an inclusive, resilient and safe community*”, and would be expected to ensure that residential development is provided to meet the differing needs of the population. Therefore, a minor positive impact on housing would be expected.

### **SA Objective 6 – Populations and Community**

- 5.2.13 The policy supports an “*inclusive, resilient and safe community*”, and states that all new development must provide safe access to local services and facilities including shops and community facilities, and encourages access via non-car modes. This could potentially include on-site provision of services, which would be expected to provide increased opportunities for social interaction and vibrant communities. Therefore, this would be likely to have a major positive impact on site end users’ access to local services.

### **SA Objective 7 – Deprivation**

- 5.2.14 This policy refers to the creation of inclusive, resilient and safe communities, with improved provision of and access to local facilities. Therefore, this would be expected to help combat deprivation within these communities, and as such, a minor positive impact would be expected for this objective.

### **SA Objective 8 – Health**

- 5.2.15 This policy states that development proposals should ensure good access to local services is provided, including to healthcare services, recreation and leisure facilities. Furthermore, the requirement to contribute towards the multi-functional green infrastructure network within this policy could potentially increase access to a diverse range of natural habitats. The policy also seeks to encourage the uptake of active travel, providing more opportunities for sustainable transport and facilitating healthier lifestyles. Access to outdoor space and natural habitats is known to be beneficial for mental and physical health. Overall, a minor positive impact would be expected.

### **SA Objective 9 – Crime**

- 5.2.16 This policy states that development proposals should provide inclusive and safe communities, seeking to deter crime through the design and layout of development. This would be likely to reduce crime and the fear of crime within communities, and therefore, a minor positive impact would be expected.

### **SA Objective 10 – Education**

- 5.2.17 Under this policy, development proposals are required to ensure there is safe and sustainable access to local facilities including schools. This could potentially result in a minor positive impact on site end users’ access to educational facilities.

### **SA Objective 11 – Economy**

- 5.2.18 The delivery of new and changing technologies including provision of broadband, fibre optic networks and telecommunications infrastructure within this policy would be expected to benefit local businesses and provide opportunities for home working. Furthermore, the promotion of safe and convenient access, public transport and active travel could potentially provide sustainable transport options and help to improve commuter accessibility. This policy also refers to creating inclusive communities where local residents have good access to services, which would be likely to include local job opportunities. A minor positive impact on the local economy would therefore be expected.

### **SA Objective 12 – Transport and Access to Services**

- 5.2.19 This policy outlines requirements for new developments to provide safe and sustainable access, including via non-car modes, to local services including schools, healthcare facilities, shops and leisure centres. The policy states that developments should encourage the use of active travel and public transport. The promotion of public transport and encouraging residents to walk and cycle would be expected to reduce the number of vehicles on the road and relieve local congestion to some extent. Overall, a major positive impact on transport and access to services would be expected.

### **SA Objective 13 – Historic Environment**

- 5.2.20 This policy requires new development to have regard to local design guidance, including design codes, which would help to ensure that development is well integrated into its surroundings. The requirement to respect and enhance the local character would be expected to include the character and setting of heritage assets. A minor positive impact on the local historic environment would be expected.

### **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

- 5.2.21 The policy sets out density requirements for new development, seeking to deliver higher densities within Norwich City and defined centres, which would help to encourage a more efficient use of land, although there would still be a loss of undeveloped land to some extent across the Plan area. The policy also requires development proposals to reduce potential adverse impacts associated with soil pollution and land instability. Overall, the policy would be expected to result in a negligible impact on natural resources, waste and contaminated land.

### **SA Objective 15 – Water**

- 5.2.22 Under this policy, water pollution would be reduced, and water efficiency would be promoted. This policy states that new housing developments must meet the water efficiency higher optional standard of 110 litres per person per day as set out in the Building Regulations Part G (or its successor), and non-housing development must meet BREEAM 'very good' water efficiency standard or equivalent. Water stress is a key issue for the Plan area. This would help to ensure that water efficiency is promoted throughout the Plan area, resulting in less water waste. Therefore, a minor positive impact would be expected.

## **5.3 Updated Policy 3 – Environmental Protection and Enhancement**

### **Proposed Main Modification: MM9**

**POLICY 3 – ENVIRONMENTAL PROTECTION AND ENHANCEMENT** (underlined in the original)

## Proposed Main Modification: MM9

### The Built and Historic Environment (underlined in the original)

The development strategy of the plan and the sites proposed for development reflect the area's settlement structure of the city, towns and villages, retaining the separate identities of individual settlements.

Development proposals ~~will be required to conserve and~~ should enhance the built and historic environment through:

- ~~being~~ Being designed to create a distinct sense of place and enhance local character, taking account of local design and other guidance, ~~undertaking a heritage impact assessment if significant impacts might arise, and providing measures such as heritage interpretation to further the understanding of local heritage issues; such as conservation area appraisals and historic landscape character assessments;~~
- ~~avoiding~~ Avoiding harm to designated and non-designated heritage assets and historic character, ~~unless there are overriding benefits from the development that outweigh that harm or loss and the harm has been minimised, including their setting, having regard to their level of significance in accordance with the requirements of the NPPF and relevant policies in other Development Plan Documents and Neighbourhood Plans ;~~
- ~~providing~~ Providing a continued or new use for heritage assets whilst retaining their historic significance;
- Undertaking a heritage impact assessment if significant impacts to a heritage asset might arise;
- Where relevant, heritage interpretation measures should be provided to enhance the appreciation and understanding of local heritage assets;
- Respecting landscape character and retaining important views and features, having regard to Landscape Character Assessments and sensitive areas such as landscape settings, strategic gaps and green spaces identified in Local or Neighbourhood Plans, and to the importance of the nationally designated Broads Authority Area and its setting.

~~In applying the above, regard will be given to the level of importance of the heritage asset.~~

### The Natural Environment (underlined in the original)

Development proposals ~~will be required to conserve and~~ should enhance the natural environment (including valued landscapes, biodiversity including priority habitats, networks and species, ancient trees and woodlands, geodiversity, high quality agricultural land and soils) through:

- ~~being~~ Being designed to respect and, retain, and add to, natural assets; taking account of local design and other guidance, ~~and undertaking landscape, biodiversity or other appropriate assessments if significant impacts might arise such as Landscape Character Assessment;~~
- ~~avoiding~~ Avoiding harm to designated and non-designated assets of the natural environment ~~unless there are overriding benefits from the development and the harm has been minimised, having regard to their level of significance (local, national and international) in accordance with the requirements of the NPPF and relevant policies in other Development Plan Documents and Neighbourhood Plans;~~
- Undertaking a relevant assessment (such as a landscape or ecological assessment) if impacts to a natural asset might arise;
- Provision or enhancement of green infrastructure to contribute (directly or indirectly) to the strategic green infrastructure network having regard to local green infrastructure strategies (identified indicatively in Maps 8A and 8B).

~~In applying the above, regard will be given to the level of importance of the natural element asset.~~

In addition, development will deliver net biodiversity gain through the provision of on-site or off-site natural features, creating new or enhancing existing green infrastructure networks that have regard to ~~and help to achieve the~~ local green infrastructure strategies. ~~It will need to~~ should be demonstrated that the gain to biodiversity is a significant enhancement (at least a 10% gain) ~~or~~ compared to the existing situation.

All residential development will address the potential visitor pressure, caused by residents of the development, that would detrimentally impact on sites protected under the Habitats Regulations Directive through:



**Proposed Main Modification: MM9**

- ~~the~~ **The payment of a contribution towards the cost of mitigation measures at the protected sites (as determined under the Norfolk Green infrastructure and Recreational Impact Avoidance and Mitigation Strategy plus an allowance for inflation); and**
- ~~the~~ **The provision or enhancement of adequate green infrastructure, either on the development site or nearby, to provide for the informal recreational needs of the residents as an alternative to visiting the protected sites. This will equate to a minimum of 2 hectares per 1,000 population and will reflect Natural England’s Accessible Natural Greenspace Standard.**

**Any development that would be likely to have a significant effect on a European site, either alone or in combination with other plans or projects, will be subject to assessment under the Habitat Regulations at application stage. If it cannot be ascertained that there would be no adverse effects on site integrity the application will be refused unless it passes the tests set out in Regulation 62, and any necessary compensatory measures will need to be secured.**

**Within the catchments of the River Wensum Special Area of Conservation (SAC), The Broads SAC and the Braodland Ramsar:**

- **Residential development that results in an increase in the level of overnight stays and**
- **Non-residential development that**
  - **by virtue of its scale and type may draw people from outside the catchments of the SACs;**
  - **and/or may generate unusual quantities of surface water;**
  - **and/or, by virtue of the processes undertaken, may contain unusual pollutants within surface water run-off;**

**must provide evidence to enable the Local Planning Authority to conclude through a Habitats Regulations Assessment that the proposal will not adversely affect the integrity of sites in an unfavourable condition.**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
Policy 3 (R19 SA)	+	+	++	+	0	+	0	+	0	0	0	0	++	+	+
Policy 3 (MM)	+	+	++	++	0	+	0	+	0	0	0	0	++	+	+

5.3.1 Policy 3 – Environmental Protection and Enhancement was assessed in the Regulation 19 SA<sup>40</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM9.

5.3.2 This policy outlines the GNDP’s approach to retain, protect and enhance the built environment in terms of the Plan area’s historic assets and cultural significance, as well as the natural environment in terms of designated and undesignated assets and through long-term improvements to the green infrastructure network.

<sup>40</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

- 
- 5.3.3 Whilst the overarching requirements of the policy are unchanged compared to the Pre-Submission Version of the GNLN (as submitted), the proposed modifications include some wording changes relating to the enhancement of the historic environment and the protection of Habitats sites from adverse effects associated with nutrient enrichment. Wording changes relating to landscape are considered to strengthen the performance of the policy with regard to SA Objective 4.
- 5.3.4 The policy states that development proposals should conserve and enhance the built, historic and natural environment. Development is required to be in keeping with the settlement structure, in order to help conserve and enhance the local character and sense of place. The natural environment will be enhanced, taking into account local design guidance and the findings of relevant Landscape Character Assessments. The policy seeks to ensure that important views and strategic gaps would be maintained, which would be expected to reduce the risk of urbanisation of the countryside and coalescence between communities. Furthermore, the setting and character of sensitive landscape designations such as The Broads and its setting would be protected. A major positive impact on the local landscape would therefore be expected (SA Objective 4).
- 5.3.5 Under this policy, development proposals must not cause harm to designated and non-designated heritage assets or the local historic character, and should have regard to their level of significance. A heritage impact assessment must be prepared if the proposed development could result in a significant impact on heritage assets. Furthermore, new development would be encouraged to incorporate heritage interpretation measures, which would help to improve awareness and appreciation of the historic environment. This could include the redevelopment of heritage assets in order to provide new uses, whilst retaining their significance as well as the setting and character of the asset. Therefore, a major positive impact on the local historic environment would be expected (SA Objective 13).
- 5.3.6 The provision of new green infrastructure or enhancements to existing green networks under this policy would be likely to improve habitat connectivity and the provision of stepping-stone habitats. These habitats are particularly important when considering global climatic trends, as they provide opportunities for the movement of species and adaptation to climate change. This policy requires development proposals to conserve and enhance the natural environment and deliver at least 10% biodiversity net gain. The provision of amenity green spaces and requirement for housing developments to provide mitigation measures could potentially help to reduce adverse impacts on sensitive biodiversity sites. Policy 3 also seeks to ensure that the impacts of residential development, including from visitor disturbance and nutrient enrichment at biodiversity sites designated under the Habitats Regulations, is addressed through HRA, ensuring that no adverse impacts on the integrity of Habitats sites arise from development in the Plan area. A major positive impact on biodiversity, geodiversity and green infrastructure would therefore be expected (SA Objective 3).

- 5.3.7 This policy states that the natural environment would be conserved and enhanced, including further contribution to the green infrastructure network. Increased green cover would be expected to contribute towards improved air quality through filtering and removing air pollutants, and increased uptake of carbon dioxide. A minor positive impact on air quality would therefore be expected (SA Objective 1). Green infrastructure would also be expected to help reduce water runoff rates, and as such, reduce the risk of both fluvial and surface water flooding. A minor positive impact on climate change mitigation and adaptation would therefore be expected (SA Objective 2).
- 5.3.8 The provision of amenity green infrastructure in line with Natural England’s Accessible Natural Greenspace Standard would also be likely to provide local residents with good access to space for leisure and recreation and help promote vibrant and interactive communities. Therefore, a minor positive impact on the local population would be expected (SA Objective 6). Furthermore, the development of a multi-functional green infrastructure network within this policy would increase access to outdoor space and natural habitats, which is known to be beneficial for mental and physical health. Therefore, a minor positive impact would be expected for human health (SA Objective 8).
- 5.3.9 The increased green infrastructure cover promoted under this policy would be likely to help reduce water runoff rates and reduce infiltration. Trees and woodland in particular would be likely to improve soil stability and provide increased capacity for natural water storage. Coupled with the requirement to ensure developments do not adversely affect the integrity of Habitats sites in terms of nutrients and water pollution, this could potentially help to protect the quality of groundwater and watercourses and reduce the likelihood of pollutants entering watercourses. A minor positive impact would be expected for water (SA Objective 15).
- 5.3.10 Through conserving and enhancing the green infrastructure networks across the Plan area, this would be expected help to minimise the loss of important soil across the Plan area, and therefore, have a minor positive impact on natural resources (SA Objective 14).
- 5.3.11 Policy 3 would not be expected to directly impact any other SA Objective, and as such these are recorded as negligible (SA Objectives 5, 7, 9, 10, 11 and 12).

## 5.4 Updated Policy 4 – Strategic Infrastructure

### Proposed Main Modification: MM10

#### POLICY 4 - STRATEGIC INFRASTRUCTURE (underlined in the original)

**Strategic infrastructure improvements will be undertaken to support timely delivery of the Greater Norwich Local Plan and the wider growth needs of the area. Key elements will be:**

#### Transport (underlined in the original)

**Transport improvements will support and embrace new technologies and develop the role of Norwich as the regional capital, support strategic growth in the Cambridge Norwich Tech Corridor, improve access to market towns and rural areas and promote sustainable and active transport.**

**Transport infrastructure will be brought forward to support the development aims of this plan. A considerable shift towards non-car modes will be promoted in the Norwich urban area over the plan period. High density growth will be focussed in locations with good access to improved sustainable transport networks and interchanges in Norwich, creating a virtuous cycle where clean transport is prioritised, less use is made of cars and space is used more efficiently and attractively.**

**This will be achieved by:**

## Proposed Main Modification: MM10

- ~~Implementation of Having regard to the Transport for Norwich Strategy including consideration of its aims to:~~
  - ~~Reduce carbon emissions and improve air quality,~~
  - ~~Significantly improve significant improvements to the bus, cycling and walking networks to promote modal shift;~~
  - ~~developing Develop the role of the park and ride system;~~
  - ~~changing Change attitudes to travel;~~
  - ~~delivery of the Norwich Western Link road.~~
- ~~Enhancement of the Major Road Network including provision of the A140 Long Stratton bypass.~~
- ~~Protection of the function of strategic transport routes (corridors of movement).~~
- Continuing to improve public transport accessibility to and between main towns and key service centres, taking account of Norfolk County Council's market towns network improvement strategies.

### And promoting regional connectivity recognising the work already underway on:

- ~~Supporting improvements to the A47, including delivery of the Blofield to North Burlingham, Thickethorn and Easton to East Tuddenham improvements being progressed by Highways England.~~
- ~~Promoting enhancement Enhancement of rail services, including improved journey times and reliability to London and Cambridge, supporting the East-West Rail link and innovative use of the local rail network.~~
- Improvements to the A47, including delivery of the Blofield to North Burlingham, Thickethorn and North Tuddenham to Easton improvements being progressed by National Highways.
- The Norwich Western Link being progressed by Norfolk County Council.
- Enhancement of the Major Road Network including provision of the A140 Long Stratton bypass being progressed by Norfolk County Council.
- Protection of the function of strategic transport routes (corridors of movement).
- Continued investigation of and support for rail freight opportunities.
- Supporting the growth and regional significance of Norwich Airport for both leisure and business travel to destinations across the UK and beyond.
- ~~Continuing to improve public transport accessibility to and between main towns and key service centres, taking account of Norfolk County Council's market towns network improvement strategies.~~

### Other Strategic Infrastructure (underlined in the original)

The Greater Norwich local authorities and partners including utility companies will work together in relation to the timely delivery of improvements to infrastructure, including that set out in appendix 1 and to:

- The energy supply network including increased capacity at primary substations at Cringleford, Peachman Way, Sprowston and Earlham Grid Local and/or innovative smart solutions to off-set the need for reinforcement;
- Water supply and sewerage network improvements including the waste-water network at Whitlingham water recycling centre, the Yare Valley sewer and elsewhere to protect water quality and designated habitats;
- ~~health Health~~ care infrastructure.
- Police infrastructure.

School capacity will be increased to provide for growth by improvements to existing schools and the provision of new schools as required, including primary schools on strategic development sites and a new high school in the North East growth area as identified in appendix 1.

In line with other policies in this plan, a multi-functional strategic green infrastructure network will be further developed as set out in maps 8A and B.

### On-site and local infrastructure, services and facilities (underlined in the original)

Development proposals will provide on-site services and facilities and support local infrastructure capacity improvements through on-site provision, providing land and developer contributions.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
Policy 4 (R19 SA)	-	-	0	+/-	0	+	0	+	0	++	+	++	+/-	0	+
Policy 4 (MM)	-	-	0	+/-	0	+	0	+	0	++	+	++	+/-	0	+

- 5.4.1 Policy 4 – Strategic Infrastructure was assessed in the Regulation 19 SA<sup>41</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM10.
- 5.4.2 This policy focuses on the delivery of strategic infrastructure required to support growth within the GNL P area. This includes the provision of local services and infrastructure, as well as meeting strategic transport, energy, water, health and education needs.
- 5.4.3 The proposed modification does not substantially change the policy but introduces some amendments to wording regarding Norfolk County Council’s role in providing highways upgrades, including the Norwich Western Link.
- 5.4.4 This policy outlines a number of improvements to transportation within the Plan area, including significant improvements to public transport provision and road links through the Transport for Norwich Strategy. Improved provision of buses, including developments to the park and ride system, and improvements to the cycling and footpath networks would be likely to improve the uptake of sustainable transport.
- 5.4.5 Improvements to the existing road network, including the main transport routes, would be likely to provide better connections for more rural areas of Greater Norwich. This policy would also help to promote the enhancement of existing rail services, providing improved services to major centres outside the Plan area such as London and Cambridge. A major positive impact on transport and access to services would therefore be expected (SA Objective 12).
- 5.4.6 Transport improvements would be expected to improve access to existing facilities. Further improvements to local infrastructure facilitated through developer contributions towards on-site services and facilities would be expected to provide good access to local services for site end users. A minor positive impact would therefore be expected for the local community (SA Objective 6).

<sup>41</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

- 5.4.7 Transport improvements and enhanced access to local infrastructure would be likely to include improved access to schools and higher education. Under this policy, school capacity within the Plan area would be increased, via extensions to existing schools or provision of new schools where required, including primary schools on strategic development sites and a new high school in the North East growth area. Therefore, a major positive impact on site end users' access to primary and secondary education would be expected (SA Objective 10).
- 5.4.8 Furthermore, the transport improvements within this policy would be expected to provide good connections to key employment areas including the Cambridge Norwich Tech Corridor and town centres. This policy also states that the growth of Norwich International Airport would be supported. Expansion of this airport would be expected to provide increased opportunities for business travel and provide additional employment opportunities. These improvements would also be likely to improve site end users' access to employment opportunities, and therefore, result in a minor positive impact on the local economy (SA Objective 11).
- 5.4.9 Improvements to public transport provision and enhancement of sustainable travel options, aiming to result in "*a considerable shift towards non car modes*" could potentially help to reduce site end users' reliance on private car use, and as such, reduce transport-related GHG emissions. The policy also refers to the aim of the Transport for Norwich Strategy to "*reduce carbon emissions and improve air quality*". Despite this, it would be likely that the improvements to infrastructure within this policy including the enhancement to the major road network, rail services and Norwich International Airport would result in a reduction in air quality and increase in noise pollution to some extent, during construction and operation. Overall, a minor negative impact on air quality and noise would be expected (SA Objective 1). Furthermore, these infrastructure improvements would be likely to result in an increase in carbon emissions to some extent. Balancing the proposed infrastructure to be delivered alongside the promotion of sustainable travel modes, overall a minor negative impact on climate change mitigation would be expected (SA Objective 2).
- 5.4.10 This reduction in air quality could potentially have adverse implications for human health, such as by increasing the risk of respiratory disorders. However, in terms of access to health facilities, the enhancements to the road network would be expected to help improve connections between more rural areas to the centres where health facilities are likely to be concentrated. Improvements to healthcare infrastructure under this policy could potentially help to improve site end users' access to GP surgeries and NHS hospital facilities across the Plan area. Improved bus links would be expected to help improve connections to existing and potential new facilities, and improved pedestrian and cycle access would help to encourage healthy lifestyles. Overall, a minor positive impact would be expected for the health and wellbeing of residents (SA Objective 8).

- 5.4.11 Details regarding the scale and specific location of enhancements to the road networks are not known at this stage. Therefore, potential adverse impacts on the local landscape character, or the setting of any heritage assets located in these areas, are unknown. These are recorded as uncertain impacts under the landscape and historic environment (SA Objectives 4 and 13). The potential environmental effects of any such road schemes should be explored through project-level environmental assessments to ensure that adverse effects are avoided or mitigated.
- 5.4.12 It is not be anticipated that the enhancements to the transport networks would result in a significant loss of previously undeveloped land, or ecologically/agriculturally important soil. A negligible impact on natural resources would be expected (SA Objective 14).
- 5.4.13 This policy notes that the integrity of designated habitats should be protected via improvements to some elements of the waste water network. This would be likely to ensure the quality and biodiversity value of these habitats is not adversely affected. Furthermore, improvements to the green infrastructure network would be supported under this policy. However, the improvements to infrastructure within this policy including enhancements to the road, rail and air travel networks would have potential to result in adverse impacts on biodiversity to some extent, for example in terms of air quality impacts. Overall, a negligible impact on biodiversity would be expected (SA Objective 3).
- 5.4.14 The improvements to the water supply and waste water network, including Whitlingham water recycling centre and the Yare Valley sewer system, would be expected to result in a minor positive impact on water efficiency (SA Objective 15).

## 5.5 Updated Policy 5 – Homes

### Proposed Main Modification: MM11

#### POLICY 5 – HOMES (underlined in the original)

Residential proposals should address the need for homes for all sectors of the community having regard to the latest housing evidence, including a variety of homes in terms of tenure and cost. New homes should provide for a good quality of life in mixed and inclusive communities and major development proposals should provide adaptable homes to meet varied and changing needs.

This will be achieved as follows:

#### Affordable Housing (underlined in the original)

Major residential development proposals<sup>98</sup> and ~~purpose-built student accommodation~~ will provide:

- ~~at~~ **At least 33% affordable housing on-site across the plan area, except in Norwich City Centre (as defined in map 10) where the requirement is at least 28%, or where**
  - a) the site is allocated in a Neighbourhood Plan for a different percentage of affordable housing, or
  - b) ~~for brownfield sites where~~ the applicant can demonstrate that particular circumstances justify the need for a viability assessment at decision-making stage;
- ~~affordable~~ **Affordable** housing on-site except where exceptional circumstances justify off-site provision;
- ~~a~~ **A** mix of affordable housing sizes, types, and tenures in agreement with the local authority, taking account of the most up-to-date local evidence of housing need. ~~This will include 10% of the affordable homes being available for affordable home ownership where this meets local needs;~~
- ~~affordable~~ **Affordable** housing of at least equivalent quality to the market homes on-site.

The sub-division of a site to avoid affordable housing provision will not be permitted.

#### Space Standards (underlined in the original)

## Proposed Main Modification: MM11

All housing development proposals must meet the Government’s Nationally Described Space Standard for internal space or any successor.

### Accessible and Specialist Housing (underlined in the original)

Development proposals providing specialist housing options for older people’s accommodation and others with support needs, including sheltered housing, supported housing, extra care housing and residential/nursing care homes will be ~~supported~~ **permitted** on sites with good access to local services including on sites allocated for residential use unless there are significant adverse impacts that justify a refusal of planning permission. Irrespective of C2 or C3 use class classification, specialist older people’s housing will provide 33% affordable housing or 28% in the city centre.

~~Proposals are particularly encouraged where Norfolk County Council identifies a strategic need for extra care housing.~~

The identification by Norfolk County Council of a strategic need for specialist housing which the proposal can address will be a material consideration.

To meet changing needs by providing accessible and adaptable homes, proposals for major housing development are required to provide at least 20% of homes to the Building Regulation M4(2){4} standard or any successor.

### Gypsies and Travellers, Travelling Show People and Residential Caravans (underlined in the original)

Planning applications that result in the loss of authorised pitches or plots will not be permitted unless:

- Replacement pitches or plots are provided: or
- It is demonstrated that the pitches or plots are no longer needed.

The need for 52 pitches for Gypsies and Travellers will be provided for by:

- Allocations in the Sites Plan for a minimum of 30 deliverable pitches:

<u>Sites</u>	<u>Pitches</u>
<u>Land north of Shortthorn Road, Stratton Strawless</u>	<u>4</u>
<u>Romany Meadow, The Turnpike, Carleton Rode</u>	<u>6</u>
<u>Land off Upgate Street, Carleton Rode</u>	<u>4</u>
<u>Land at the Oaks, Reepham Road, Foulsham</u>	<u>5</u>
<u>Land at Strayground Lane, Wymondham</u>	<u>12</u>
<u>Land off Brick Kiln Road, Hevingham</u>	<u>5</u>
<u>Land off Buxton Road, Eastgate, Cawston</u>	<u>2</u>
<u>Total Pitches</u>	<u>38</u>

- An allocation for approximately 10 developable pitches at Ketteringham Depot; and
- The anticipated delivery of at least 12 windfall pitches.

The need for 43 Travelling Showpeople plots will be provided through windfall proposals.

~~Development for Gypsy and Traveller sites, Travelling Show People sites and residential caravans will be acceptable where proposals~~ Windfall proposals for new Travelling Showpeople plots, pitches for Gypsies and Travellers and for residential caravans can be within or outside settlement boundaries. Subject to meeting other policies in the development plan, proposals will be permitted where the site:

- have safe and sustainable access to schools and facilities; Is within reasonable travelling distance of schools, services and shops, preferably by foot, cycle or public transport;
- have Has suitable vehicular access;
- provide for ancillary uses and Provides for appropriate landscaping;
- are Is of a scale which is in keeping with its surroundings, including small-scale extensions to existing sites; and
- For Travelling Showpeople plots, provides necessary storage for equipment.

For transit pitches providing temporary accommodation the following additional criteria apply:

- the The site is conveniently accessible to the main ‘A’ and ‘B’ class road network; and,



**Proposed Main Modification: MM11**

- ~~an~~ **An agreement is in place for satisfactory site management, including the maximum period and frequency of stay.**

**Purpose-built Student Accommodation** (underlined in the original)

~~Development proposals for purpose-built student accommodation will be supported at the UEA campus where they are in accordance with~~ **will have regard to the UEA Development Framework Strategy (DFS) or any successor documents. Purpose-built student accommodation within the boundaries of the UEA campus will not be required to provide an onsite or commuted sum contribution to affordable housing.**

Away from the UEA campus, proposals for purpose-built student accommodation will be supported where the need for the development is justified by the current or proposed size of Norwich’s higher educational institutions and the proposal will:

- ~~be~~ **Be in a location otherwise suitable for residential development with sustainable access to the institutions served;**
- ~~be~~ **Be of a scale large enough to provide for high standards so that services and amenities are provided on-site to ensure high standards of student welfare;**
- ~~contribute~~ **Contribute to a mixed and inclusive neighbourhood, not dominating existing residential communities;**
- ~~provide~~ **Provide a mix of accommodation types for a wide range of students to meet a range of needs in the student accommodation market; and**
- ~~make provision for a policy-compliant proportion of affordable housing that would be expected if the site were developed for general needs housing. Such provision may be made off-site through a commuted sum as set out in supplementary planning documents~~ **Be required to pay a commuted sum sufficient to provide an off-site policy compliant level of affordable housing for which a supplementary planning document will give more detailed guidance on the methodology for calculating equivalent dwellings from student accommodation.**

All consents will be restricted so the use of the accommodation is secured for students only.

**Self/Custom-Build** (underlined in the original)

~~Except for flats and in other schemes where it would be clearly impractical,~~ **at least 5% of plots on residential proposals of 40 dwellings or more should provide serviced self/custom-build plots unless:**

- ~~a~~ **A lack of need for such plots can be demonstrated; or**
- ~~plots~~ **Plots have been marketed for 12 months and have not been sold.**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
Policy 5 (R19 SA)	0	0	0	0	++	+	+	+	0	+	0	0	0	0	0
Policy 5 (MM)	0	0	0	0	++	+	+	+	0	+	0	0	0	0	0

- 
- 5.5.1 Policy 5 – Homes was assessed in the Regulation 19 SA<sup>42</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM11.
- 5.5.2 This policy focuses on the delivery of housing and accommodation to meet the needs of the Greater Norwich over the plan period.
- 5.5.3 The proposed modification does not substantially change the policy but introduces some amendments to wording regarding student accommodation, allowing for viability testing at the planning application stage for residential sites, and permitting older persons accommodation on housing sites with good access to services. The most substantial change relates to Gypsy and Traveller growth, reflecting the outcomes of the Focused Consultations and dedicated Examination Hearings on this matter. This includes details added to the policy regarding the allocated Gypsy and Traveller sites; it should be noted that each site has been appraised in the SA (see the Gypsy and Traveller Sites and Policies SA Addendum Report, June 2023<sup>43</sup>).
- 5.5.4 Whilst the modifications introduce greater clarity and detail regarding some aspects of housing and accommodation delivery, the overall sustainability performance of the policy is considered to be unchanged for the purposes of the SA.
- 5.5.5 This policy would be expected to help ensure that residential needs for all sectors of the community are met, including provision of affordable housing, custom-build housing, as well as accommodation for older people, students, Gypsies, Travellers, and Travelling Showpeople. Therefore, a major positive impact on housing provision across the Plan area would be expected (SA Objective 5).
- 5.5.6 This provision of housing to meet the needs of all sectors of the community would be likely to help promote inclusive and vibrant communities, and as such, have a minor positive impact on the local population and community (SA Objective 6). Adaptable homes for older residents or those with specific needs would be expected to ensure that vulnerable people receive accommodation and care that is appropriate to their needs and seeks to improve health. Furthermore, this policy would help to ensure that all development meets the national internal space standards. Therefore, a minor positive impact would be expected on health and wellbeing (SA Objective 8).
- 5.5.7 Development proposals for student accommodation associated with the University of East Anglia would be supported under this policy. Criteria are set out in the policy to ensure that off-campus student accommodation is supported by local services and amenities. This would be expected to help facilitate purpose built, high-quality affordable accommodation for people studying at higher education levels, and therefore, would be likely to have a minor positive impact on education (SA Objective 10).

---

<sup>42</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

<sup>43</sup> Lepus Consulting (2023) Sustainability Appraisal of the Greater Norwich Local Plan Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report, June 2023. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-06/H4.2%20G%20Sustainability%20Appraisal%20June%202023%20with%20ERRATUM%209.6.23.pdf> [Date accessed: 21/08/23]

5.5.8 Deprivation can be measured using a range of indices. It is likely that the development of more high-quality affordable homes and increased educational opportunities would have a minor positive impact on deprivation (SA Objective 7).

## 5.6 Updated Policy 6 – The Economy

### Proposed Main Modification: MM12

#### POLICY 6 - THE ECONOMY (underlined in the original)

1. Sufficient employment land is allocated in accessible locations to meet identified need and to provide for choice. Opportunities for sustainable access to sites should be maximised through development proposals and infrastructure investment.
2. The needs of small, medium and start-up businesses are addressed through:
  - ~~the~~ The allocation and retention of smaller scale employment sites across the area, with limited expansion where this can be justified;
  - ~~encouraging~~ Encouraging the provision of small-scale business opportunities in all significant residential and commercial developments ~~and through the appropriate use of rural buildings;~~
  - Support for rural enterprises through the conversion of rural buildings, the development and diversification of agricultural and other land based rural businesses and well-designed new build. If new build development is proposed to meet local business and community needs in rural areas the use of previously developed land and sites that are physically well-related to existing settlements should be encouraged where suitable opportunities exist. For sites beyond existing settlements and in locations not well served by public transport then development should be well designed and sensitive to its surroundings, should not have an unacceptable impact on local roads and should exploit any opportunities to make the location more sustainable.
  - Encouraging flexible building design and innovative approaches in new and existing residential developments to encourage local working and business opportunities.
3. Larger scale needs are addressed through the allocation of sufficient land to provide a choice and range of sites, including key <sup>401</sup>strategic sites targeted at specific sectors. Investment strategies will ensure that a readily available supply of land is maintained throughout the plan period.
4. Land identified for employment uses in this local plan will only be considered for other uses that are ancillary to and supportive of its employment role.
5. Tourism, leisure, environmental and cultural industries will be promoted and assisted by:
  - ~~the~~ The general emphasis in this local plan on achieving high quality design, resource efficiency, environmental enhancement and retention of local distinctiveness;
  - ~~protection~~ Protection, enhancement and expansion of the green infrastructure network;
  - ~~encouragement~~ Encouragement for sustainable tourism initiatives and development that supports cultural industries;
  - ~~promotion~~ Promotion of the creative industries cluster focussed on the city centre.
6. Opportunities for innovation, skills and training will be expanded through facilitating the expansion of, and access to, vocational, further and higher education provision.

#### Key strategic employment areas (underlined in the original)

Key strategic employment areas and their main uses are:

Strategic Employment area and their primary uses	Existing undeveloped land available (hectares, April 2018)	New allocations (hectares)	Total employment allocations (hectares)
Norwich city centre with a focus on expansion of office, digital and creative industries, retail and leisure provision	30.8 (all part of mixed-use sites)	0	30.8
The Norwich Airport area and in particular:	35	46.5	81.5

**Proposed Main Modification: MM12**

<ul style="list-style-type: none"> <li>a new site on the northern edge of the airport accessed directly from the Broadland Northway of 46.5ha and focussed on aviation related activities; and</li> <li>a site of around 35ha at the A140/Broadland Northway junction and focussed on uses benefiting from an airport location</li> </ul>			
Browick Interchange, Wymondham (for general employment uses)	22	0	22
Longwater - consolidation of activity through intensification of employment uses and completion of the existing allocation	12	0	12
Rackheath (for general employment uses)	25.6	0	25.6
The complex of general business parks at Thorpe St Andrew (Broadland Business Park, St Andrews Business Park and Broadland Gate);	33.1	0	33.1
Norwich Research Park including the Norfolk and Norwich University Hospital and the University of East Anglia; providing for significant expansion of health, higher education and science park activity	32.7	6.9	39.6
Hethel including a technology park of around 20ha managed to focus on advanced engineering and the growth of technology capabilities	20	0.8	20.8
The Food Enterprise Park at Easton/Honingham supporting the agri-food sector	18.7	0	18.7
<b>Total</b>	<b>229.9</b>	<b>54.2</b>	<b>284.1</b>

Town Centres (underlined in the original)

The development of new retailing, leisure, offices and other main town centre uses will be subject to the sequential approach ~~and out-of-centre impact assessment~~, as defined by Government policy and guidance, and will be encouraged at a scale appropriate to the form and functions of the following hierarchy of defined centres:

1. Norwich city centre;
2. The town centres of Aylsham, Diss, Harleston and Wymondham, and within the Norwich urban area, the large district centres at Anglia Square/Magdalen Street and Riverside;
3. The large village and district centres of: Acle, Coltishall, Hethersett, Hingham, Loddon, Long Stratton, Poringland and Reepham, and within the Norwich urban area at Aylsham Road, Drayton Road, Bowthorpe, Dereham Road, Eaton centre, Earlham House, Harford Place (Hall Road/Sandy Lane), Larkman centre, Plumstead Road, Sprowston Road, Old Catton and Dussindale (Thorpe St Andrew). New district centres to be established in accordance with the Growth Triangle Area Action Plan;
4. Local centres, including new and enhanced local centres serving major growth locations.

Proposals for retail and leisure development outside town centres will also be subject to an impact assessment where necessary, as defined by Government policy and guidance. In order to prevent the proliferation of town centre uses in out-of-centre and edge-of-centre locations and to control their character, conditions will be used to restrict permissions granted for office, light industrial or research and development changing to other uses within Class E.

Development and investment consistent in scale with the function of the centre are encouraged at all levels of the hierarchy to enhance the range of businesses and facilities available locally. Development should seek to enhance the environment and economy of centres, and of villages with more dispersed services, to protect their function and ~~avoid the loss of commercial premises or local services~~ provide a range of uses and active frontages to support the centre's vitality and viability.

Local Retail and Leisure (new title – to be underlined)

Small scale retail and leisure developments serving local needs ~~are encouraged~~ will be permitted to serve new residential developments and existing residential areas, subject to compliance with other

**Proposed Main Modification: MM12**

**development plan policies impact on local amenity, in existing residential areas and to support village life and promote active travel.**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
Policy 6 (R19 SA)	-	-	0	+	0	0	0	0	0	+	++	0	0	+	0
Policy 6 (MM)	-	-	0	+	0	0	0	0	0	+	++	0	0	+	0

- 5.6.1 Policy 6 – The Economy was assessed in the Regulation 19 SA<sup>44</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM12.
- 5.6.2 This policy focuses on supporting inclusive economic growth through the delivery of 284ha of employment land and supporting infrastructure, in order to meet the varied needs of the GNLP area whilst maintaining sustainable growth across a variety of sectors.
- 5.6.3 The proposed modification does not substantially change the policy but introduces some amendments to wording regarding the promotion of small scale rural enterprises, the operation of the sequential test and the use of conditions to control the character of development, and supporting town centre vitality and viability.
- 5.6.4 The provision of employment land under this policy, including land suitable for businesses of a range of scales and situated in accessible locations, would be expected to help ensure that employment needs across the Plan area are met. Furthermore, emphasis is made within this policy to the provision of employment choice, and the promotion of a range of industries including tourism and cultural sectors. The proposed main modification introduces specific support for rural enterprises including rural and agricultural diversification, provided such proposals are well located and designed. Therefore, this policy would be expected to have a major positive impact on the local economy (SA Objective 12).
- 5.6.5 This policy includes improvements to the provision of vocational, further and higher education provision. In addition to improving local employability skills, this would be expected to have a minor positive impact on access to a range of education opportunities (SA Objective 10).

<sup>44</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

- 5.6.6 By focusing development of employment sites firstly in Norwich city centre, followed by town and district centres, large villages and lastly local centres, it would be likely that this policy would help to promote the efficient use of land including development on brownfield sites. Therefore, this would be expected to help protect agriculturally important land. A minor positive impact would be expected on natural resources (SA Objective 14).
- 5.6.7 The majority of the allocations within this policy comprise existing employment sites. However, the proposed development of approximately 54ha of new employment sites across the Plan area within this policy would be expected to result in a reduction in local air quality to some extent. Furthermore, this policy includes allocations within Norwich city centre. This could potentially result in a worsening of air quality within or in close proximity to the Central Norwich AQMA. Therefore, a minor negative impact on local air quality would be expected (SA Objective 1).
- 5.6.8 Although the implementation of the green infrastructure network noted within this policy would be expected to increase the carbon storage capacity of the natural environment and help the adaptation to climate change to some extent, it would be likely that the development of employment space would result in an increase in carbon emissions to some extent. Furthermore, the development of new employment sites would be likely to generate a greater volume of traffic as a result of people commuting to work. Therefore, a minor negative impact on climate change mitigation and adaptation would be expected (SA Objective 2).
- 5.6.9 Through the implementation of this policy, it would be expected that the local character and distinctiveness would be retained through high-quality design and enhancement of the local area, including the implementation of the green infrastructure network and requiring active frontages for retail developments. The proposed modification would also ensure that proposals for out-of-town retail and leisure developments are subject to relevant impact assessments to identify and allow avoidance or mitigation of adverse effects. Therefore, this would be likely to result in a minor positive impact on landscape, through the safeguarding and enhancement of the local landscape character (SA Objective 4).
- 5.6.10 Although Policy 6 seeks to protect, enhance and expand the green infrastructure network, the development of 54ha of new employment land could potentially result in the loss of some habitats, and therefore, on balance, a negligible impact on biodiversity would be likely (SA Objective 3). It is acknowledged that emerging Biodiversity Net Gain requirements may lead to longer term positive effects, if net gains are successful.

## 5.7 Updated Policy 7.1 – The Norwich Urban Area Including the Fringe Parishes

### Proposed Main Modification: MM13

**POLICY 7.1 – The Norwich Urban Area including the fringe parishes** (underlined in the original)

**Norwich and the fringe parishes<sup>107</sup> will be the area’s major focus for jobs, homes and service development to enhance its regional centre role and to promote major regeneration, the growth of strategic and smaller scale extensions and redevelopment to support neighbourhood renewal. The area will provide ~~30,500~~ 27,960 additional homes and sites for a significant increase in jobs, including around 257 hectares of undeveloped land allocated for employment use.**

### Proposed Main Modification: MM13

To achieve this, development sites will be focussed in the city centre, in strategic regeneration areas in East Norwich and the Northern City Centre and at strategic urban extensions<sup>108</sup> in the north-east and west as well as other locations across the urban area as follows:

Housing (underlined in the original)

Part of Norwich Urban area	Existing deliverable commitment (including uplift + delivery 2018/19)  Existing planning permissions (including completions 2018/19 - 2021/22).	New allocations  -Homes forecast to be delivered from allocated sites by March 2038	Total deliverable housing commitment  2018 – 2038
<b>City centre</b>			
Northern City Centre Strategic Regeneration Area	1,533 <u>584</u>	25 <u>1,023</u>	1,558 <u>1,607</u>
Other city centre sites	<del>2,724</del> <u>2,664</u>	200 <u>610</u>	<del>2,924</del> <u>3,124</u>
<b>City centre total</b>	<b><del>4,257</del> <u>3,248</u></b>	<b><del>225</del> <u>1,633</u></b>	<b><del>4,482</del> <u>4,731</u></b>
<b>East Norwich</b>			
East Norwich Strategic Regeneration Area	770	<del>3,230</del> <u>2,230</u>	4,000 <u>3,000</u>
<b>Elsewhere in the urban area (* denotes strategic urban extensions)</b>			
Colney	4	<del>200</del> <u>111</u>	204 <u>115</u>
Costessey	529 <u>581</u>	0	529 <u>581</u>
Cringleford*	<del>1,771</del> <u>1,257</u>	0 <u>508</u>	<del>1,771</del> <u>1,765</u>
Drayton	404 <u>415</u>	0	404 <u>415</u>
Easton*	1,046 <del>-963</del>	0	1,046 <u>963</u>
Hellesdon*	1,351 <u>1,151</u>	0	1,351 <u>1,151</u>
Other sites in Norwich	<del>2,160</del> <u>1,624</u>	180 <u>315</u>	<del>2,340</del> <u>2,089</u>
Three Score, Bowthorpe*	908 <u>903</u>	0	908 <u>903</u>

**Proposed Main Modification: MM13**

Taverham*	424 <u>93</u>	1,417 <u>1,425</u>	1,538 <u>-1,1518</u>
The Growth Triangle*	12,087 <u>9,359</u>	1,420 <u>760</u>	13,507 <u>10,119</u>
Thorpe St. Andrew	386 <u>404</u>	0	386 <u>404</u>
Trowse	181	0	181
Other sites in urban area (Old Catton, Keswick, Sprowston)	44 <u>23</u>	0	44 <u>23</u>
<b>Elsewhere in urban area total</b>	<b>20,992</b> <b><u>16,958</u></b>	<b>3,217</b> <b><u>3,119</u></b>	<b>24,209</b> <b><u>20,227</u></b>
<b>Norwich Urban Area Total</b>	<b>26,019</b> <b><u>20,976</u></b>	<b>6,672</b> <b><u>6,982</u></b>	<b>32,691</b> <b><u>-27,958</u></b>

**Employment** (underlined in the original)

Part of Norwich Urban Area	Existing undeveloped employment allocations (hectares, April 2018)	New allocations (hectares)	Total undeveloped employment allocations (hectares)
See policies 1 and 6 for the strategic sites in the Norwich Urban Area	187.9	46.9	245.8
Hellesdon	1.4	0	1.4
Taverham	5.6	0	5.6
Harford Bridge	4	0	4
<b>Norwich urban area total</b>	<b>198.9</b>	<b>46.9</b>	<b>256.8</b>

Other small-scale housing and employment development will be acceptable in principle elsewhere in the Norwich urban area subject to meeting other policies in the development plan.

**The City Centre** (underlined in the original)

Norwich city centre’s strategic role as key driver for the Greater Norwich economy will be strengthened. Development in the city centre will provide a high density mix of employment, housing, leisure and other uses. Intensification of uses within the city centre to strengthen its role as a main regional employment, retail, cultural and visitor centre, providing a vibrant and diverse experience for all, will be supported.

Comprehensive redevelopment of the large district centre at Anglia Square and surrounding vacant land will provide a viable, high density, housing-led mixed-use development including retailing, employment, community and leisure facilities. The redevelopment of Anglia Square will be the catalyst for change in the wider Northern City Centre strategic regeneration area identified on the Key Diagram and defined in map 910.

**1. Economy**

To ensure a strong employment base, development should provide a range of floorspace, land and premises as part of mixed-use developments. Development should promote more intensive use of land to meet identified needs for start-up and grow-on space for small and medium sized enterprises



## Proposed Main Modification: MM13

including the digital creative industries, technology, financial and cultural and leisure services clusters.

To support this, loss of existing office floorspace will be resisted:

- a) Within the areas defined under the 'Article 4 direction relating to the conversion of offices to residential';
- b) For all statutory listed office buildings situated within the city centre (as defined by map 10); unless it can be demonstrated that its loss will not be of detriment to Norwich's office economy.

Development of buildings for further and higher education, training and lifelong learning will be supported in the city centre. The development of purpose-built student accommodation will be accepted where it accords with the criteria in policy 5.

### 2. Retail and main town centre uses

~~The centre's retail function of the City Centre's primary and secondary retail areas and the large district centres~~ will be supported as part of a complementary range of uses. Provision for any additional comparison retail floorspace will ~~primarily be met through the intensification of retail use on existing sites~~ be focused on these centres in accordance with the sequential approach and improvements to the quality of existing retail provision will be supported.

Proposals for new development and change of use in the City Centre's primary and secondary retail areas and the large district centres (as defined in policy 6) will be ~~accepted~~ permitted where they:

- ~~• contribute to meeting identified needs for new retail floorspace and other main town centre uses, including speciality and independent shopping and small-scale retailing; or~~
- promote ~~promote~~ diversification of services and facilities to ensure that vitality and vibrancy can be maintained throughout the day and evening; or
- ~~provide~~ Provide mixed-use development including housing, high quality employment, flexible working, education, leisure, culture and entertainment, where this supports and complements the function of the centre; or
- ~~secure~~ Secure the beneficial redevelopment and adaptation of disused and underused land and premises including redundant retail floorspace and adaptation of upper floors to residential uses.

### 3. Leisure, culture and entertainment and the visitor economy

The city centre's leisure cultural and entertainment offer will be supported and expanded. Development of new leisure and cultural facilities, hotels and other visitor accommodation to strengthen the city centre's role as a visitor and cultural destination will be accepted in accessible locations well related to centres of activity and transport hubs. Leisure uses, including uses supporting the early evening economy, will be accepted within the defined city centre ~~leisure area where noise and disturbance issues can be mitigated and where they do not have detrimental effect on the retail offering, especially in the primary retail area. A sequential approach will be used to determine applications for leisure uses outside the defined leisure area.~~ where they:

- Are compatible with the surrounding uses;
- Would not give rise to unacceptable amenity and environmental impacts which could not be overcome by the imposition of conditions; and
- Would not have a detrimental impact upon the character and function of the city centre or undermine its vitality and vibrancy.

Late-night uses will only be accepted in the designated Late-Night Activity Zone.

### 4. Housing

To maximise the potential of the city centre to deliver new homes, housing will shall be required provided on the ~~specific~~ allocated sites detailed in the Sites document.

### 5. The Built, Natural and Historic Environment

To protect and enhance the distinctive natural and built environment and heritage assets of the city centre:

- A programme of improvements to public spaces, as illustrated in a public realm infrastructure plan, will be implemented through a combination of public investment on the highway / publicly owned land and private investment in association with development proposals;

## Proposed Main Modification: MM13

- New development proposals will respect the character of the city centre conservation area and address the principles set out in the City Centre Conservation Area Appraisal (or any successor), providing innovative and sustainable design; in particular in relation to scale, mass, height, layout and materials.
- Riverside development will ~~assist in delivering~~ have regard to the policies/ priorities of the River Wensum Strategy (or any successor), including provision of a riverside walk. ~~Riverside development should support and enable achievement of the strategy's longer-term plans.~~

### 6. Access and Transportation

Development will be required to contribute to measures promoted by Transport for Norwich to improve accessibility, connectivity, legibility and permeability within the city centre.

East Norwich (underlined in the original)

Development of sites allocated in the East Norwich ~~sStrategic r~~Regeneration ~~a~~Area (ENSRA) identified on the Key Diagram and defined on map 910 including Carrow Works (which includes Carrow House), the Deal Ground (including the former May Gurney site), and the Utilities Site and Land in front of ATB Laurence Scott will create a highly sustainable mixed-use gateway quarter accommodating substantial housing growth and optimising economic benefits. ~~Development across the sites~~ It will provide in the region of ~~4,000 additional~~ 3,362 homes in the plan period and significant new employment opportunities for around ~~6,000~~ 4,100 jobs. East Norwich ~~also has the potential to act as a long-term catalyst for regeneration of the wider area, potentially including the following sites if they become available:~~

Redevelopment of the ENSRA will be guided by an area-wide Supplementary Planning Document (SPD). The SPD will promote development of a locally distinctive, high density and high quality sustainable residential-led mixed-use community which takes full account of its setting and makes the most of its riverside location.

The SPD will provide the framework for seeking new transport infrastructure (through integrated access and transportation) which emphasises sustainable accessibility and traffic restraint and allows for connectivity and permeability within and between the sites and beyond), social infrastructure, jobs and services.

Development must also protect and enhance biodiversity and green infrastructure; provide for sustainable energy provision and its management; conserve, and where opportunities arise, enhance the significance of heritage assets; and address local issues including the active railway, the protected minerals railhead, noise, contamination and flood risk issues.

Whilst proposals within the ENSRA may come forward on different timescales, it is important that development is guided and informed by the SPD and should meet the site wide and site specific requirements set out within site allocations policy GNLP0360/3053/R10.

- ~~Redevelopment of land adjoining the railway between the Deal Ground and Carrow Works as part of the wider East Norwich strategic growth area masterplan supplementary planning document;~~
- ~~Land east of Norwich City F.C.;~~
- ~~Land owned by Network Rail on Lower Clarence Road and Koblenz Avenue~~
- ~~Intensification of uses at Riverside and~~
- ~~Regeneration in the Rouen Road area.~~

~~Site proposals within the East Norwich strategic regeneration area will meet the requirements of an area-wide masterplan to ensure co-ordinated development. This will include:~~

- ~~an exemplar design approach, building at high densities and maximising the riverside regeneration potential to create a distinct, highly sustainable mixed-use community and new gateway quarter for the city, taking account of its setting adjacent to the Broads;~~
- ~~creating an inclusive, resilient and safe community in which people of all ages have good access to high quality homes that meet housing needs the provision of area-wide economic and social infrastructure and services, including (but not limited to) the creation of new employment opportunities, a new local centre, and a new primary school should need be established;~~
- ~~establishing an integrated access and transportation strategy which emphasises sustainable accessibility and traffic restraint, and allows for connectivity and permeability within and~~

### Proposed Main Modification: MM13

~~between the sites in the strategic regeneration area and beyond, including north-south links between Trowse and Bracondale and the north bank of the Wensum and Thorpe Road / Yarmouth Road, and east-west between the city centre, the railway station and Whitlingham Country Park and the Broads including an extended riverside walk on the north and south banks of the Wensum. Proposals should be designed for ease of access to, and by, public transport, with appropriate bridge provision to ensure the sites are fully permeable by sustainable transport modes;~~

- ~~• planning development effectively to manage and mitigate the impact of vehicular traffic from the site/s on the local highway network including the Martineau Lane roundabout, Bracondale and King Street;~~
- ~~• protecting and enhancing green infrastructure assets, corridors and open spaces within the area, including enhancing linkages from the city centre to the Broads, Carrow Abbey Country Wildlife Site the wider rural area and elsewhere in Norwich, to include pedestrian/cycle links between Whitlingham Country Park and the city centre;~~
- ~~• providing for sustainable energy generation, including a local energy network serving the area as a whole;~~
- ~~• protecting and enhancing the sites' and wider city's rich heritage assets and their settings;~~
- ~~• achieving high quality, locally distinctive, energy efficient and flood resilient design which addresses identified risks from river and surface water flooding and mitigates against potential sources of noise and air pollution and establishes strong built frontages along the River Wensum and the defining network of streets and spaces with the sites;~~
- ~~• addressing and remediating site contamination; and~~
- ~~• planning to allow scope for greater use of the Rivers Wensum and Yare for water-based recreation, leisure and tourism including the potential inclusion of marinas and riverside moorings and access for waterborne freight subject to not impeding navigation of either river.~~

Elsewhere in the urban area including the fringe parishes (underlined in the original)

The remainder of the urban area including the fringe parishes will provide for a significant proportion of the total growth in Greater Norwich. Development will provide a range of sites for different types of housing, employment and community uses that are accessible and integrate well with the existing communities. It will provide necessary infrastructure, with a focus on public transport, walking and cycling, as well as social and green infrastructure.

Growth will include:

- Development of strategic and smaller scale urban extensions at existing locations committed for housing and employment uses as set out in the tables above (including that within the adopted Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle Area Action Plan), with uplift on existing allocated sites in Cringleford, Easton and Three Score (Bowthorpe);
- Significant new development proposals (including the expansion of the Norwich Research Park, and a large new allocation for homes in the Growth Triangle in Sprowston);
- Development at the University of East Anglia to cater for up to 5,000 additional students by 2038 through intensification of uses within the campus and its limited expansion;
- Development sites in the Sites document which will support neighbourhood-based renewal on brownfield sites, with densities highest in the most accessible locations; and
- Enhancements to the green infrastructure network which will include links to and within the Wensum, Yare, Tud and Tas Valleys, Marriott's Way and from Mousehold through the north-east growth triangle as set out in maps 8A and B, along with local networks.

~~In addition, a large contingency site is identified in Costessey to be brought forward if delivery of housing in the GNLP area does not meet local plan targets.~~

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
Policy 7.1 (R19 SA)	--	--	-	0	++	++	+	+	0	++	++	+	0	--	-
Policy 7.1 (MM)	--	--	-	0	++	++	+	+	0	++	++	+	0	--	-

5.7.1 Policy 7.1 – The Norwich Urban Area Including the Fringe Parishes was assessed in the Regulation 19 SA<sup>45</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM13.

5.7.2 The proposed modifications to the policy relate largely to the East Norwich Strategic Regeneration Area (ENSRA), as well as amendments to the housing numbers and timing of delivery at some sites, which will result in a reduction in housing delivery through the GNL P over the plan area within the Norwich Urban Area from 32,691 to 27,958. The total employment land to be delivered remains unchanged at 256.8ha.

5.7.3 Whilst in sustainability terms a reduction of 4,733 homes would be likely to result in reduced potential for adverse effects on the environment and infrastructure to some extent, Policy 7.1 would still seek to deliver a significant amount of growth. The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy 7.1 within the Regulation 19 SA.

**SA Objective 1 – Air Quality and Noise**

5.7.4 Policy 7.1 seeks to manage and mitigate the impact of vehicular traffic on the road network, through the emerging ENSRA SPD including emphasis on improving sustainable transport. However, the development proposed under this policy would be expected to increase the number of vehicles within the Plan area as a result of new residents, employees and visitors. Existing poor air quality within Norwich could therefore be exacerbated, primarily due to an increased volume of traffic. Development proposals directed towards the city would be likely to expose site end users to higher levels of air and noise pollution, particularly associated with the network of main roads in and around Norwich. Development would also likely be located within or in close proximity to Central Norwich AQMA. In addition, the proposed development of 27,958 dwellings would be expected to decrease air quality further within and around the city. Therefore, the policy could potentially lead to a major negative impact on air quality and noise.

<sup>45</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

---

## **SA Objective 2 – Climate Change Mitigation and Adaptation**

- 5.7.5 This policy includes the requirement for development in East Norwich to provide sustainable energy generation. This, along with the provision of good access to sustainable modes of transport in and around the city, focusing on improving public transport, walking and cycling networks, would be likely to help reduce carbon emissions emitted within Norwich.
- 5.7.6 There are areas of fluvial flood risk following the southern boundary of Norwich City and located within the centre of the city, following the River Wensum, as well as significant areas of fluvial flood risk within Norwich Fringe, predominantly associated with the River Yare and River Tud in the north west, and the River Wensum and River Tas in the south east. There are also numerous areas of surface water flood risk within and surrounding the city. It is expected that this policy would help to address flooding issues. The proposed GI enhancements within this policy would also be expected to help reduce water runoff rates, and as such, reduce the risk of both fluvial and surface water flooding.
- 5.7.7 In 2020, Greater Norwich had a total annual carbon footprint of approximately 1,826,996 tonnes CO<sub>2</sub>, and residents had an average annual carbon footprint of 4.4 tonnes CO<sub>2</sub> per person<sup>46</sup>. At an average of 2.19 people per dwelling<sup>47</sup>, the development of 27,958 new dwellings could increase the local population by approximately 61,178 people. The introduction of 61,178 new residents could therefore potentially increase the annual carbon footprint of the Plan area by 268,508 tonnes, or 15%<sup>48</sup>. Overall, a major negative impact on climate change mitigation and adaptation would be expected.

## **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 5.7.8 The River Wensum SAC is located to the north west of Norwich. Sections of The Broads SAC and Broadland SPA/Ramsar are located to the north and the west. Some of the proposed development within this policy, situated in the fringe settlements, would be located in close proximity to these designations. The requirements set out in Policy 3 of the GNLP ensure *"residential development will address the potential visitor pressure, caused by residents of the development, that would detrimentally impact on sites protected under the Habitats Regulations"*, which would include developer contributions and the provision and enhancement of adequate GI. These requirements would help to ensure residential development in Norwich and the fringe does not significantly impact these designated sites.

---

<sup>46</sup> DBEIS (2022) UK local authority and regional carbon dioxide emissions national statistics: 2005-2020. Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics-2005-to-2020> [Date accessed: 24/08/23/23]

<sup>47</sup> People per Dwelling has been calculated using the 2021 Census population estimates (Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationandhouseholdestimatesenglandandwales/census2021>) and dwelling stock (Available at: <https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants>)

<sup>48</sup> Please note this is a coarse precautionary indicator, and greater detail of carbon data would help to better quantify effects.

- 5.7.9 Policy 7.1 requires all development to be in conformity with the River Wensum Strategy. This strategy aims to revitalise the river, to improve access and enhance the river corridor. One of the objectives of this strategy is *"enhancing the natural environment, including water quality, biodiversity and green infrastructure"*. Therefore, it is anticipated that development proposals under this policy would have regard to this strategy and help to protect the River Wensum, especially those located in close proximity to the river such as at Drayton.
- 5.7.10 There are three SSSIs located within Norwich: Sweetbriar Road Meadows, Norwich; St James' Pit; and a small proportion of the River Wensum. There are several SSSIs located around Norwich, including Caistor St Edmund Chalk Pit and Yare Broads and Marshes. The majority of the city centre and many of the surrounding areas are located within a SSSI IRZ which states that *"all planning applications (except householder) outside or extending outside existing settlements/urban areas affecting greenspace, farmland, semi natural habitats or landscape features such as trees, hedges, streams, rural buildings/structures"* should be consulted on with Natural England. There are also several stands of ancient woodland, County Wildlife Sites and Local Nature Reserves located in close proximity to Norwich Fringe.
- 5.7.11 Overall, there is the potential for adverse impacts on designated sites and features to occur; therefore, Policy 7.1 could potentially have a minor negative impact on biodiversity.

#### **SA Objective 4 – Landscape**

- 5.7.12 Directing a large proportion of housing growth to Norwich and the surrounding fringe settlements would be likely to be in-keeping with the existing urban character. This could potentially help to minimise possible adverse impacts on character and views. This policy aims to provide attractive, sustainable locations for growth which integrate well with the existing communities. Good design could potentially reduce impacts on landscape and visual receptors, for example the nearby Whitlingham Country Park and Catton Country Park.
- 5.7.13 A proportion of The Broads is located within Norwich City Centre, comprising the River Wensum. Under this policy, development proposals should be in conformity with the River Wensum Strategy, and ensure that GI is protected and enhanced. As such, it is unlikely that development proposals would result in significant adverse impacts on The Broads. Therefore, a negligible impact on the landscape would be expected.

#### **SA Objective 5 – Housing**

- 5.7.14 The provision of 27,958 new homes within this policy would be expected to significantly contribute towards meeting housing need for Greater Norwich over the Plan period and would therefore, have a major positive impact on local housing provision.

---

### **SA Objective 6 – Populations and Community**

- 5.7.15 It is anticipated that under this policy, the majority of site end users would be located in areas with good access to essential services such as a convenience store, as well as community facilities, such as playing fields and allotments. Furthermore, this policy seeks to support and expand Norwich’s provision of leisure, cultural and entertainment facilities, and provide improved connectivity and permeability of the public realm. Access to services and increased social interaction would be expected to have a major positive impact on the local population and community.

### **SA Objective 7 – Deprivation**

- 5.7.16 Deprivation can be measured using a range of indices. It is likely that the development of more high-quality affordable homes and increased job opportunities would have a minor positive impact on deprivation.

### **SA Objective 8 – Health**

- 5.7.17 Although there are many GP surgeries situated within Norwich City, many areas within the Norwich Fringe are located outside of a sustainable distance to a GP surgery. Norfolk and Norwich University Hospital is located to the west of Norwich, and therefore, the Norwich Fringe settlements to the west would be located within a sustainable distance to this NHS hospital, whereas those situated on the eastern side of Norwich may have somewhat restricted access. There is one leisure centre within Norwich, Riverside Leisure Centre, located to the south east. Under this policy, it is anticipated that public transport links would be provided in order to ensure social infrastructure is accessible, and therefore, could potentially ensure that site end users at all potential development sites would have improved access to these health and leisure services.
- 5.7.18 Development proposals directed towards Norwich and the surrounding fringe settlements would be expected to situate the majority of site end users in areas with good access to a diverse range of natural habitats and the PRow network, which would be expected to help facilitate healthy and active lifestyles.
- 5.7.19 Overall, Policy 7.1 would be expected to have a minor positive impact on health and wellbeing as although not all development proposals may be located within a sustainable distance to all healthcare services, improved transport would be likely to ensure that all site end users have access to these facilities.

### **SA Objective 9 – Crime**

- 5.7.20 It is uncertain how the development of homes and employment land allocated within this policy would affect crime rates across the Plan area. At the strategic level, a negligible impact would be expected.

---

### **SA Objective 10 – Education**

- 5.7.21 There are numerous primary and secondary schools located within Norwich City and the surrounding areas. The majority of residents within Norwich and its outskirts would be expected to have excellent access to primary and secondary education. However, new residents in some areas such as Trowse, Cringleford and Easton allocated within this policy could potentially have somewhat restricted access to secondary schools. Education provision is planned by Norfolk County Council following specific guidance for new development. This policy states that necessary social infrastructure, including public transport, walking and cycling provision, will be required alongside the proposed growth.
- 5.7.22 In addition, the policy supports development associated with higher education and outlines expansions at the University of East Anglia, providing an increased capacity for students. Therefore, a major positive impact would be expected overall in regard to residents' access to primary, secondary, and higher education facilities.

### **SA Objective 11 – Economy**

- 5.7.23 There are numerous key employment locations within and surrounding Norwich, including the University of East Anglia and Norwich International Airport. It is anticipated that a range of employment opportunities would be accessible via local public transport or walking and cycling.
- 5.7.24 This policy proposes the development of 256.8ha of employment floorspace providing opportunities for a range of businesses, and supports the expansion of several employment allocations, including at Norwich Research Park and the University of East Anglia. Furthermore, as the loss of existing employment floorspace would be resisted under this policy, and a range of employment floorspace would be expected to be provided, it is anticipated that this policy would result in a significant net gain of employment floorspace. Overall, a major positive impact on the local economy would be expected.

### **SA Objective 12 – Transport and Access to Services**

- 5.7.25 The proposed development within Norwich City Centre and East Norwich would be expected to have excellent access to railway services at Norwich Station. However, the proposed development proposed at Three Score, the University of East Anglia and the majority of the development within the Norwich Fringe under this policy would be likely to have somewhat limited access to railway stations.
- 5.7.26 Within Norwich there are good transport links in the form of bus and rail services, to areas within the Plan area and nationally. This policy states that development in the fringe parishes should have a "*focus on public transport, walking and cycling*". This would be expected to help to provide site end users with better connections to workplaces and social infrastructure, and to improve existing pedestrian and bus links including those to onward travel facilities such as railway stations. However, the scale of development would be likely to add pressure to the already congested road transport network.



5.7.27 Under this policy, *"development will be required to contribute to measures promoted by Transport for Norwich to improve accessibility, connectivity, legibility and permeability within the city centre"*. Therefore, it would be expected that despite traffic congestion issues within the city centre, this policy would be likely to ensure site end users have good access to areas in and around the city centre, Norfolk and nationally. Overall, a minor positive impact would be expected.

### **SA Objective 13 – Historic Environment**

5.7.28 There are numerous Listed Buildings located within Norwich, primarily within the historic city centre. There are also nine Registered Parks and Gardens (RPGs) within the city, as well as numerous Scheduled Monuments. There are also three RPGs located just outside of Norwich: Crown Point; Catton Hall; and Intwood Hall. Norwich City Centre Conservation Area is located in the centre of Norwich and numerous Conservation Areas surround the city centre, which include Mile Cross, Hellesdon, Cringleford, Heigham Grove, Thorpe Ridge and Thorpe St Andrew Conservation Areas.

5.7.29 This policy states that development proposals should *"conserve, and where opportunities arise, enhance the significance of heritage assets"* in line with Policy 3, and *"address the principles set out in the City Centre Conservation Area Appraisal"*<sup>49</sup>. The Appraisal sets out the key heritage assets of the city and evaluates the significance of features within it. It is anticipated that by addressing the principles of this Appraisal, all future development within Norwich would have regard to the current historic character. Balancing the large scale of growth and presence of numerous sensitive heritage assets in this area against the policy provisions, overall a negligible impact on the local historic environment would be expected.

### **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

5.7.30 The majority of Norwich is located on ALC land described as 'urban'. The land surrounding Norwich city comprises a mixture of ALC Grades 3 and 4, as well as areas described as 'non-agricultural' and 'urban'. Although this policy promotes growth at existing locations which could provide opportunities for the redevelopment of brownfield sites, some development could potentially result in the loss of BMV land, for example at Three Score, Cringleford and Easton, which primarily comprise ALC Grade 3 land (if found to be Sub-Grade 3a).

---

<sup>49</sup> Norwich City Council (2007) Norwich City Centre, Conservation Area Appraisal. Available at: [https://www.norwich.gov.uk/downloads/20254/conservation\\_area\\_appraisals](https://www.norwich.gov.uk/downloads/20254/conservation_area_appraisals) [Date accessed: 21/09/23]

5.7.31 Between 2021 and 2022, a total of 156,786 tonnes of household waste was collected in Greater Norwich<sup>50</sup>. The average waste generated per capita in England in 2021 was 409kg<sup>51</sup>. Assuming new residents generate 409kg per capita, 61,178 new residents could be expected to increase the total annual waste generated in the Plan area by 25,022 tonnes, or 16%. Therefore, a major negative impact on natural resources across the Plan area would be expected.

**SA Objective 15 – Water**

5.7.32 A network of watercourses surrounds Norwich, including the River Yare and River Tas to the south east of the city, and the River Wensum and River Tud to the north west. The River Wensum passes through the centre of Norwich and the River Yare follows the southern boundary of Norwich City. Although Policy 7.1 seeks to protect and enhance GI, and ensures that developments have regard to the River Wensum Strategy, the proposed development could potentially increase the risk of contamination of groundwater sources and above ground watercourses, to some extent, resulting in a minor negative impact on water quality.

**5.8 Updated Policy 7.2 – The Main Towns**

**Proposed Main Modification: MM14**

**POLICY 7.2 – THE MAIN TOWNS** (underlined in the original)

The Main Towns of Aylsham, Diss (with part of Roydon), Harleston, Long Stratton and Wymondham will continue to be developed to enhance their function as attractive places to live and providers of employment and services to serve the towns and their hinterlands, with substantial levels of development expected to take place. This will provide for around ~~6,850~~ **6,674** additional homes and sites for employment and commercial land and related infrastructure.

The identified levels of development, including growth committed in the Long Stratton and Wymondham Area Action Plans, are:

**Housing** (underlined in the original)

Main Town	Existing deliverable commitment (including uplift + delivery 2018/19 and 2019/20 Existing planning permissions (including completions 2018/19 -2021/22).	New allocations Homes forecast to be delivered from allocated sites by March 2038	Total deliverable housing commitment 2018 - 2038

<sup>50</sup> Department for Environment, Food and Rural Affairs (2023) Local Authority Collected Waste Statistics. Available at: <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables-202122> [Date accessed: 24/08/23]

<sup>51</sup> <sup>51</sup> Department for Environment, Food and Rural Affairs (2023) Local authority collected waste management – annual results 2021/22 (Updated April 2023). Available at: <https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results-202122/local-authority-collected-waste-management-annual-results-202122#:~:text=England%20Waste%20from%20Households%3A%202021%20and%202021%2F22&text=This%20is%20equivalent%20to%20409,increase%20of%202.0%20per%20cent.> [Date accessed: 24/08/23]

**Proposed Main Modification: MM14**

Aylsham	<del>229</del> <u>226</u>	550	<del>779</del> <u>776</u>
Diss (with part of Roydon)	<del>363</del> <u>400</u>	400 <u>384</u>	<del>763</del> <u>-784</u>
Harleston	<del>172</del> <u>248</u>	555	<del>727</del> <u>803</u>
Long Stratton	<del>1,922</del> <u>1,798</u>	0	<del>1,922</del> <u>1,798</u>
Wymondham	<del>2,465</del> <u>2,363</u>	150	<del>2,615</del> <u>2,513</u>
<b>Total</b>	<del>5,151</del> <u>5,035</u>	1,655 <u>1,639</u>	<del>6,806</del> <u>6,674</u>

~~Other residential development will be acceptable elsewhere within settlement boundaries subject to meeting the criteria of other policies in the development plan.~~

Additional sites may be provided in Main Towns by:

1. Development within settlement boundaries; or
2. Affordable rural exception sites, which may include an element of market housing (including self/custom build) if necessary for viability. These sites should be adjacent or well related to settlement boundaries with good access to services, including safe routes to schools, subject to other policies of the local plan.

Employment (underlined in the original)

Main Town	Existing undeveloped employment allocations (hectares, April 2018)	New employment allocations (hectares)	Total employment allocations (hectares)
See policies 1 and 6 for the strategic site in Wymondham	22	0	22
Aylsham	4	0	4
Diss (with part of Roydon)	10.8	0	10.8
Harleston	6.8	0	6.8
Long Stratton	12.5	0	12.5
Wymondham	2.1	0	2.1
<b>Total</b>	<b>58.2</b>	<b>0</b>	<b>58.2</b>

Other small-scale employment development will be acceptable in principle elsewhere in the towns subject to meeting other policies in the development plan.

Retail and other town centre type uses should be located in or adjoining the town centres. Proposals which support speciality and independent shopping, small-scale retailing and diversification of services and facilities will be encouraged.

Enhancements to the multi-functional green infrastructure network will be provided by development to contribute to the strategic network as set out in maps 8A and B and to linking local networks.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
Policy 7.2 (R19 SA)	--	--	-	-	++	++	+	+	0	++	++	+	0	--	-
Policy 7.2 (MM)	--	--	-	-	++	++	+	+	0	++	++	+	0	--	-

5.8.1 Policy 7.2 – The Main Towns was assessed in the Regulation 19 SA<sup>52</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM14.

5.8.2 The proposed modifications to the policy introduces amendments to the housing numbers and timing of delivery at some sites, which will result in a reduction in housing delivery through the GNL over the plan area within the Main Towns from 6,806 to 6,674. The total employment land to be delivered remains unchanged at 58.2ha. Wording has also been added to provide clarification that the exceptions approach to affordable housing applies to Main Towns.

5.8.3 Whilst in sustainability terms a reduction of 132 homes would be likely to result in slightly reduced potential for adverse effects on the environment and infrastructure to some extent, the proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy 7.2 within the Regulation 19 SA.

**SA Objective 1 – Air Quality and Noise**

5.8.4 The proposed development of 6,674 dwellings, 58.2ha of employment land, and supporting infrastructure under this policy would be expected to result in an increase in vehicles within the Plan area as a result of new residents, employees and visitors. This would be likely to result in a reduction in local air quality, to some extent. All of the Main Towns identified within this policy are located in close proximity to main roads which would be likely to expose site end users to higher levels of air and noise pollution. Therefore, a major negative impact on air and noise quality would be expected under this policy.

**SA Objective 2 – Climate Change Mitigation and Adaptation**

5.8.5 Aylsham, Diss, Harleston and Wymondham are surrounded by areas at risk of fluvial flooding. All of the identified Main Towns are also in areas at risk of surface water flooding to some extent. Enhancements to the GI network as proposed within this policy would also be expected to help reduce water runoff rates and as such, reduce the risk of both fluvial and surface water flooding.

<sup>52</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnl.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

- 5.8.6 In 2020, Greater Norwich had a total annual carbon footprint of approximately 1,826,996 tonnes CO<sub>2</sub>, and residents had an average annual carbon footprint of 4.4 tonnes CO<sub>2</sub> per person<sup>53</sup>. At an average of 2.19 people per dwelling<sup>54</sup>, the development of 6,674 new dwellings could increase the local population by approximately 14,604 people. The introduction of 14,604 new residents could therefore potentially increase the annual carbon footprint of the Plan area by 64,097 tonnes, or 3.5%<sup>55</sup>. Overall, a major negative impact on climate change mitigation and adaptation would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 5.8.7 It is considered unlikely that the proposed development within the Main Towns would have any adverse impact on Habitats sites, SSSIs, NNRs or LNRs. However, there are several stands of ancient woodland and CWSs surrounding these towns. Furthermore, as the majority of the development proposals within this policy would be located on previously undeveloped land, a significant loss of ecologically important soil would be likely. Overall, an adverse impact on designated sites and biodiversity features cannot be ruled out at this stage of assessment, and therefore, Policy 7.2 could potentially have a minor negative impact on local biodiversity.

### **SA Objective 4 – Landscape**

- 5.8.8 None of the identified Main Towns are located in close proximity to sensitive landscapes including The Broads. However, under this policy, it is likely that development proposals would be located primarily on previously undeveloped greenfield land, and as such, could potentially result in adverse impacts on landscape character and views. Good design could potentially reduce impacts on landscape and visual receptors. Despite this, overall a minor negative impact on the local landscape would be expected.

### **SA Objective 5 – Housing**

- 5.8.9 The provision of 6,674 new homes within this policy would be expected to contribute towards meeting the housing need for Greater Norwich over the Plan period and would therefore have a major positive impact on local housing provision.

---

<sup>53</sup> DBEIS (2022) UK local authority and regional carbon dioxide emissions national statistics: 2005-2020. Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics-2005-to-2020> [Date accessed: 24/08/23/23]

<sup>54</sup> People per Dwelling has been calculated using the 2021 Census population estimates (Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationandhouseholdestimatesenglandandwales/census2021>) and dwelling stock (Available at: <https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants>)

<sup>55</sup> Please note this is a coarse precautionary indicator, and greater detail of carbon data would help to better quantify effects.

---

### **SA Objective 6 – Populations and Community**

- 5.8.10 It is anticipated that under this policy, the majority of site end users would be located in areas with good access to essential services including social and green infrastructure. This would be expected to include services such as a convenience store, as well as local landscape designations and community facilities, for example playing fields and allotments. Access to services and the increased social interaction they could provide would be expected to have a major positive impact on the local population and community.

### **SA Objective 7 – Deprivation**

- 5.8.11 Deprivation can be measured using a range of indices. It is likely that the development of more high-quality affordable homes and increased job opportunities would have a minor positive impact on deprivation.

### **SA Objective 8 – Health**

- 5.8.12 The majority of proposed development within the Main Towns would be located within a sustainable distance to a GP surgery. Diss, Long Stratton and Wymondham sites would also be located within a sustainable distance to a leisure centre. However, all of the Main Towns are located significantly outside of the target distance of an NHS hospital with an A&E department, with the nearest being Norfolk and Norwich University Hospital.
- 5.8.13 Existing transport links, such as bus services, would be likely to provide connections between the Main Towns and other settlements including Norwich city. Furthermore, it is assumed that this policy would be in line with the requirements of other policies, such as Policy 4, to provide improved sustainable transport connections including access to onward travel options, and therefore this could help to ensure that site end users at all potential development sites would have improved access to these essential health services.
- 5.8.14 Development proposals directed towards the identified Main Towns would be expected to provide site end users with good access to a diverse range of natural habitats and the PRoW network to facilitate healthy and active lifestyles.
- 5.8.15 Overall, a minor positive impact on health and wellbeing would be expected as although not all development proposals may be located within a sustainable distance to all health care services, improved transport would be likely to ensure all site end users have access to these facilities.

### **SA Objective 9 – Crime**

- 5.8.16 It is uncertain how the development of homes and employment land allocated within this policy would affect crime rates across the Plan area. At the strategic level, a negligible impact would be expected.

### **SA Objective 10 – Education**

- 5.8.17 All of the Main Towns contain a secondary school and several primary schools. Therefore, it is anticipated this policy would have a major positive impact by placing the majority of new residents in locations with excellent access to educational facilities.

---

### **SA Objective 11 – Economy**

- 5.8.18 It would be expected that the Main Towns contain numerous employment opportunities, such as those associated with suburban business parks and town centre retail areas. Furthermore, within this policy, 58.2ha of employment land is allocated within these Main Towns. It is anticipated that a range of employment opportunities would be accessible via local public transport or walking and cycling. Overall, it would be expected that this policy would result in a net gain in employment floorspace, and therefore, a major positive impact on the local economy would be expected.

### **SA Objective 12 – Transport and Access to Services**

- 5.8.19 Development proposals within Diss and Wymondham would be likely to be located within a sustainable distance to nearby railway stations. The proposed development within the other Main Towns would be likely to have somewhat limited access to railway stations.
- 5.8.20 Further development within these Main Towns could potentially add pressure to the congested road network within the town centres. However, it is assumed that this policy would be in conformity with the requirements of other policies, such as Policy 4, to promote sustainable transport. This would also be expected to improve access to onward travel facilities such as railway stations. As several of these Main Towns (notably Aylsham, Diss and Harleston) are located on the outskirts of Greater Norwich, these improved transport links would be essential in order to provide site end users with better connections to Norwich city, workplaces and social infrastructure.
- 5.8.21 Therefore, this policy would be likely to ensure site end users have good access to the city centre, Norfolk and nationally. Overall, a minor positive impact would be expected.

### **SA Objective 13 – Historic Environment**

- 5.8.22 All of the identified Main Towns contain several Listed Buildings and coincide with, or are located in close proximity to, a Conservation Area. Blickling Hall RPG is located to the north of Aylsham, and Kimberley Hall to the north west of Wymondham. The outskirts of Diss and Aylsham contain Scheduled Monuments, and 'Wymondham Abbey' and 'Moot Hill' Scheduled Monuments are located within Wymondham town.
- 5.8.23 It is assumed that this policy would be in line with the requirements of Policy 3 to ensure that heritage assets and the local historic environment are conserved and enhanced. It is expected that development within the Main Towns would have regard to the current historic character, and therefore, have a negligible impact on the local historic environment.

### SA Objective 14 – Natural Resources, Waste and Contaminated Land

5.8.24 Between 2021 and 2022, a total of 156,786 tonnes of household waste was collected in Greater Norwich<sup>56</sup>. The average waste generated per capita in England in 2021 was 409kg<sup>57</sup>. Assuming new residents generate 409kg per capita, 14,604 new residents could be expected to increase the total annual waste generated in the Plan area by 5,973 tonnes, or 3.8%.

5.8.25 Under this policy, it is likely that development proposals would be located primarily on previously undeveloped greenfield land, and as such, result in a net loss of agriculturally and ecologically valuable soils. As Aylsham, Harleston and Long Stratton are located on Grades 2 or 3 land, it is likely that this policy would result in a net loss of BMV land. This impact would be permanent and non-reversible and would also reduce the carbon sink capacity of soils across the Plan area. Overall, a major negative impact on natural resources would be expected.

### SA Objective 15 – Water

5.8.26 Areas within Aylsham and Diss are located within the inner zone, outer zone and catchment of a groundwater SPZ (Zones I, II and III). Wymondham is located within the catchment of a groundwater SPZ. There are numerous watercourses located within close proximity to the Main Towns; The River Bure surrounds Aylsham; the River Waveney is located to the south of Diss and Harleston and the River Tiffey surrounds Wymondham. It cannot be ruled out that some of the development proposals under this policy could potentially increase the risk of contamination of groundwater sources and above ground watercourses, leading to a minor negative impact on water quality.

## 5.9 Updated Policy 7.3 – The Key Service Centres

### Proposed Main Modification: MM15

#### POLICY 7.3 – THE KEY SERVICE CENTRES (underlined in the original)

The Key Service Centres of Acle, Blofield, Brundall, Hethersett, Hingham, Loddon / Chedgrave, Poringland / Framingham Earl, Reepham and Wroxham will continue to be developed to enhance their function as places to live and providers of employment and services to serve the settlement and its hinterland, with significant levels of development expected to take place in the majority of centres. This will provide for a minimum of ~~3,679~~ **3,812** additional homes and sites for 11.8 hectares of employment / commercial land and related infrastructure.

The main areas for development are:

#### Housing (underlined in the original)

Key Service Centre	Existing deliverable commitment	New allocations	Total deliverable housing commitment

<sup>56</sup> Department for Environment, Food and Rural Affairs (2023) Local Authority Collected Waste Statistics. Available at: <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables-202122> [Date accessed: 24/08/23]

<sup>57</sup> <sup>57</sup> Department for Environment, Food and Rural Affairs (2023) Local authority collected waste management – annual results 2021/22 (Updated April 2023). Available at: <https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results-202122/local-authority-collected-waste-management-annual-results-202122#:~:text=England%20Waste%20from%20Households%3A%202021%20and%202021%2F22&text=This%20is%20equivalent%20to%20409,increase%20of%202.0%20per%20cent.> [Date accessed: 24/08/23]



**Proposed Main Modification: MM15**

	<u>(including uplift + delivery 2018/19)</u> <u>Existing planning permissions (including completions 2018/19 -2021/22).</u>	<u>Homes forecast to be delivered from allocated sites by March 2038</u>	<u>2018 – 2038</u>
Acle	<u>200</u> <u>240</u>	<u>340</u>	<u>540</u> <u>580</u>
Blofield	<u>304</u> <u>274</u>	<u>15</u>	<u>316</u> <u>289</u>
Brundall	<u>175</u> <u>337</u>	<u>0</u>	<u>175</u> <u>337</u>
Hethersett	<u>1,375</u> <u>1,351</u>	<u>0</u>	<u>1,375</u> <u>1,351</u>
Hingham	<u>20</u> <u>18</u>	<u>100</u> <u>80</u>	<u>120</u> <u>98</u>
Loddon / Chedgrave	<u>206</u> <u>199</u>	<u>240</u>	<u>446</u> <u>439</u>
Poringland / Framingham Earl	<u>547</u> <u>510</u>	<u>0</u>	<u>547</u> <u>510</u>
Reepham	<u>155</u> <u>203</u>	<u>0</u>	<u>155</u> <u>203</u>
Wroxham	<u>5</u>	<u>0</u>	<u>5</u>
<b>Total</b>	<u>2,984</u> <u>3,137</u>	<u>695</u> <u>-675</u>	<u>3,679</u> <u>3,812</u>

The sites to meet the above targets are in the GNL Sites document.

~~Other residential development will be acceptable elsewhere within settlement boundaries subject to meeting the criteria of other policies in the development plan.~~

Additional sites may be provided in Key Service Centres by:

1. Development within settlement boundaries; or
2. Affordable rural exception sites, which may include an element of market housing (including self/custom build) if necessary for viability. These sites should be adjacent or well related to settlement boundaries with good access to services, including safe routes to schools, subject to other policies of the local plan.

Employment (underlined in the original)

Key Service Centre	Existing undeveloped employment allocations (hectares, April 2018)	New allocations (hectares)	Total employment allocations (hectares)
Acle	0.7	0	0.7
Hingham	2.2	0	2.2
Loddon / Chedgrave	1.8	0	1.8
Poringland / Framingham Earl	4.3	0	4.3
Reepham	2.8	0	2.8
<b>Total</b>	<b>11.8</b>	<b>0</b>	<b>11.8</b>

Other small-scale employment development will be acceptable in principle elsewhere in the key service centres subject to meeting other policies in the development plan.

**Proposed Main Modification: MM15**

**Enhancements to the multi-functional green infrastructure network will be provided by development to contribute to the strategic network as set out in maps 8A and B and to linking local networks.**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
Policy 7.3 (R19 SA)	--	--	-	-	++	+	+	-	0	+	++	-	0	--	-
Policy 7.3 (MM)	--	--	-	-	++	+	+	-	0	+	++	-	0	--	-

5.9.1 Policy 7.3 – The Key Service Centres was assessed in the Regulation 19 SA<sup>58</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM15.

5.9.2 The proposed modifications to the policy introduces amendments to the housing numbers and timing of delivery at some sites, which will result in an increase in housing delivery through the GNLP over the plan area within the Key Service Centres from 3,679 to 3,812. The total employment land to be delivered remains unchanged at 11.8ha. Wording has also been added to provide clarification that the exceptions approach to affordable housing applies to Key Service Centres.

5.9.3 Despite the slight increase of 133 homes, the proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy 7.3 within the Regulation 19 SA.

**SA Objective 1 – Air Quality and Noise**

5.9.4 The proposed development of 3,812 dwellings, 11.8ha of employment land, and supporting infrastructure under this policy would be expected to result in an increase in vehicles within the Plan area as a result of new residents, employees and visitors. This would be likely to result in a reduction in local air quality, to some extent. Acle, Blofield, Brundall, Loddon and Wroxham are located in close proximity to main roads and railway lines which could potentially be sources of air and noise pollution. Therefore, a major negative impact on air and noise quality would be expected under this policy.

<sup>58</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

---

### **SA Objective 2 – Climate Change Mitigation and Adaptation**

5.9.5 Acle, Brundall, Loddon, Chedgrave and Wroxham are surrounded by areas of fluvial flood risk. There are large areas of surface water flood risk within Acle, Hingham, Loddon, Chedgrave, Poringland and Wroxham as well as surrounding Brundall, Blofield, Hethersett and Reepham. It is assumed that this policy would help to address flooding issues, in line with Policy 2. Enhancements to the green infrastructure network within this policy would also be expected to help reduce water runoff rates and as such, reduce the risk of both fluvial and surface water flooding.

5.9.6 In 2020, Greater Norwich had a total annual carbon footprint of approximately 1,826,996 tonnes CO<sub>2</sub>, and residents had an average annual carbon footprint of 4.4 tonnes CO<sub>2</sub> per person<sup>59</sup>. At an average of 2.19 people per dwelling<sup>60</sup>, the development of 3,812 new dwellings could increase the local population by approximately 8,341 people. The introduction of 8,341 new residents could therefore potentially increase the annual carbon footprint of the Plan area by 36,610 tonnes, or 2%<sup>61</sup>. Overall, a major negative impact on climate change mitigation and adaptation would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

5.9.7 Acle, Brundall, Blofield, Loddon, Chedgrave, Reepham and Wroxham are located in close proximity to Habitats sites including sections of the 'Norfolk Valley Fens' SAC, 'The Broads' SAC and 'Broadland' SPA/Ramsar. Development proposals in these locations could potentially result in increased threats and pressures to these nationally designated sites.

5.9.8 Many of the Key Service Centres identified within this policy are also located in close proximity to SSSIs. Brundall and Blofield are located in close proximity to 'Mid-Yare' NNR. Wroxham is located in close proximity to 'Bure Marshes' NNR. Furthermore, there are several stands of ancient woodland and CWS surrounding these settlements. Additionally, as the majority of the development proposals within this policy would be located on previously undeveloped land, a significant loss of ecologically important soil would be likely. As a result, it is anticipated that by directing development to these locations, Policy 7.3 could potentially have a minor negative impact on biodiversity assets located within the Plan area.

---

<sup>59</sup> DBEIS (2022) UK local authority and regional carbon dioxide emissions national statistics: 2005-2020. Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics-2005-to-2020> [Date accessed: 24/08/23/23]

<sup>60</sup> People per Dwelling has been calculated using the 2021 Census population estimates (Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationandhouseholdestimatesenglandandwales/census2021>) and dwelling stock (Available at: <https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants>)

<sup>61</sup> Please note this is a coarse precautionary indicator, and greater detail of carbon data would help to better quantify effects.

---

### **SA Objective 4 – Landscape**

5.9.9 Acle, Blofield, Brundall, Loddon, Chedgrave and Wroxham are located in close proximity to The Broads. It is anticipated that the development proposals directed to these locations could potentially be visible from, and have potential to, alter the setting of, this nationally important landscape. Policy 2 states development proposals should take account "*the character and the setting of the Broads*". It would be unlikely that development proposals would result in adverse impacts on The Broads.

5.9.10 However, under this policy, it is likely that development proposals would be located primarily on previously undeveloped greenfield land, and as such, could potentially result in adverse impacts on landscape character and views. Good design could potentially reduce impacts on landscape and visual receptors. Despite this, overall a minor negative impact on the local landscape would be expected.

### **SA Objective 5 – Housing**

5.9.11 The provision of 3,812 new homes within this policy would be expected to contribute towards meeting the housing need for Greater Norwich over the Plan period and would therefore have a major positive impact on local housing provision.

### **SA Objective 6 – Populations and Community**

5.9.12 It is anticipated that under this policy, the Key Service Centres would provide site end users with good access to essential services including social and green infrastructure. This would be expected to include services such as a convenience store, as well as local landscape designations and community facilities, for example playing fields and allotments. However, as some of the proposed development within this policy is directed to the periphery of these Key Service Centres, some site end users could potentially be located outside of a sustainable walking distance to central services such as shops and post offices. Overall, the majority of site end users would be likely to have good access to services and the increased social interaction they could provide, and therefore, a minor positive impact on the local population and community would be expected.

### **SA Objective 7 – Deprivation**

5.9.13 Deprivation can be measured using a range of indices. It is likely that the development of more high-quality affordable homes and increased job opportunities would have a minor positive impact on deprivation.

### **SA Objective 8 – Health**

5.9.14 The proposed development within all of the Key Services Centres would be likely to be located within a sustainable distance to a GP surgery. However, this policy would direct a large proportion of new residents to locations outside the sustainable target distance of an NHS hospital with an A&E department or a leisure centre. Only Hethersett is located within a sustainable distance of Norfolk and Norwich University Hospital. None of the Key Service Centres are located within a sustainable distance to a leisure centre.

5.9.15 It is assumed that this policy would be in line with the requirements of other policies, such as Policy 4, to provide improved sustainable transport connections including access to onward travel options, and therefore this could help to improve access to some of these essential health services.

5.9.16 Development proposals directed towards the identified Key Service Centres would be expected to provide site end users with good access to a diverse range of natural habitats and the PRoW network to facilitate healthy and active lifestyles.

5.9.17 Overall, a minor negative impact on health and wellbeing would be expected as not all development proposals would be located within a sustainable distance to healthcare services and due to the rural nature of the area, it is considered unlikely that improved transport would provide all site end users with sustainable access to these facilities.

#### **SA Objective 9 – Crime**

5.9.18 It is uncertain how the development of homes and employment land allocated within this policy would affect crime rates across the Plan area. At the strategic level, a negligible impact would be expected.

#### **SA Objective 10 – Education**

5.9.19 All of the Key Service Centres are located within a sustainable distance to a primary school. Acle, Hethersett, Loddon and Chedgrave, Poringland and Framingham Earl, Reepham and Wroxham are also located within a sustainable distance to a secondary school. However, the proposed development within Brundall, Blofield and Hingham would be likely to be located outside a sustainable distance to a secondary school. It is assumed that this policy would be in conformity with the requirements of other policies, such as Policy 4, to promote sustainable transport. This could potentially help to improve access to social infrastructure such as schools. Overall, it is anticipated this policy would have a minor positive impact by placing the majority of new residents in locations with good access to educational facilities.

#### **SA Objective 11 – Economy**

5.9.20 It would be expected that some of the market towns within the Key Service Centres listed in this policy, for example Hingham and Loddon, would provide employment opportunities such as those associated with local businesses, retail areas, and out-of-town business parks. Furthermore, 11.8ha of employment floorspace is allocated within these Key Service Centres. It is anticipated that a range of employment opportunities would be accessible via local public transport or walking and cycling. Overall, it would be expected that this policy would result in a net gain in employment floorspace, and therefore, a major positive impact on the local economy would be expected.

#### **SA Objective 12 – Transport and Access to Services**

5.9.21 Development proposals within Acle, Blofield, Brundall and Wroxham would be likely to be located within a sustainable distance to nearby railway stations. The proposed development within the other Key Service Centres would be likely have limited access to railway stations, especially Reepham which is located over 14km from the nearest station.

5.9.22 It is assumed that this policy would be in conformity with the requirements of other policies, such as Policy 4, to promote sustainable transport. This could potentially help to improve access to workplaces and social infrastructure. However, as these Key Service Centres are located in primarily rural areas across Greater Norwich, improvements to transport infrastructure set out in Policy 4 would be unlikely to provide all site end users with sustainable connections to Norwich city centre, Norfolk and nationally. Overall, a minor negative impact would be expected.

---

### **SA Objective 13 – Historic Environment**

- 5.9.23 Salle Park RPG is located to the north east of Reepham. Langley Park RPG is located to the north west of Loddon and Chedgrave. The settlements of Hingham, Loddon, Chegrave, Reepham and Wroxham coincide with, or are located in close proximity to, Conservation Areas. There are several Scheduled Monuments located to the north of Framingham Earl. All of the identified Key Service Centres contain several Listed Buildings.
- 5.9.24 It is assumed that this policy would be in line with the requirements of Policy 3 to ensure that heritage assets and the local historic environment are conserved and enhanced. It is expected that development within the Key Service Centres would have regard to the current historic character, and therefore, have a negligible impact on the local historic environment.

### **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

- 5.9.25 Between 2021 and 2022, a total of 156,786 tonnes of household waste was collected in Greater Norwich<sup>62</sup>. The average waste generated per capita in England in 2021 was 409kg<sup>63</sup>. Assuming new residents generate 409kg per capita, 8,341 new residents could be expected to increase the total annual waste generated in the Plan area by 3,412 tonnes, or 2.2%.
- 5.9.26 Under this policy, it is likely that development proposals would be located primarily on greenfield land, and as such, result in a net loss of agriculturally and ecologically valuable soils. As all of the identified Key Service Centres are located wholly or partially on Grades 2 or 3 land, it is likely that this policy would result in a net loss of BMV soils. This impact would be permanent and non-reversible and would also reduce the carbon sink capacity of soils across the Plan area. Overall, a major negative impact on natural resources would be expected.

### **SA Objective 15 – Water**

- 5.9.27 Blofield, Brundall, Hethersett, Hingham, Poringland, Farmingham Earl, Reepham and Wroxham are located within the catchment of a groundwater SPZ (Zone III). There are numerous watercourses located within close proximity to the Key Service Centres; The River Chet is located between Loddon and Chedgrave, the Run Dike is located between Brundall and Blofield and the River Bure is located north east of Acle and surrounds Wroxham. It cannot be ruled out that some of the development proposals under this policy could potentially increase the risk of contamination of groundwater sources and above ground watercourses, leading to a minor negative impact on water quality.

---

<sup>62</sup> Department for Environment, Food and Rural Affairs (2023) Local Authority Collected Waste Statistics. Available at: <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables-202122> [Date accessed: 24/08/23]

<sup>63</sup> <sup>63</sup> Department for Environment, Food and Rural Affairs (2023) Local authority collected waste management – annual results 2021/22 (Updated April 2023). Available at: [https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results-202122#:~:text=England%20Waste%20from%20Households%3A%202021%20and%202021%2F22&text=This%20is%20equivalent%20to%20409,increase%20of%202.0%20per%20cent.](https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results-202122/local-authority-collected-waste-management-annual-results-202122#:~:text=England%20Waste%20from%20Households%3A%202021%20and%202021%2F22&text=This%20is%20equivalent%20to%20409,increase%20of%202.0%20per%20cent.) [Date accessed: 24/08/23]

## 5.10 Updated Policy 7.4 – Village Clusters

### Proposed Main Modification: MM16

#### POLICY 7.4 – VILLAGE CLUSTERS (underlined in the original)

#### Housing (underlined in the original)

To provide a minimum of ~~4,220~~ **3,883** homes as set out in policy 1 and to support village services, provide choice for the market and promote delivery of a variety of housing types and tenures, housing development will be supported in principle on a range of sites within the village clusters.

To achieve this:

1. New sites in village clusters to provide a minimum of 1,200 homes will be allocated through a South Norfolk Village Clusters Housing Allocations Local Plan<sub>2</sub>.
2. Existing consented commitments on major sites and housing delivered in the years 2018/19 to 2021/22 in Village clusters in South Norfolk to provide 1,187 homes.
3. ~~New sites in v~~Village clusters in Broadland to provide ~~482~~ **442** homes are allocated in the ~~Greater Norwich Local Plan Sites Plan on unconsented sites.~~
4. Existing consented commitments on major sites and housing delivered in the years 2018/19 to 2021/22 in Village clusters in Broadland to provide 1,054 homes.

Additional sites may be provided in village clusters by:

1. ~~Infill d~~Development within settlement boundaries;
2. Affordable housing led development, which may include an element of market housing (including self/custom build) if necessary, for viability, up to a maximum of 15 dwellings in total. These sites should be adjacent or well related to settlement boundaries with good access to services, including safe routes to schools, subject to other policies of the local plan.

The cumulative amount of windfall development permitted during the plan period should not have a negative impact on the character and scale of settlements in any village cluster.

The main areas for housing development in village clusters are:

<u>Village Cluster</u>	<u>Existing planning permissions (including completions 2018/19 -2021/22).</u>	<u>Homes forecast to be delivered from allocated sites by March 2038</u>	<u>Total deliverable housing commitment 2018 – 2038</u>
<u>(Aylsham) Blickling, Burgh &amp; Tuttington and Oulton</u>	<u>4</u>	<u>0</u>	<u>4</u>
<u>Blofield Heath and Hemblington</u>	<u>56</u>	<u>20</u>	<u>76</u>
<u>(Brundall) Postwick with Witton</u>	<u>15</u>	<u>0</u>	<u>15</u>
<u>Buxton with Lamas and Brampton</u>	<u>6</u>	<u>60</u>	<u>66</u>
<u>Cantley</u>	<u>2</u>	<u>0</u>	<u>2</u>
<u>Cawston with Brandiston and Swannington</u>	<u>15</u>	<u>60</u>	<u>75</u>
<u>Coltishall with Horstead Belaugh</u>	<u>82</u>	<u>0</u>	<u>82</u>
<u>Foulsham and Themelthorpe</u>	<u>7</u>	<u>15</u>	<u>22</u>
<u>Freethorpe, Halvergate and Wickhampton</u>	<u>36</u>	<u>40</u>	<u>76</u>
<u>Frettenham</u>	<u>2</u>	<u>0</u>	<u>2</u>
<u>Great and Little Plumstead</u>	<u>155</u>	<u>0</u>	<u>155</u>

**Proposed Main Modification: MM16**

Great Witchingham, Lenwade, Weston Lonvgville, Alderford, Attlebridge, Little Witchingham and Morton on the Hill	<u>17</u>	<u>20</u>	<u>37</u>
Hainford and Stratton Strawless	<u>1</u>	<u>0</u>	<u>1</u>
Hevingham	<u>3</u>	<u>0</u>	<u>3</u>
(Easton) Honingham	<u>1</u>	<u>0</u>	<u>1</u>
Horsford, Felthorpe and Haveringland	<u>429</u>	<u>30</u>	<u>459</u>
Horsham and Newton St Faith	<u>94</u>	<u>50</u>	<u>144</u>
Lingwood & Burlingham, Strumpshaw and Beighton	<u>62</u>	<u>60</u>	<u>122</u>
Marsham	<u>0</u>	<u>0</u>	<u>0</u>
Reedham	<u>27</u>	<u>30</u>	<u>57</u>
Reepham, Booton, Guestwick, Heydon, Salle and Wood Dalling	<u>6</u>	<u>0</u>	<u>6</u>
Salhouse, Woodbastwick and Ranworth	<u>5</u>	<u>12</u>	<u>17</u>
South Walsham and Upton with Fishley	<u>3</u>	<u>45</u>	<u>48</u>
Spixworth and Crostwick	<u>25</u>	<u>0</u>	<u>25</u>
(Taverham) and Ringland	<u>1</u>	<u>0</u>	<u>1</u>
<b><u>TOTAL</u></b>	<b><u>1,054</u></b>	<b><u>442</u></b>	<b><u>1,496</u></b>

**Employment** (underlined in the original)

The allocated Employment Areas are:

Location	Existing undeveloped employment allocations (hectares, April 2018)	New allocations (hectares)	Total employment allocations (hectares)
See policies 1 and 6 for the strategic site at Hethel	20	0.8	20.8
Brooke	4.8	0	4.8
Foulsham	1.1	0	1.1
Horsham St. Faith	2.9	1.5	4.4
Lenwade	2.4	0	2.4
Lingwood	2.3	0	2.3
<b>Total</b>	<b>33.5</b>	<b>2.3</b>	<b>35.9</b>

Other small-scale employment development will be acceptable in principle elsewhere within village development boundaries, through the re-use of rural buildings or through the potential expansion of existing small and medium sized employment sites, subject to meeting other policies in the development plan.

Enhancements to the multi-functional green infrastructure network provided by development will contribute to the strategic network as set out in maps 8A and B and to linking local networks.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
Policy 7.4 (R19 SA)	-	--	-	-	++	+	+	--	0	+	-	-	0	--	-
Policy 7.4 (MM)	-	--	-	-	++	+	+	--	0	+	-	-	0	--	-

5.10.1 Policy 7.4 – Village Clusters was assessed in the Regulation 19 SA<sup>64</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM16.

5.10.2 The proposed modifications to the policy introduces a table providing housing numbers and forecast delivery within each Village Cluster within Broadland, including detail on existing consented commitments, and has resulted in a reduction in housing delivery through the GNL over the plan area within the Village Clusters as a whole from 4,220 to 3,883. The total employment land to be delivered remains unchanged at 35.9ha.

5.10.3 Whilst in sustainability terms a reduction of 337 homes would be likely to result in slightly reduced potential for adverse effects on the environment and infrastructure to some extent, the proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy 7.4 within the Regulation 19 SA.

**SA Objective 1 – Air Quality and Noise**

5.10.4 This policy would direct development towards villages where the air is likely to be of higher quality than in larger settlements and urban areas. These areas are located away from AQMAs and are generally situated away from main roads or railway lines which are sources of air and noise pollution. Nevertheless, the proposed development of 3,883 dwellings, 35.9ha of employment land, and supporting infrastructure within these rural villages could potentially reduce the current air quality. Therefore, a minor negative impact would be expected.

<sup>64</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnl.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

---

## **SA Objective 2 – Climate Change Mitigation and Adaptation**

- 5.10.5 The main areas of fluvial flood risk across the Plan area are to the east, associated with the network of watercourses including the Rivers Yare, Bure and Waveney. The majority of the Plan area is at risk of surface water flooding, with South Norfolk generally being at greater risk than Broadland. By distributing sites within villages across the Plan area under this policy, it would be expected that there would be greater scope to direct development proposals away from land at risk of fluvial or surface water flooding, which would be expected to have a positive impact in terms of climate change adaptation.
- 5.10.6 In 2020, Greater Norwich had a total annual carbon footprint of approximately 1,826,996 tonnes CO<sub>2</sub>, and residents had an average annual carbon footprint of 4.4 tonnes CO<sub>2</sub> per person<sup>65</sup>. At an average of 2.19 people per dwelling<sup>66</sup>, the development of 3,883 new dwellings could increase the local population by approximately 8,497 people. The introduction of 8,497 new residents could therefore potentially increase the annual carbon footprint of the Plan area by 37,292 tonnes, or 2%<sup>67</sup>. Therefore overall, this policy would be expected to have a major negative impact for this objective, in terms of carbon emissions across the Plan area.

## **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 5.10.7 Owing to the more rural location of the Village Clusters, it is likely that there will be more scope to direct new development away from sensitive biodiversity designations such as SSSIs, NNRs, LNRs and stands of ancient woodland. However, smaller sites would also require development at a number of locations. Additionally, the rural location means there is likely to be less scope for reuse of previously developed land; development proposals at a number of greenfield sites would be expected to result in a net loss in vegetation cover and ecologically valuable soil across the Plan area, whilst also contributing to further fragmentation of local ecological networks. As such, an overall minor negative impact on biodiversity features across the Plan area would be expected.

## **SA Objective 4 – Landscape**

- 5.10.8 The Broads is located to the east of the Plan area. Development proposals directed to some of these Village Cluster locations under this policy, for example Coltishall, South Walsham, Brundall and Postwick, could potentially be visible from, and have potential to alter the setting of, the nationally designated landscape. It is assumed that, as stated within Policy 2, development proposals should take account "*the character and the setting of the Broads*", and so it would be unlikely that development proposals would result in significant adverse impacts on The Broads.

---

<sup>65</sup> DBEIS (2022) UK local authority and regional carbon dioxide emissions national statistics: 2005-2020. Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics-2005-to-2020> [Date accessed: 24/08/23/23]

<sup>66</sup> People per Dwelling has been calculated using the 2021 Census population estimates (Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationandhouseholdestimatesenglandandwales/census2021>) and dwelling stock (Available at: <https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants>)

<sup>67</sup> Please note this is a coarse precautionary indicator, and greater detail of carbon data would help to better quantify effects.

5.10.9 However, under this policy, it is likely that development proposals would be located primarily on previously undeveloped greenfield land, and as such, could potentially result in adverse impacts on landscape character and views. Good design could potentially reduce impacts on landscape and visual receptors. Despite this, overall a minor negative impact on the local landscape would be expected.

#### **SA Objective 5 – Housing**

5.10.10 The proposed development of 3,883 houses across the identified villages would be expected to have a major positive impact on the housing provision across the Plan area. By locating new residential development across these small villages, there is the opportunity for the Plan to diversify the housing market in numerous locations across the Plan area.

#### **SA Objective 6 – Populations and Community**

5.10.11 Policy 7.4 allocates a number of sites within existing settlements, and states that infill and affordable housing-led development will be supported if the proposed sites are located within, adjacent, or well related to settlement boundaries with good access to services. Under this policy, it is considered likely that site end users would be located in close proximity to local services such as a convenience store and to local landscape designations, for example playing fields and allotments. Development under this policy would be likely to provide site end users with good access to essential services, and as such, result in a minor positive impact on opportunities for integration with the local community.

#### **SA Objective 7 – Deprivation**

5.10.12 Deprivation can be measured using a range of indices. It is likely that the development of more high-quality affordable homes and increased job opportunities would have a minor positive impact on deprivation.

#### **SA Objective 8 – Health**

5.10.13 It would be expected that under this policy, site end users would have excellent access to a diverse range of natural habitats and outdoor recreation opportunities via the local PRoW network. However, this policy would direct a large portion of new residents to locations outside the target distance of an NHS hospital with an A&E department, a GP surgery or a leisure centre. Options for accessing these health services via public transport modes would also be likely to be very limited. As a result, a major negative impact on site end users' access to health care facilities would be expected.

#### **SA Objective 9 – Crime**

5.10.14 It is uncertain how the development of homes and employment land allocated within this policy would affect crime rates across the Plan area. At the strategic level, a negligible impact would be expected.

---

### **SA Objective 10 – Education**

- 5.10.15 Under this policy, it is required that windfall development proposals are located within or adjacent to settlement boundaries with good access to services, including safe routes to schools. This would be expected to ensure new residents have good access to the nearest primary or secondary school and limits the amount of growth by local school capacity. However, due to the rural and remote nature of many of these Village Clusters, it is unlikely that all development would be located in a sustainable distance from these schools. Overall, a minor positive impact would be expected in regard to access to education.

### **SA Objective 11 – Economy**

- 5.10.16 Within this policy, 35.9ha of employment floorspace is allocated within Brooke, Foulsham, Lenwade and Lingwood. By directing employment land towards these villages, this policy would be likely to make a positive contribution towards boosting the vitality of these smaller settlements and improve the access to employment for site end users in these areas.
- 5.10.17 However, as this policy directs residential development towards rural villages, site end users in some locations could potentially be located relatively far away from employment opportunities. Therefore, overall this policy could potentially have a minor negative impact on the local economy, in terms of sustainable accessibility to employment.

### **SA Objective 12 – Transport and Access to Services**

- 5.10.18 There is a vast network of PRoWs across Greater Norwich. This would be likely to provide good pedestrian access within and around these settlements. However, many of the Village Clusters are situated in remote areas within Greater Norwich, with limited access to railway stations, which are primarily located within Norwich and the east of the Plan area, with some stations also located to the west of South Norfolk. Site end users in more rural locations would also be expected to have limited access to regular bus services, despite some expected transport improvements in line with Policy 4. It is likely that a large proportion of site end users would be situated outside the target distance of public transport links. The rural location of development proposals under this policy would be expected to contribute to a relatively high reliance on private car use, and therefore, a minor negative impact would be expected.

### **SA Objective 13 – Historic Environment**

- 5.10.19 Heritage assets are widely distributed throughout the Plan area, many of which are associated with historic village settlements. Many of the sites delivered under this policy would be likely to be located in close proximity to Listed Buildings or Conservation Areas. Potential adverse impacts on these heritage assets would be largely determined by the precise location, design and layout of development. Much of the proposed development within these villages would be likely to be relatively small scale, and as such, there would be good scope for avoiding or mitigating potential adverse impacts on local historic assets. It is assumed that this policy would be in line with the requirements of Policy 3 to ensure that heritage assets and the local historic environment are conserved and enhanced. It is expected that development within the Village Clusters would have regard to the current historic character, and therefore, have a negligible impact on the local historic environment.

## SA Objective 14 – Natural Resources, Waste and Contaminated Land

5.10.20 Under this policy, it is likely that development will occur at a number of greenfield sites, which would be expected to result in a net loss of agriculturally and ecologically valuable soils. As the significant majority of soils in the Plan area are Grade 3 land, it is likely that this policy would result in a net loss of BMV land (if found to be Sub-Grade 3a). This impact would be permanent and non-reversible and would also reduce the carbon sink capacity of soils across the Plan area.

5.10.21 Between 2021 and 2022, a total of 156,786 tonnes of household waste was collected in Greater Norwich<sup>68</sup>. The average waste generated per capita in England in 2021 was 409kg<sup>69</sup>. Assuming new residents generate 409kg per capita, 8,497 new residents could be expected to increase the total annual waste generated in the Plan area by 3,475 tonnes, or 2.2%. Overall, a major negative impact on natural resources would be expected.

## SA Objective 15 – Water

5.10.22 The centre and west of Greater Norwich are located within groundwater SPZs. There is also a network of rivers and watercourses located across the Plan area. As development under this policy will be located in rural villages spread out across the Plan area, it is likely that some development would be located within groundwater SPZs or in close proximity to watercourses. As a result, development under this policy could potentially increase the risk of contamination of groundwater sources or watercourses and therefore a minor negative impact would be expected.

## 5.11 Updated Policy 7.5 – Self-Build and Custom Build Windfall Housing Development Outside Defined Settlement Boundaries

### Proposed Main Modification: MM17

#### ~~POLICY 7.5 – SMALL SCALE WINDFALL HOUSING DEVELOPMENT~~

~~Small scale residential development will be permitted adjacent to a development boundary or on sites within or adjacent to a recognisable group of dwellings where:~~

- ~~• Cumulative development permitted under this policy will be no more than 3 dwellings in small parishes or 5 dwellings in larger parishes (as defined in appendix 7) during the lifetime of the plan; and~~
  - ~~• The proposal respects the form and character of the settlement; and~~
  - ~~• The proposal would result in no adverse impact on the landscape and natural environment; and~~
  - ~~• The proposal accords with other relevant Local Plan policies~~
- ~~Positive consideration will be given to self and custom build.~~

**POLICY 7.5 – SELF-BUILD AND CUSTOM BUILD WINDFALL HOUSING DEVELOPMENT OUTSIDE DEFINED SETTLEMENT BOUNDARIES (NB development within settlement boundaries is covered under Policy 7.4) (to be underlined)**

<sup>68</sup> Department for Environment, Food and Rural Affairs (2023) Local Authority Collected Waste Statistics. Available at: <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables-202122> [Date accessed: 24/08/23]

<sup>69</sup> <sup>69</sup> Department for Environment, Food and Rural Affairs (2023) Local authority collected waste management – annual results 2021/22 (Updated April 2023). Available at: <https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results-202122/local-authority-collected-waste-management-annual-results-202122#:~:text=England%20Waste%20from%20Households%3A%202021%20and%202021%2F22&text=This%20is%20equivalent%20to%20409,increase%20of%202.0%20per%20cent.> [Date accessed: 24/08/23]

**Proposed Main Modification: MM17**

**Small scale residential development of up to 3 dwellings for self-build and custom build homes for people who meet the eligibility criteria for Part 1 of the relevant district’s self-build register will be permitted:**

- 1. On sites that are adjacent to settlements with a defined settlement boundary; and**
- 2. On sites within or adjacent to other settlements without a defined settlement boundary.**

**To prevent incremental sprawl, for the operation of this policy such development will not be considered to have extended the defined settlement boundary, or where there is no boundary, the built form of the settlement.**

**For all development covered by this policy the scheme will need to respect the form and character of the settlement including:**

- **Housing density is reflective of the density in the settlement and surrounding built up area; and**
- **The ratio of the building footprint to the plot area is consistent with existing properties nearby which characterise the settlement; and**
- **The proposal would result in no significant adverse impact on the landscape and natural environment; and**
- **The proposal accords with other relevant Local Plan policies.**

**When considered cumulatively with other development, the scheme should not result in a level of development in any settlement that would be contrary to the Sustainable Growth Strategy outlined in Policy 1.**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
Policy 7.5 (R19 SA)	0	0	+	+	+	0	0	0	0	0	0	0	0	+	0
Policy 7.5 (MM)	0	0	0	0	+	0	0	0	0	0	0	0	0	-	0

5.11.1 Policy 7.5 – Self-Build and Custom Build Windfall Housing Development Outside Defined Settlement Boundaries (formerly titled ‘Small-Scale Windfall Housing Development’) was assessed in the Regulation 19 SA<sup>70</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM17.

5.11.2 The proposed modification has involved re-writing the entire policy, although the overall spirit of the policy remains unchanged. The modified text is intended to re-focus the policy on self/custom build housing, clarifying a ceiling of three dwellings for such proposals, and ensuring that development boundaries are not extended. The amended wording has been re-assessed against the SA Framework and is considered to reduce the potential for positive effects against SA Objectives 3, 4 and 14, as explained below.

<sup>70</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

- 5.11.3 Policy 7.5 seeks to restrict windfall development for self- and custom-build houses to three additional dwellings, located adjacent to defined settlement boundaries, or where there is no boundary, the built form of the settlement.
- 5.11.4 The provision of up to three additional dwellings outside of settlement boundaries under this policy would be expected to contribute towards meeting the identified housing need for Greater Norwich over the Plan period. This would therefore have a minor positive impact on local housing provision (SA Objective 5).
- 5.11.5 Although the policy seeks to “prevent incremental sprawl” by ensuring that settlement boundaries are not extended, it sets out support for small amounts of development outside of existing settlements. Therefore, the policy may lead to small-scale loss of previously undeveloped land and potentially agriculturally or environmentally valuable soils, resulting in a minor negative impact on natural resources (SA Objective 14).
- 5.11.6 The policy seeks to ensure that windfall development proposals are in keeping with the existing density in the settlement, would “respect the form and character of the settlement” and “would result in no significant adverse impact on the landscape and natural environment”. By ensuring the development remains in keeping with the existing density and avoids adverse impacts on the environment, the policy would be likely to result in a negligible impact on biodiversity and the local landscape overall (SA Objectives 3 and 4).

## 5.12 Deleted Policy 7.6 – Preparing for New Settlements

### Proposed Main Modification: MM18

#### ~~POLICY 7.6 – PREPARING FOR NEW SETTLEMENTS~~

~~Subject to the outcome of evidence, assessment and appraisal, one or more new settlements will be brought forward in the next Local Plan.~~

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
Policy 7.6 (R19 SA)	-	-	-	-	++	+	+	+	+	++	++	-	-	-	-

- 
- 5.12.1 Policy 7.6 – Preparing for New Settlements was assessed in the Regulation 19 SA<sup>71</sup>. The above matrix illustrates the previous findings. The proposed modification deletes Policy 7.6, recognising that it is not appropriate to include policies within the GNLP that concern future plans. Supporting text has however been introduced which relates to the longer term growth needs in the next plan, including potential options for a new settlement or settlements in the future.
- 5.12.2 By deleting this policy, the potential adverse effects identified for the more environmentally focused SA Objectives (1, 2, 3, 4, 12, 13, 14 and 15) associated with possible development of a new settlement in a currently undeveloped location would be removed. Conversely, the identified positive effects in terms of the socially focused SA Objectives (5, 6, 7, 8, 9, 10 and 11) would be removed since without the policy there will be less certainty regarding the likely benefits new settlements would bring in terms of housing and employment growth and associated infrastructure.
- 5.12.3 Should new settlements be explored as part of the next plan for Greater Norwich, this will need to be evaluated through an SA process as a reasonable alternative spatial strategy option.

---

<sup>71</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]



## 6 Main Modifications: The Sites – updated site policies

### 6.1 Updated Site Policy GNL0360/3053/R10: East Norwich Strategic Regeneration Area (ENSRA)

#### Proposed Main Modification: MM22

##### STRATEGIC ALLOCATION

Policy GNL0360/3053/R10: East Norwich Strategic Regeneration Area (ENSRA) incorporating:

- a) Land at the Deal Ground, Bracondale and Trowse Pumping Station in Norwich and the former May Gurney site at Trowse in South Norfolk (approx. 21.35 ha);
- b) Land at Carrow Works, including Carrow House, Norwich (approx. 19.91 ha);
- c) Utilities Site, Norwich (approx. 6.92 ha);
- d) Land in front of ATB Lawrence Scott (0.39 ha);

~~The East Norwich Regeneration Area is allocated for residential led mixed use development including housing, community, education and leisure facilities, employment and retail, local greenspace, biodiversity areas and recreational open space as part of a balanced mix, together with all necessary supporting vehicular, pedestrian, cycle and public transport access infrastructure. The site is expected to deliver in the region of 4000 homes subject to confirmation through detailed master planning as defined in policy 7.1 of this plan.~~

The ~~d~~Development across the East Norwich Strategic Regeneration Area will achieve the following site-specific wide requirements:

1. Development ~~must~~ should be undertaken comprehensively ~~in accordance with the masterplan and be guided and informed by the SPD~~ for the East Norwich Strategic Regeneration Area required by policy 7.1 (including in accordance with any phasing plan). Proposals should not prejudice future development of or restrict options for the other sites within the East Norwich Strategic Regeneration Area.  
1a. Development should be guided and informed by the movement and connectivity framework set out within the SPD. Proposals must enable connectivity and permeability within and between the sites in the strategic regeneration area and beyond. Proposals should be designed for ease of access to, and by, public transport, with appropriate bridge provision to ensure the sites are fully permeable by sustainable transport modes. The travel impacts of the sites on the transport network must be appropriately managed. Planning applications must be supported by a comprehensive Transport Assessment which considers the whole of the strategic allocation.
2. Development must create an inclusive, resilient and safe community in which people of all ages have good access to high quality homes that meet housing need along with opportunities to access high quality jobs and services.
3. Co-ordinated delivery of new social infrastructure (e.g. a new primary schools, neighbourhood shopping centre, community health facilities and recreational spaces including public open spaces and child play spaces) and economic infrastructure (e.g. transport routes, bridges and utilities) and services, as informed by the ~~detailed masterplan for the East Norwich Strategic Regeneration Area SPD~~.
4. Make the most of its riverside location, including provision of a riverside walk along the northern and southern banks of the River Wensum, linking the sites and providing connections to ~~the~~ Norwich City Football Club and the ~~City~~ Centre as well as the establishment of a recreational route to Whitlingham County Park suitable for accommodating National Cycle Route 1 (NCR1) ~~as part of the integrated access and transportation strategy required by policy 7.1 and the 'River Wensum Strategy'~~. This will be designed to allow future extension of the pedestrian and cycle network to serve other surrounding regeneration opportunity sites east of the city centre should they become available, including improved access routes to Kerrison Road and Hardy Road over or under the

## Proposed Main Modification: MM22

railway line north of Trowse Swing Bridge and south of the river between the Deal Ground and Carrow Works;

5. Achievement of an exemplar high quality, high density, locally distinctive design of a scale and form which respects its context and setting and makes the most of its riverside setting. Proposals must establish strong built frontages along the River Wensum and the defining network of street and spaces with the sites. Design should also take account of the significance of heritage assets on and off site and protected trees as informed by the ~~coordinated masterplanning process SPD.~~
6. There will be the general presumption in favour of the repair and re-use of heritage assets on site as part of any ~~site regeneration, redevelopment proposals,~~ however any application for ~~redevelopment~~ will be considered on its merit. Great weight will be given to the conservation of all designated heritage assets and proposals should provide a suitable setting for designated heritage assets affected by the proposal on and off site including key views from and into the site. Development proposals should draw upon local character and distinctiveness and ~~preserve or conserve, or where opportunities arise,~~ enhance the character and appearance of the conservation areas affected, the Scheduled monuments, listed buildings, locally listed buildings and other non designated heritage assets on and adjacent to the site (including any contribution made to their significance by setting). Development proposals should also consider heritage assets below ground and the impact upon the Broads.
7. Proposals will maintain the open character of the Yare Valley and preserve long views towards the Broads and open countryside.
8. Development proposals will include protection and enhancement of the existing biodiversity of the site including green infrastructure assets, corridors, trees and open spaces. Development must enhance linkages from the city centre to the Broads, Carrow Abbey Country Wildlife Site, the woodlands, the wider rural area and elsewhere in Norwich. ~~Furthermore Development must secure remediation and long term management of the Carrow Abbey County Wildlife site.~~ Development must also achieve high quality landscaping, planting and biodiversity enhancements, including enhancements to the River Wensum and River Yare and to the locally registered historic park and garden, along with appropriate improved public access.
9. Be designed to mitigate the impact of vibration, noise generation, light and air pollution from adjacent industrial operations, roads and railways in order to protect the amenity of users and occupiers of the sites.
10. Proposals for development must ensure that they will not place constraints on the operation of the ~~existing rail connected~~ safeguarded asphalt and aggregates transshipment operation and associated rail facility.
11. Development proposals must address and remediate site contamination
12. An archaeological assessment will be required prior to development
13. Site specific flood risk assessment must be undertaken prior to development and the design of the development will need to be flood resilient and incorporate appropriate mitigation measures in order to address flood risk from both river and surface water flooding.  
13a. Development must allow scope for greater use of the Rivers Wensum and Yare for water based recreation, leisure and tourism including the potential inclusion of marinas and riverside moorings.
14. ~~Norfolk Minerals and Waste Core Strategy Policy CS16 and the NPPF 'agent of change' principle applies, as parts of the sites are within the consultation area of a safeguarded mineral infrastructure (aggregate and roadstone railhead and asphalt plant);~~

### Deal Ground/May Gurney Site

Development must also achieve the following site-specific requirements:

1. Preserve the integrity and wooded landscape character and biodiversity interest of the eastern margin of the Deal Ground around Carrow Abbey Marsh and Whittingham Country Park to the east.
2. Development must secure remediation and long term management of the Carrow Abbey County Wildlife site (on and adjacent to this site).
3. Proposals will include the ~~preservation~~ conservation of the grade II listed 'bottle kiln' and its setting in the north part of the site and Trowse Pumping Station within Trowse Millgate Conservation Area to the south. Imaginative ~~repair~~ restoration and re-use of the bottle kiln in a manner that maintains its

## Proposed Main Modification: MM22

special interest will be ~~encouraged~~ supported and a management plan demonstrating how the asset will be maintained in the future will be required. Proposals should also acknowledge the heritage significance of the site adjacent to Carrow Works.

3a. Deliver the following key infrastructure having regard to the phasing plans and trigger points to be set out in the SPD and subject to viability testing through individual planning applications:

- a) Provision of a new/replacement junction in close proximity to the existing Bracondale entrance to the May Gurney site, details to be determined through a Transport Assessment.
- b) Provision of a fixed all modes bridge over the River Yare connecting the May Gurney site to the Deal Ground site built to adoptable standards;
- c) Provision of a spine road across the Deal Ground built to adoptable standards.
- d) Provision of a high-quality east-west pedestrian/cycle route to connect the railway underpass to Whitlingham Bridge and to the city centre, and facilitate enhancement works to the underpass.
- e) Provision for a fixed pedestrian/cycle bridge over the River Yare to Whitlingham Country Park.
- f) Land to be safeguarded to enable the delivery of a twin track Trowse Rail bridge.
- g) Provision for an all-modes bridge over the River Wensum to the Utilities Site and connected to the spine road.
- h) Provision of a new high-quality marina, having regard to the specifications set out in the SPD.
- i) Provide unconstrained access and services to the moorings downstream of the new Wensum Bridge.
- j) Provision of continued access (including services), to the existing Carrow Yacht Club.

### Carrow Works

Development must also achieve the following site-specific requirements:

1. Proposals will include the ~~protection~~ conservation and long term management of the scheduled monument and listed buildings on the site and provide a suitable setting for designated heritage assets affected by the proposals on and off site. Proposals, which seek to convert, alter or demolish locally listed buildings or have a harmful impact on the significance of their setting, will be considered on their merits. Clear justification for all proposals will be required;
2. Proposals will be required to adopt and implement a strategy of heritage interpretation relating to both the heritage assets of the site, and the use(s) of the site.

2a. Deliver the following key infrastructure having regard to the phasing plans and trigger points to be set out in the SPD and subject to viability testing through individual planning applications:

- a) Provision of a high-quality east-west pedestrian/cycle route to connect King street to the railway underpass, and facilitate enhancement works to the underpass.
- b) Provision of a pedestrian/cycle bridge over the River Wensum (linking to Carrow Road).
- c) Provision of key road infrastructure across the Carrow Works site (built to adoptable standards and able to accommodate public transport).
- d) Provision of a second point of access to King Street, the detail of which will be determined through a Transport Assessment.
- e) Provision of high-quality pedestrian/cycle routes to both the city centre and Bracondale.
- f) Off-site improvements to the highway network including junction enhancements and improved crossing facilities, the detail of which will be determined through a Transport Assessment.
- g) Safe and convenient cycle route through the Carrow Works site connecting Martineau Lane roundabout to King Street.
- h) Provision of a serviced site for a two form entry primary school.
- i) Provision of land for a health facility sufficient to serve the East Norwich development as a whole.
- j) Provision of a neighbourhood shopping centre to meet the day to day needs of future residents and to be delivered in a location which is accessible to all future residents of the East Norwich Strategic Regeneration Area by sustainable transport means.

### Utilities Site

Development must also achieve the following site-specific requirements:

**Proposed Main Modification: MM22**

1. Proposals should acknowledge the heritage significance or previous use of the site as a former power station as part of the requirement in policy 7.1 to protect and conserve, and where opportunities arise, enhance heritage assets and their setting.
- ~~2. Establishment of recreational routes along the eastern margin of the site with a potential pedestrian and cycle link to Carey’s Meadow as part of the integrated access and transportation strategy;~~
- ~~3. 2. Effective integration with proposals for the area of the site immediately to the east falling within the Broads Authority area and covered by policy NOR1 of the adopted Broads Local Plan 2019 (or successor document).~~
- 3a. Deliver the following key infrastructure having regard to the phasing plans and trigger points to be set out in the SPD and subject to viability testing through individual planning applications:
  - a) Provision of a new all mode bridge over the River Wensum connecting to the Deal Ground spine road.
  - b) Provision of a new high quality marina having regard to the specifications set out in the SPD.
  - c) Provision of a high-quality pedestrian/cycle route along the River Wensum frontage of the Utilities site connecting to the adopted riverside walkway to the west of ATB Laurence Scott (or Hardy Road).
  - d) Provision of a secondary/emergency vehicular and pedestrian/cycle access to Hardy Road and/or Cremorne Lane.
  - e) Provision of unconstrained access and services to the moorings downstream of the new Wensum Bridge.

Land adjacent to ATB Laurence Scott

1. A high quality pedestrian/cycle route along the River Wensum frontage of the ATB Laurence Scott site shall be provided which connects to the adopted riverside walkway to the west of ATB Laurence Scott (or Hardy Road), and to the riverside pedestrian/cycle route on the Utilities site.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
GNLP0360/ GNLP3053/ R10 (R19 SA)	-	-	0	0	++	+	+	-	+	++	++	++	0	+	0
GNLP0360/ GNLP3053/ R10 (MM)	-	-	0	0	++	+	+	-	+	++	++	++	0	+	0

6.1.1 Site Policy GNLP0360/GNLP3035/R10 ‘East Norwich Strategic Regeneration Area’ was assessed in the Regulation 19 SA<sup>72</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM22.

<sup>72</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnl.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

6.1.2 The proposed modifications to the policy include a number of wording changes relating to transport and other infrastructure requirements, in accordance with the emerging SPD for the ENSRA. Whilst the site area remains unchanged, there is a reduction in housing delivery for the ENSRA in accordance with Policy 7.1 (see MM13) from 4,000 to 3,362 homes.

6.1.3 Whilst in sustainability terms a reduction of 638 homes would be likely to result in reduced potential for adverse effects on the environment and infrastructure to some extent, Policy GNLP0360/GNLP3035/R10 would still seek to deliver a significant amount of growth. The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy GNLP0360/GNLP3035/R10 within the Regulation 19 SA.

#### **SA Objective 1 – Air Quality and Noise**

6.1.4 Site GNLP0360/GNLP3053/R10 is located adjacent to 'Central Norwich' AQMA, the A147 and a railway line, and therefore, could potentially expose site end users to higher levels of air pollution, noise pollution and disturbance. Furthermore, the proposed development at this site for a large amount of residential led development would be likely to contribute towards a reduction in local air quality, to some extent.

6.1.5 The site policy states that development should "*be designed to mitigate the impact of vibration, noise generation, light and odour pollution from adjacent industrial operations, roads and railways in order to protect the amenity of users and occupiers of the sites*". Furthermore, the site policy includes requirements for new high quality pedestrian and cycle routes and would ensure that development is "*designed to allow future extension of the pedestrian and cycle network*". GNLP and Local Plan policies would also be expected to improve access via public transport.

6.1.6 Overall, although these measures would be expected to contribute towards improvements in air quality and noise pollution, the development at this site would nonetheless be expected to result in an increase in traffic on the local road network. A minor negative impact on air quality and noise cannot be ruled out.

#### **SA Objective 2 – Climate Change Mitigation and Adaptation**

6.1.7 A large proportion of Site GNLP0360/GNLP3053/R10, particularly in the south east, is located within Flood Zones 2, 3a and 3b, and a small proportion of the site coincides with areas determined to be at low, medium and high risk of surface water flooding. The main area of fluvial flood risk coincides with 'Carrow Abbey Marsh' CWS, which would be protected by this policy. The site policy also requires development to protect and enhance green infrastructure on site and states that "*site specific flood risk assessment must be undertaken prior to development and the design of the development will need to be flood resilient and incorporate appropriate mitigation measures in order to address flood risk from both river and surface water flooding*".

6.1.8 However, the proposed development of 3,362 homes within the ENSRA would be likely to result in an increase in carbon emissions, to some extent. Therefore, a minor negative impact on climate change mitigation would be expected.

---

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 6.1.9 Site GNL P0360/GNL P3053/R10 is located approximately 5km south east of the 'River Wensum' SAC and approximately 5.5km west of 'The Broads' SAC and 'Broadland' SPA and Ramsar. The site is also located approximately 1.5km south of 'St James Pit' SSSI and 1.8km north of 'Caistor St Edmund Chalk Pit' SSSI. The site is located within an IRZ which states that "*all planning applications (except householder) outside or extending outside existing settlements/urban areas affecting greenspace, farmland, semi natural habitats or landscape features*" should be consulted on with Natural England. The site also falls within a 'Nutrient Impact Area', and an area within which strategic solutions for recreational impacts on Habitats sites are in place.
- 6.1.10 Site GNL P0360/GNL P3053/R10 is located adjacent to 'Whitlingham' LNR, and the east of the site (comprising the majority of Site GNL P0360) coincides with 'Carrow Abbey Marsh' CWS. A large proportion in the south east of the site coincides with priority habitat, including lowland fens priority habitat and a small area of deciduous woodland priority habitat within and surrounding the CWS. Further stands of deciduous woodland priority habitat are located in the north east and south west of Site GNL P0360/GNL P3053/R10. The site policy states that "*development must secure remediation and long term management of the Carrow Abbey County Wildlife site*" and ensure "*high quality landscaping, planting and biodiversity enhancements, including enhancements to the River Wensum and River Yare*". Furthermore, development at the 'Deal Ground' site must "*preserve the integrity and wooded landscape character and biodiversity interest of the eastern margin of the Deal Ground around Carrow Abbey Marsh and Whitlingham Country Park to the east*". GNL P Policy 3 seeks to ensure development proposals do not result in "*harm to designated and non-designated assets of the natural environment*" and to "*enhance the natural environment*". Development at this site would also be required to be in accordance with the River Wensum Strategy. Subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

### **SA Objective 4 – Landscape**

- 6.1.11 Site GNL P0360/GNL P3053/R10 is located adjacent to The Broads and is approximately 20m from Whitlingham Country Park. The site policy seeks to ensure the development at this site is well related to the riverside location and includes provision of a riverside walk along the River Wensum, and a new recreational route to Whitlingham Country Park. The site policy also states that "*development proposals will include protection and enhancement of the existing biodiversity of the site including green infrastructure assets, corridors, trees and open spaces. Development must enhance linkages from the city centre to the Broads, Carrow Abbey Country Wildlife Site, the woodlands, the wider rural area and elsewhere in Norwich*" and "*proposals will maintain the open character of the Yare Valley and long views toward the Broads and open countryside*". The proposed development at this site would incorporate local greenspace, biodiversity areas and recreational open space. These measures, in addition to the GNL P and Local Plan policies, would be expected to ensure that development does not significantly impact the surrounding landscape character. Therefore, a negligible impact on the local landscape would be expected.

---

### **SA Objective 5 – Housing**

- 6.1.12 Site GNLP0360/GNLP3053/R10 comprises the ENSRA and is proposed for residential-led mixed-use development, to deliver approximately 3,362 dwellings. Therefore, a major positive impact on housing provision would be expected at this site.

### **SA Objective 6 – Populations and Community**

- 6.1.13 The majority of Site GNLP0360/GNLP3053/R10 is located over 600m from existing local services, however, the proposed development at the site would include new community uses including a shopping centre, and therefore, would be expected to ensure that new residents at this site have good access to local services. A minor positive impact would be expected.

### **SA Objective 7 – Deprivation**

- 6.1.14 The proposed development at Site GNLP0360/GNLP3053/R10 would not be expected to have a significant impact on deprivation. The site policy states that “*development must create an inclusive, resilient and safe community in which people of all ages have good access to high quality homes that meet housing need along with opportunities to access high quality jobs and services*”. Alongside the requirements of GNLP and Local Plan policies, this would be expected to promote inclusive development and result in a minor positive impact on deprivation.

### **SA Objective 8 – Health**

- 6.1.15 Site GNLP0360/GNLP3053/R10 is located within 600m of public greenspaces, and the site policy seeks to provide new open spaces and enhance connections for pedestrians through the “*provision of a riverside walk along the northern and southern banks of the River Wensum, linking the sites and providing connections to Norwich City Football Club and the city centre as well as the establishment of a recreational route to Whitlingham County Park suitable for accommodating National Cycle Route 1*”. This would be expected to provide site end users with good access to outdoor space for recreation, with likely physical and mental health benefits.
- 6.1.16 Site GNLP0360/GNLP3053/R10 is located within a sustainable distance of Riverside Leisure Centre in the city centre. However, the closest hospital with an A&E department is Norfolk and Norwich University Hospital, located approximately 6km west of the site. The site is also located over 800m from a GP surgery. The site policy, as well as GNLP and Local Plan policies, would be expected to improve access to the site via public transport, and the new infrastructure proposed on site includes new health facilities. Alongside the provision of pedestrian and cycle links, this could potentially help to improve sustainable access to healthcare facilities.
- 6.1.17 However, Site GNLP0360/GNLP3053/R10 is located adjacent to the A147 and ‘Central Norwich’ AQMA. The proposed development at this site could potentially expose site end users to higher levels of traffic associated emissions, which would be likely to have an adverse impact on the health of site end users. Therefore overall, the proposed development at this site would be expected to have a minor negative impact on health.

---

### **SA Objective 9 – Crime**

- 6.1.18 The proposed development at Site GNLP0360/GNLP3053/R10 would not be expected to have a significant impact on crime. The site policy states that “*development must create an inclusive, resilient and safe community in which people of all ages have good access to high quality homes that meet housing need along with opportunities to access high quality jobs and services*”, in accordance with GNLP and Local Plan policies which promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.

### **SA Objective 10 – Education**

- 6.1.19 A proportion of Site GNLP0360/GNLP3053/R10 is located within 800m of Trowse Primary School and Lakenham Primary School. The majority of the site is located within 1.5km of Notre Dame High School. The proposed development at this site would include “*co-ordinated delivery of new social infrastructure ... e.g. a new primary school*”, and the site policy states that pedestrian, cycle and public transport infrastructure would be provided. This would be likely to improve access to schools in the wider area in Norwich City and result in a major positive impact on education.

### **SA Objective 11 – Economy**

- 6.1.20 Site GNLP0360/GNLP3053/R10 is located in close proximity to Norwich city centre, which would be expected to provide a range of employment opportunities for site end users. Furthermore, the site policy states that the proposed development would provide improved transport infrastructure including public transport which could potentially improve sustainable access to employment opportunities.
- 6.1.21 Site GNLP0360/GNLP3053/R10 is proposed for mixed-use development including social infrastructure, community uses, a shopping centre and other employment-generating uses. The proposed development at this site would be expected to result in the provision of employment opportunities in the local area, and therefore, a major positive impact on the local economy would be expected.

### **SA Objective 12 – Transport and Access to Services**

- 6.1.22 Site GNLP0360/GNLP3053/R10 is located within 2km of Norwich Railway Station, however, a proportion of the site is located over 400m from a bus stop providing regular services. The site policy would be expected to ensure the “*co-ordinated delivery of new ... economic infrastructure (e.g. transport routes, bridges and utilities)*”, and alongside GNLP and Local Plan policies, would be expected to ensure the site has good public transport, pedestrian and cycle connections. The site policy also seeks to provide enhanced pedestrian access, such as through the “*provision of a riverside walk along the northern and southern banks of the River Wensum, linking the sites and providing connections to Norwich City Football Club and the city centre as well as the establishment of a recreational route to Whitlingham County Park suitable for accommodating National Cycle Route 1*”. Overall, a major positive impact on transport would be expected.

### **SA Objective 13 – Historic Environment**

- 6.1.23 The south of Site GNLP0360/GNLP3053/R10 coincides with Trowse Conservation Area, and part of this site is also located adjacent to Trowse with Newton Conservation Area. The west of the site coincides with Bracondale Conservation Area. Thorpe Ridge Conservation Area is also located approximately 180m to the north.



- 6.1.24 Site GNLP0360/GNLP3053/R10 coincides with several heritage assets including the Grade I Listed Building 'Carrow Abbey', the Grade II Listed Buildings 'Carrow House', 'Carrow Works Block 92', 'Carrow Works Blocks 7, 7A, 8A and 8 attached metal canopy' and 'Bottle Kiln at NGR TG24750748' as well as the 'Carrow Priory (ruined portions)' SM. The site is surrounded by several other Listed Buildings and is located approximately 60m from 'Crown Point' RPG.
- 6.1.25 The site policy states that "*great weight will be given to the conservation of all designated heritage assets ... Development proposals should draw upon local character and distinctiveness and conserve, or where opportunities arise, enhance the character and appearance of ... heritage assets*" and their setting. The site policy states that the proposed development should protect and enhance green infrastructure and the open character of the Yare Valley. Furthermore, the policy states "*an archaeological assessment will be required prior to development*". The criteria set out in the site policy, alongside the GNLP and Local Plan policies, would be expected to result in a negligible impact on the historic environment.

#### **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

- 6.1.26 Site GNLP0360/GNLP3053/R10 comprises previously developed land. The proposed development at this site would be expected to have a minor positive impact on natural resources as development would be classed as an efficient use of land.

#### **SA Objective 15 – Water**

- 6.1.27 Site GNLP0360/GNLP3053/R10 coincides with groundwater SPZs (Zone I and II) and is located adjacent to the River Wensum and the River Yare. GNLP and Local Plan policies would be expected to mitigate the potential adverse impacts on the groundwater SPZ. The proportion of the site adjacent to the River Yare comprises the 'Carrow Abbey Marsh' CWS, which would be protected from development by criteria set out in the site policy. This could potentially help to reduce run off into the watercourse. Furthermore, GNLP Policy 7.1 requires development adjacent to the River Wensum to be in accordance with the River Wensum Strategy, which states that "*a good quality of water will be maintained and where possible enhanced in the River Wensum*". Overall, a negligible impact on water quality would be expected.

## **6.2 Updated Site Policy GNLP1061R – Land known as 'Site 4', Norwich Airport**

### **Proposed Main Modification: MM33**

#### **STRATEGIC ALLOCATION**

#### **POLICY GNLP1061R**

Land known as 'Site 4', Norwich Airport (~~approximately 42.46~~ 43.66ha) is allocated for aviation related employment and, aviation educational uses and general employment. This Aviation related uses shall include aviation uses falling be those that fall within the following use classes: E(g)(ii) (the research and development of products and processes), E(g)(iii) (any industrial process), B2 (industrial), B8 (storage and distribution and F1(a) (for the provision of education). General employment shall be for those that fall within the use classes E(g)(ii) (the research and development of products and processes), E(g)(iii) (any industrial process), B2 (industrial) and B8 (storage and distribution).

The development will achieve the following site-specific requirements:

1. Provide development of aviation related uses. ~~Non-aviation development and general employment.~~ Non-aviation development will be limited to no more than 23.16ha of the site and no more than 50%

**Proposed Main Modification: MM33**

~~of the floorspace on the development. Non-aviation related office uses, retail and leisure uses will not be accepted. will only be permitted where it is demonstrated that there is insufficient demand over the next 40 years for aviation related uses on the site and where such non-aviation development would act and be secured as a catalyst to deliver essential infrastructure facilitating the aviation related elements of the development. In any case non-aviation development would be limited to no more than 50% of the floorspace on the development. Should non-aviation uses be considered acceptable development is anticipated to include E(g)(ii) (the research and development of products and processes), E(g)(iii) (any industrial process), B2 (industrial) and B8 (storage and distribution). Non aviation related office uses (Class E(g)(i), retail and leisure uses will not be accepted.~~

2. Development proposals shall only be approved where they adhere to the principles set out in a Design Concept Masterplan for the whole site which is approved by the Council. The Design Concept masterplan shall include an indicative layout (clearly identifying areas for aviation and non-aviation uses), a phasing plan and information on the delivery of critical infrastructure, landscaping, ecology, drainage and sustainable transport measures.
3. Adoption of a surface access strategy. Prior to the occupation of more than 30,000sqm (GEA) floor space, an Airport Surface Access Strategy for the wider airport operational area, which promotes sustainable transport to the site, shall occur prior to any development be approved by the Council and prior to the occupation of development of any phase (as agreed through the Design Concept Masterplan) an Interim Travel Plan for that phase shall be approved.
4. Provision of a mobility hub on the site to allow for bus drop off/pick up, turnaround space, passenger waiting facilities, electric vehicle charging points, car club vehicle(s) and cycle provision/parking.
5. Prior to the occupation of more than 30,000sqm (GEA) floor space a scheme for the provision of a bus link and bus gate between the terminal building and Spitfire Road shall be approved by the Council. There is limited scope to provide enhanced facilities for non-car modes of access to the site so this can be mitigated by offsetting against the rest of the airport where sustainable access enhancements can be more readily achieved.
6. Provide vehicular access from the existing roundabout at Broadland Northway (A1270).
7. Demonstrate that appropriate account has been taken of the potential impacts of noise from existing and proposed airport operations and noise generation from the development itself.
8. Be subject to landscape visual impact assessment and appropriate landscape mitigation to the northwest, north and northeast boundaries. SUDs will need to be provided as part of the development.
9. Changes of use ~~should~~will normally be restricted by conditions on any future planning ~~applications~~ approvals to prevent units being utilised more broadly, and ~~for where aviation related uses have been granted, to prevent the change to non-aviation related uses and to set a limit on the amount of ancillary trade counters, display and office use.~~

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
GNLP1061R (R19 SA)	-	0	0	0	0	+	0	-	0	+	++	+	0	-	0
GNLP1061R (MM)	-	0	0	0	0	+	0	-	0	+	++	+	0	-	0

6.2.1 Site Policy GNLP1061R 'Land known as 'Site 4', Norwich Airport' was assessed in the Regulation 19 SA<sup>73</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM33.

6.2.2 The proposed modifications to the policy include a number of wording changes relating to site-specific requirements, and a slight increase in the overall site area from 42.46ha to 43.66ha. The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy GNLP1061R within the Regulation 19 SA.

### **SA Objective 1 – Air Quality and Noise**

6.2.3 Site GNLP1061 is located adjacent to the A1270, and therefore, could potentially expose site end users to higher levels of air pollution. Furthermore, the proposed development at this site for aviation related employment development would be likely to contribute towards a reduction in local air quality.

6.2.4 The site policy states that the development should "*demonstrate that appropriate account has been taken of the potential impacts of noise from existing and proposed airport operations and noise generation from the development itself*". The site policy also promotes sustainable transport to the site. Although these measures would be expected to contribute towards improvements in air quality and noise pollution, the development at this site would nonetheless be expected to result in an increase in traffic on the local road network, as well as a potential increase in air traffic. A minor negative impact on air quality and noise would be expected.

### **SA Objective 2 – Climate Change Mitigation and Adaptation**

6.2.5 Site GNLP1061 is located wholly within Flood Zone 1, however, a small proportion of this site coincides with areas determined to be at low risk of surface water flooding. The site policy states that "*SUDs will need to be provided as part of the development*", in accordance with GNLP and Local Plan policies. This would be expected to ensure surface water flooding is minimised, and therefore, a negligible impact would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

6.2.6 Site GNLP1061 is located approximately 4km south west of 'Broadland' SPA/Ramsar and 'The Broads' SAC, and approximately 4km north east of the 'River Wensum' SAC. The site is also located approximately 4km north east of 'River Wensum' SSSI and 3.6km south west of 'Crostwick Marsh' SSSI, within an IRZ which states that "*airports, helipads and other aviation proposals*" should be consulted on with Natural England. Subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

---

<sup>73</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

---

#### **SA Objective 4 – Landscape**

- 6.2.7 Site GNLP1061 coincides with the existing Norwich International Airport and is proposed for aviation related uses. The proposed development would be likely to be in keeping with the existing land uses in the area. The site policy states that development would “*be subject to landscape visual impact assessment and appropriate landscape mitigation to the northwest, north and northeast boundaries*”. These measures, in addition to the GNLP and Local Plan policies, would be expected to result in a negligible impact on the landscape

#### **SA Objective 5 – Housing**

- 6.2.8 Site GNLP1061 is proposed for employment end use, and therefore, the proposed development would not be anticipated to result in a net change in housing. A negligible impact on housing provision would be expected at this site.

#### **SA Objective 6 – Populations and Community**

- 6.2.9 Site GNLP1061 is located over 600m from existing local services at Norwich International Airport. However, the site policy seeks to ensure there is “*an Airport Surface Access Strategy for the wider airport operational area, which promotes sustainable transport to the site*” which would be expected to improve connectivity. Therefore, a minor positive impact would be expected.

#### **SA Objective 7 – Deprivation**

- 6.2.10 The proposed development of aviation related employment and education uses at Site GNLP1061 would not be expected to have a significant impact on deprivation. A negligible impact on deprivation would be expected.

#### **SA Objective 8 – Health**

- 6.2.11 Site GNLP1061 is located over 600m from public greenspaces, and outside of a sustainable distance to healthcare facilities. Despite this, the site’s location in the outskirts of Norwich, alongside the requirements of GNLP and Local Plan policies to enhance public transport accessibility, would be likely to ensure that the site has good access to a range of healthcare facilities including emergency healthcare at Norfolk and Norwich University Hospital.

- 6.2.12 However, Site GNLP1061 is located adjacent to the A1270, and as such, the proposed development would locate site end users in areas of existing poor air quality. Therefore, a minor negative impact on health would be expected.

#### **SA Objective 9 – Crime**

- 6.2.13 The proposed development of aviation related employment and education at Site GNLP1061 would not be expected to have a significant impact on crime. A negligible impact on crime would be expected.

#### **SA Objective 10 – Education**

- 6.2.14 Site GNLP1061 is proposed for employment use and “*aviation educational uses*”, and therefore, would be expected to have a minor positive impact on education.

### **SA Objective 11 – Economy**

- 6.2.15 Site GNLP1061 is proposed for aviation related employment development. The proposed development at this site would be expected to result in the provision of employment opportunities in the local area, and therefore, a major positive impact on the local economy would be expected.

### **SA Objective 12 – Transport and Access to Services**

- 6.2.16 Site GNLP1061 is located over 400m from bus stops at the Norwich International Airport and is situated approximately 6km north west of Norwich Railway Station. The site policy seeks to ensure there is *“an Airport Surface Access Strategy for the wider airport operational area, which promotes sustainable transport to the site”*. Alongside GNLP and Local Plan policies, this would be expected to ensure the site is accessible via sustainable transport and is well connected to the existing development at the airport. This would be expected to provide public transport connections to the train station. Overall, a minor positive impact on transport would be expected.

### **SA Objective 13 – Historic Environment**

- 6.2.17 Site GNLP1061 is located approximately 500m from Horsham St Faiths Conservation Area and associated Listed Buildings. The proposed development at Site GNLP1061 is not anticipated to significantly impact nearby heritage assets due to its location within the existing Norwich International Airport. The site policy states that development would *“be subject to landscape visual impact assessment and appropriate landscape mitigation to the northwest, north and northeast boundaries”*. The criteria set out in the site policy, alongside the GNLP and Local Plan policies, would be expected to result in a negligible impact on the historic environment.

### **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

- 6.2.18 Site GNLP1061 comprises partially undeveloped land. Approximately 23ha of the site is situated on ALC Grade 3 land, and approximately 19ha on ‘non-agricultural’ land. ALC Grade 3 could potentially represent some of Greater Norwich’s BMV land. As the site is proposed for aviation related employment and educational uses, and there are currently no buildings within the site boundary, it is assumed that some land will be lost to the development. The proposed development at this site could potentially result in a minor negative impact on natural resources due to the loss of more than 20ha of BMV land.

### **SA Objective 15 – Water**

- 6.2.19 Site GNLP1061 coincides with a groundwater SPZ (Zone III). GNLP and Local Plan policies would be expected to mitigate the potential adverse impacts on the groundwater SPZ. Therefore, a negligible impact on water would be expected.

## **6.3 Updated Site Policy R1 – The Neatmarket, Hall Road**

### **Proposed Main Modification: MM52**

#### **POLICY R1**

**Land at The Neatmarket, Hall Road (approx. 4.51 3.45 hectare) is allocated for employment development and light industrial use (use classes B2/B8 and E(giii)). Ancillary office development and motor trade/car sales uses on the frontage to Hall Road will also be acceptable.**

The development will achieve the following site-specific requirements:

1. Achievement of a high-quality design.

**Proposed Main Modification: MM52**

2. Takes account of the need to protect adjoining residential occupiers from noise from proposed uses and future occupiers of the development itself from noise from the railway;
3. ~~Development should preferably be approached comprehensively.~~ Piecemeal and/or phased development will be accepted only where it is demonstrated that retaining existing livestock market and ancillary uses on site will not result in unacceptable impacts on future occupiers and where the access and operational needs of those retained uses can be adequately addressed;
4. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including the retention ~~and enhancement~~ of existing on-site and adjacent trees; development should make provision for mitigatory planting and appropriate enhancement.
5. Potential contamination from previous uses and any risks arising from the proximity of the notifiable hazardous installation (Calor Gas) to the north should be assessed and mitigated;
6. ~~Development should include the~~ The construction of the main vehicular access road into the site as part of the first phase, incorporate a pedestrian and cycle link across the site to link with the Yare Valley Walk and the nearby Cooper Lane Picnic Area. Development shall provide a financial contribution towards off-site works to enable a pedestrian and cycle link across the site from Hall Road to link to the River Yare riverside walk.
7. Development should make provision for any off-site improvements to the junction of Hall Road and The Neatmarket necessary as a result of increased traffic generation from the site.
8. ~~Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partially underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.~~

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
R1 (R19 SA)	-	+	0	0	0	+	+	+	+	0	++	+	0	+	0
R1 (MM)	-	+	0	0	0	+	+	+	+	0	++	+	0	+	0

6.3.1 Site Policy R1 'The Neatmarket, Hall Road' was assessed in the Regulation 19 SA<sup>74</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM52.

6.3.2 The proposed modifications to the policy include minor wording changes, and a slight reduction in the overall site area from 4.51ha to 3.45ha. The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy R1 within the Regulation 19 SA.

<sup>74</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

---

### **SA Objective 1 – Air Quality and Noise**

- 6.3.3 Site R1 is located over 200m from major sources of air pollution including main roads and AQMAs. However, the site is located adjacent to a railway, and therefore, could potentially expose site end users to higher levels of noise pollution and disturbance. The proposed employment development would be likely to contribute towards a reduction in local air quality, to some extent.
- 6.3.4 The site policy states that development should “*protect adjoining residential occupiers from noise from proposed uses and future occupiers of the development itself from noise from the railway*”. Furthermore, the site policy seeks to enhance pedestrian and cycle access, and “*development should make provision for any off-site improvements to the junction of Hall Road and The Neatmarket necessary as a result of increased traffic generation from the site*”. GNLP and Local Plan policies would also be expected to improve access via public transport.
- 6.3.5 Overall, although these measures would be expected to contribute towards improvements in air quality and noise pollution, the development at this site would nonetheless be expected to result in an increase in traffic on the local road network. A minor negative impact on air quality and noise cannot be ruled out.

### **SA Objective 2 – Climate Change Mitigation and Adaptation**

- 6.3.6 Site R1 is located wholly within Flood Zone 1, however, a small proportion of the site coincides with areas determined to be at low, medium and high risk of surface water flooding. It is anticipated that appropriate sustainable drainage systems would be provided alongside development, in accordance with GNLP and Local Plan policies. Furthermore, the site policy states that “*high quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including the retention of existing on-site and adjacent trees*” which would be expected to reduce flood risk on site and in surrounding locations. Overall, a minor positive impact would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 6.3.7 Site R1 is located approximately 5.6km south east of the ‘River Wensum’ SAC and SSSI, approximately 1km north west of ‘Caistor St Edmund Chalk Pit’ SSSI and 1.7km south east of ‘Eaton Chalk Pit’ SSSI. The site is located within an IRZ which does not indicate the proposed use as a threat to these SSSIs. The site policy states that “*high quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including the retention of existing on-site and adjacent trees*”. Subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

### **SA Objective 4 – Landscape**

- 6.3.8 Site R1 comprises previously developed land, and the site policy states that “*high quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including the retention of existing on-site and adjacent trees*”. These measures, in addition to the GNLP and Local Plan policies, would be expected to ensure that development results in a negligible impact on the landscape overall.

---

### **SA Objective 5 – Housing**

- 6.3.9 Site R1 is proposed for employment end use, and therefore, the proposed development would not be anticipated to result in a net change in housing. A negligible impact on housing provision would be expected at this site.

### **SA Objective 6 – Populations and Community**

- 6.3.10 Site R1 is located within 600m of local services in Norwich, including Asda Superstore. The site policy, as well as GNLP and Local Plan policies, would also be expected to promote public transport improvements and enhance local accessibility. Therefore, a minor positive impact on populations and communities would be expected.

### **SA Objective 7 – Deprivation**

- 6.3.11 The proposed development at Site R1 would not be expected to have a significant impact on deprivation. The GNLP and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

### **SA Objective 8 – Health**

- 6.3.12 Site R1 is located over 200m from main roads and AQMAs, and therefore, the proposed development would locate site end users away from major sources of air pollution which are known to be detrimental to health. Furthermore, the site is located within 600m of public greenspaces, and the site policy states that the development should “*incorporate a pedestrian and cycle link across the site to link with the Yare Valley Walk and the nearby Cooper Lane Picnic Area*”. These measures would be expected to provide site end users with good access to outdoor space for recreation, with likely physical and mental health benefits.
- 6.3.13 Site R1 is located within 5km of the Norfolk and Norwich University Hospital, however, the site is over 800m from GP surgeries. GNLP and Local Plan policies would be expected to improve access to the site via public transport. Alongside the provision of pedestrian and cycle links, this could potentially help to improve sustainable access to healthcare facilities. Overall, the proposed development at this site would be expected to have a minor positive impact on health.

### **SA Objective 9 – Crime**

- 6.3.14 The proposed development at Site R1 would not be expected to have a significant impact on crime. The GNLP and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.

### **SA Objective 10 – Education**

- 6.3.15 Site R1 is proposed for employment development, and therefore, would be expected to have a negligible impact on education.

### **SA Objective 11 – Economy**

- 6.3.16 Site R1 is proposed for employment development and light industrial use, including potential “*ancillary office development and motor trade/car sales uses*”. The proposed development at this site would be expected to result in the provision of employment opportunities in the local area, and therefore, a major positive impact on the local economy would be expected.



### SA Objective 12 – Transport and Access to Services

- 6.3.17 Site R1 is located within 400m of bus stops on Hall Road, providing regular services. The site is also well connected to the footpath and road networks. The site policy states that development should include “*the construction of the main vehicular access road into the site as part of the first phase, incorporate a pedestrian and cycle link across the site to link with the Yare Valley Walk and the nearby Cooper Lane Picnic Area*”. Further financial contributions towards off-site access improvements are also required within the policy. The closest railway station to the site is Norwich Railway Station, located approximately 3km to the north east. The measures outlined above, as well as GNLP and Local Plan policies, would be expected to ensure that good public transport connections to this station are available. Overall, a minor positive impact on transport would be expected.

### SA Objective 13 – Historic Environment

- 6.3.18 Site R1 is located approximately 380m from ‘Sites discovered by air photography at Markshall’ SM. The site policy states that development should provide “*high quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including the retention of existing on-site and adjacent trees*” which could potentially help to screen the development. Alongside the GNLP and Local Plan policies, this would be expected to result in a negligible impact on the historic environment overall.

### SA Objective 14 – Natural Resources, Waste and Contaminated Land

- 6.3.19 Site R1 comprises previously developed land. The proposed development at this site would be expected to have a minor positive impact on natural resources as development would be classed as an efficient use of land.

### SA Objective 15 – Water

- 6.3.20 Site R1 coincides with a groundwater SPZ (Zone II) and a proportion of the site is located within 200m of the River Yare. GNLP and Local Plan policies would be expected to mitigate the potential adverse impacts on the groundwater SPZ. The site is separated from the river by the railway line and trees, and the site policy states that “*high quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including the retention of existing on-site and adjacent trees*”. These measures would be expected to ensure that the development does not result in a significant impact on water quality, and therefore, a negligible impact would be expected.

## 6.4 Updated Site Policy R37 – The Norwich Community Hospital site, Bowthorpe Road

### Proposed Main Modification: MM65

#### POLICY R37

The Norwich Community Hospital site, Bowthorpe Road, Norwich (~~approx.~~ 5.30 ha) is allocated for **mixed use development**. **This may include** hospital development and ancillary activities, plus associated supported living, care and key worker accommodation, and residential development. **As part of a mixed-use scheme the site This will may accommodate a minimum of 80 around 200 homes depending on the level of healthcare development.**

The development will achieve the following site-specific requirements:

1. Development should be approached in the context of a comprehensive masterplan for the Norwich Community Hospital site and should be consistent with and complementary to mixed use redevelopment proposals agreed in principle for the existing hospital;

**Proposed Main Modification: MM65**

2. Achievement of a high quality, locally distinctive design which reflects the prominent location of the site on the frontage to Bowthorpe Road and the proximity of formal open space and informal recreational open space including Earlham Cemetery and Woodlands Park;
3. Retention of the locally listed Woodlands House;
4. Conserve and enhance the setting of the adjacent Earlham Cemetery grade II Registered Park and Garden and nearby Jewish Mortuary Chapel heritage assets.
5. Provide pedestrian and cycle links between Bowthorpe Road and Dereham Road via the Woodlands Park to the north of the site and to Godric Place;
6. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including formal and informal public and private open spaces within the site and the retention and enhancement of existing trees. Biodiversity links between the site and neighbouring green spaces will be protected and enhanced;
7. Site contamination and geotechnical constraints should be assessed and mitigated;
8. The design and configuration of development should have regard to the siting of existing telecommunications equipment on-site.
- ~~9. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partially underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.~~

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
R37 (R19 SA)	-	-	0	0	+	+	+	+	+	++	++	+	0	+	0
R37 (MM)	-	-	0	0	++	+	+	+	+	++	++	+	0	+	0

6.4.1 Site Policy R37 'The Norwich Community Hospital Site, Bowthorpe Road' was assessed in the Regulation 19 SA<sup>75</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM65.

6.4.2 The proposed modifications to the policy include minor wording changes, and an increase in the residential capacity of the site from 80 to around 200 homes, although the site area remains unchanged. The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy R37 within the Regulation 19 SA, other than for SA Objective 5 (housing) whereby the increased residential capacity of the site would result in a major rather than minor positive impact.

<sup>75</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

---

### **SA Objective 1 – Air Quality and Noise**

- 6.4.3 Site R37 comprises previously developed land and is proposed for mixed-use development including 200 dwellings and hospital-related development. GNL and Local Plan policies would be expected to improve public transport access, and the site policy seeks to enhance pedestrian and cycle access. However, the site is located within 200m of the A140 and A1074, and although these measures would be expected to contribute towards improvements in air quality and noise pollution, the development at this site would nonetheless be expected to result in an increase in traffic and expose site end users to poor air quality. A minor negative impact on air quality and noise cannot be ruled out.

### **SA Objective 2 – Climate Change Mitigation and Adaptation**

- 6.4.4 Site R37 is located wholly within Flood Zone 1, however, a small proportion of the site coincides with areas determined to be at low, medium and high risk of surface water flooding. It is anticipated that appropriate sustainable drainage systems would be provided alongside development, in accordance with GNL and Local Plan policies. Furthermore, the site policy states that “*high quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided*”. These measures would be expected to reduce flood risk.
- 6.4.5 However, the proposed development of 200 dwellings would be likely to result in an increase in carbon emissions, to some extent. Therefore, a minor negative impact on climate change mitigation would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 6.4.6 Site R37 is located approximately 1.6km south east of the ‘River Wensum’ SAC and SSSI, approximately 400m south of ‘Sweetbriar Road Meadows, Norwich’ SSSI. The site is located within an IRZ which states that “*residential development of 10 units or more*” should be consulted on with Natural England. The site also falls within a ‘Nutrient Impact Area’, and an area within which strategic solutions for recreational impacts on Habitats sites are in place. The site policy states that the development should include “*high quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including ... the retention and enhancement of existing trees. Biodiversity links between the site and neighbouring green spaces will be protected and enhanced*”. Overall, and subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

### **SA Objective 4 – Landscape**

- 6.4.7 Site R37 comprises previously developed land, and the site policy seeks to deliver “*high quality, locally distinctive design which reflects the prominent location of the site on the frontage to Bowthorpe Road and the proximity of formal open space and informal recreational open space including Earlham Cemetery and Woodlands Park*”. These measures, in addition to the GNL and Local Plan policies, would be expected to ensure that development results in a negligible impact on the landscape overall.

### **SA Objective 5 – Housing**

- 6.4.8 Site R37 is proposed for mixed-use development including approximately 200 dwellings; therefore, a major positive impact on housing provision would be expected at this site.

---

### **SA Objective 6 – Populations and Community**

- 6.4.9 Site R37 is located over 600m from local services. The site policy, as well as GNLP and Local Plan policies, would be expected to improve local accessibility and public transport, which would be likely to improve access to nearby services in Norwich. Therefore, a minor positive impact on populations and communities would be expected.

### **SA Objective 7 – Deprivation**

- 6.4.10 The proposed development at Site R37 would not be expected to have a significant impact on deprivation. The GNLP and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

### **SA Objective 8 – Health**

- 6.4.11 A proportion of Site R37 is located within 200m of the A1047 and A140. The proposed development at this site could potentially expose site end users to higher levels of traffic associated emissions, which would be likely to have an adverse impact on the health of site end users.
- 6.4.12 Site R37 is located within 600m of public greenspaces. The site policy states that the development should provide pedestrian and cycle links as well as “*formal and informal public and private open spaces within the site*”. These measures would be expected to provide site end users with good access to outdoor space for recreation, with likely physical and mental health benefits.
- 6.4.13 The site is located within 5km of the Norfolk and Norwich University Hospital, and the proposed development at this site would include “*hospital development and ancillary activities, plus associated supported living, care and key worker accommodation*”, which could potentially result in a benefit to health. Overall, a minor positive impact on health would be expected.

### **SA Objective 9 – Crime**

- 6.4.14 The proposed development at Site R37 would not be expected to have a significant impact on crime. The GNLP and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.

### **SA Objective 10 – Education**

- 6.4.15 Site R37 is located within 800m of Henderson Green Primary Academy and Wensum Junior Academy and the majority of the site is located within 1.5km of City Academy Norwich. The site is well served by public transport, and the requirements of the site policy, alongside GNLP and Local Plan policies, would be expected to improve pedestrian access to the site. Therefore, a major positive impact on access to education would be expected.

### **SA Objective 11 – Economy**

- 6.4.16 Site R37 is located in close proximity to Norwich city centre, which would be expected to provide a range of employment opportunities for site end users. The requirements of GNLP and Local Plan policies would also be expected to improve access via public transport, which may provide sustainable transport options to employment.

6.4.17 Site R37 is proposed for mixed-use development including “*hospital development and ancillary activities, plus associated supported living, care and key worker accommodation*”. The proposed development at this site would be expected to result in the provision of employment opportunities in the local area, and therefore, a major positive impact on the local economy would be expected.

#### **SA Objective 12 – Transport and Access to Services**

6.4.18 Site R37 is located within 400m of bus stops, providing regular services. The site policy states that development should “*provide pedestrian and cycle links between Bowthorpe Road and Dereham Road via the Woodlands Park to the north of the site and to Godric Place*”. The closest railway station to the site is Norwich Railway Station, located approximately 3.1km to the south east. The measures outlined above, as well as GNLP and Local Plan policies, would be expected to ensure that good public transport connections to this station are available. Overall, a minor positive impact on transport would be expected.

#### **SA Objective 13 – Historic Environment**

6.4.19 Site R37 is located approximately 20m from ‘Norwich City (Earlham Road) Cemetery’ RPG and approximately 40m from the Grade II Listed Building ‘Jewish Mortuary Chapel at Earlham Cemetery’. The site policy states that the development should “*conserve and enhance the setting of the adjacent Earlham Cemetery Grade II Registered Park and Garden and nearby Jewish Mortuary Chapel heritage assets*” and ensure the “*retention of the locally listed Woodlands House*”. The criteria set out in the site policy, alongside the GNLP and Local Plan policies, would be expected to result in a negligible impact on the historic environment.

#### **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

6.4.20 Site R37 comprises previously developed land. The proposed development at this site would be expected to have a minor positive impact on natural resources as development would be classed as an efficient use of land.

#### **SA Objective 15 – Water**

6.4.21 Site R37 coincides with a groundwater SPZ (Zone III). GNLP and Local Plan policies would be expected to mitigate the potential adverse impacts on the groundwater SPZ. Therefore, a negligible impact on water would be expected.

## **6.5 Updated Site Policy R38 – Three Score, Bowthorpe**

### **Proposed Main Modification: MM66**

#### **STRATEGIC ALLOCATION**

#### **POLICY R38**

**Three Score, Bowthorpe, Norwich (approx. 25.29ha) is allocated for an urban extension including housing, open and play space and associated infrastructure. This will accommodate in the region of ~~900~~ 755 homes.**

The development will achieve the following site-specific requirements:

1. Be planned as an exemplar development with a distinct character and identity, providing for exceptionally high standards of design, energy efficiency and flood resilience (including addressing identified risks from flooding from rivers and surface water flooding).
2. Provide permeability through the site including connections to the existing strategic cycle network, new bus routes and a network of attractive and walkable pedestrian routes providing for safe and

**Proposed Main Modification: MM66**

- convenient movement within and between existing and proposed housing areas, the Bowthorpe district centre, the new village centre and the Yare valley and open countryside beyond.
3. Make provision for significant areas of recreational and informal open space, play space, green infrastructure (including retained woodland) and enhance ecological networks to support biodiversity and geodiversity.
  4. Respect the character and distinctiveness of the surrounding area, to improve the setting of Bowthorpe Hall and the surrounding conservation area, preserve the open character of the Yare valley and distinctive landscape of the valley edge, and maintain strategic long views through and beyond the development area.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
R38 (R19 SA)	-	-	0	0	++	+	+	++	+	+	+	+	0	-	0
R38 (MM)	-	-	0	0	++	+	+	++	+	+	+	+	0	-	0

- 6.5.1 Site Policy R38 ‘Three Score, Bowthorpe’ was assessed in the Regulation 19 SA<sup>76</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM66.
- 6.5.2 The proposed modification to the policy reduces the residential capacity of the site from 900 to 755 homes, although the site area remains unchanged.
- 6.5.3 Whilst in sustainability terms a reduction of 145 homes would be likely to result in reduced potential for adverse effects on the environment and infrastructure to some extent, the policy would still seek to deliver a large amount of growth. The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy R38 within the Regulation 19 SA.

<sup>76</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnl.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

---

### **SA Objective 1 – Air Quality and Noise**

- 6.5.4 Site R38 is located over 200m from major sources of air pollution including main roads and AQMAs. However, the proposed development of approximately 755 dwellings at this site would be likely to contribute towards a reduction in local air quality to some extent. The site policy states that the development should “*provide permeability through the site including connections to the existing strategic cycle network, new bus routes and a network of attractive and walkable pedestrian routes*”. These measures, alongside GNLP and Local Plan policies, would be expected to encourage site end users to access the site via sustainable means. However, the development at this site would nonetheless be expected to result in an increase in traffic on the local road network and reduce local air quality. A minor negative impact on air quality and noise cannot be ruled out.

### **SA Objective 2 – Climate Change Mitigation and Adaptation**

- 6.5.5 A small proportion along the edge of Site R38 is located within Flood Zone 2, and a small proportion of the site coincides with areas determined to be at low, medium and high risk of surface water flooding. The site policy states that the development should “*be planned as an exemplar development with a distinct character and identity, providing for exceptionally high standards of design, energy efficiency and flood resilience (including addressing identified risks from flooding from rivers and surface water flooding)*”. It is anticipated that appropriate sustainable drainage systems would be provided alongside development, in accordance with GNLP and Local Plan policies. Furthermore, the site policy states that the development would include enhanced green infrastructure. These measures would be expected to reduce flood risk.
- 6.5.6 However, although the site policy seeks to deliver high standards of energy efficiency, the proposed development of approximately 755 dwellings would be likely to result in an increase in carbon emissions, to some extent. Therefore, a minor negative impact on climate change mitigation would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 6.5.7 Site R38 is located approximately 1.8km south west of the ‘River Wensum’ SAC and SSSI, and approximately 1.1km south west of ‘Sweetbriar Road Meadows, Norwich’ SSSI. The site is located within an IRZ which states that “*all planning applications (except householder) outside or extending outside existing settlements/urban areas affecting greenspace, farmland, semi natural habitats or landscape features such as trees, hedges, streams, rural buildings/structures*” should be consulted on with Natural England. The site also falls within a ‘Nutrient Impact Area’, and an area within which strategic solutions for recreational impacts on Habitats sites are in place.
- 6.5.8 The site is also located adjacent to ‘Bowthorpe Marsh’ LNR and CWS, and a small proportion in the south east corner of the site coincides with deciduous woodland priority habitat. The site policy states that the development should “*make provision for significant areas of recreational and informal open space, play space, green infrastructure (including retained woodland) and enhance ecological networks to support biodiversity and geodiversity*”. GNLP Policy 3 seeks to ensure development proposals do not result in “*harm to designated and non-designated assets of the natural environment*” and requires development to “*enhance the natural environment*”. Overall, and subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

---

#### **SA Objective 4 – Landscape**

- 6.5.9 Site R38 comprises previously undeveloped land, surrounded by existing development in the outskirts of Norwich. The site policy states that development should *"respect the character and distinctiveness of the surrounding area, to improve the setting of Bowthorpe Hall and the surrounding conservation area, preserve the open character of the Yare valley and distinctive landscape of the valley edge, and maintain strategic long views through and beyond the development area"*. These measures, in addition to the GNLP and Local Plan policies, would be expected to ensure that development is well related to the surrounding character, and results in a negligible impact on the landscape overall.

#### **SA Objective 5 – Housing**

- 6.5.10 Site R38 is proposed for the development of 755 dwellings; therefore, a major positive impact on housing provision would be expected at this site.

#### **SA Objective 6 – Populations and Community**

- 6.5.11 The majority of Site R38 is located within 600m of local services, including Roys of Bowthorpe and Bowthorpe News. The site policy, as well as GNLP and Local Plan policies, would be expected to improve local accessibility and public transport, which would be likely to improve access to nearby services. Therefore, a minor positive impact on populations and communities would be expected.

#### **SA Objective 7 – Deprivation**

- 6.5.12 The proposed development at Site R38 would not be expected to have a significant impact on deprivation. The GNLP and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

#### **SA Objective 8 – Health**

- 6.5.13 Site R38 is located over 200m from main roads and AQMAs, and therefore, the proposed development would locate site end users away from major sources of air pollution which are known to be detrimental to health. The site is located within 600m of public greenspaces, and the site policy seeks to enhance pedestrian/cycle access and provide *"a network of attractive and walkable pedestrian routes providing for safe and convenient movement within and between existing and proposed housing areas, the Bowthorpe district centre, the new village centre and the Yare valley and open countryside beyond"*. This would be expected to provide site end users with good access to outdoor space for recreation, with likely physical and mental health benefits.

- 6.5.14 Site R38 is located within 800m from a GP surgery, and within 5km of Norfolk and Norwich University Hospital. The site policy, alongside GNLP and Local Plan policies, would be expected to enhance public transport provision, which could potentially help to improve sustainable access to healthcare facilities. Overall, the proposed development at this site would be expected to have a major positive impact on health.

#### **SA Objective 9 – Crime**

- 6.5.15 The proposed development at Site R38 would not be expected to have a significant impact on crime. The GNLP and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.



---

### **SA Objective 10 – Education**

- 6.5.16 The majority of Site R38 is located within 800m of Clover Hill VA Infant and Nursery School, however, the site is located over 800m from a junior school and over 1.5km from a secondary school. The site policy states that development should “*provide permeability through the site including connections to the existing strategic cycle network, new bus routes and a network of attractive and walkable pedestrian routes providing for safe and convenient movement*”. This would be likely to improve access to schools in Norwich city and result in a minor positive impact on education.

### **SA Objective 11 – Economy**

- 6.5.17 Site R38 is located within 5km of several primary employment locations including Longwater Retail Park, Bowthorpe Employment Area, and Norwich city centre. These locations would be expected to provide a range of employment opportunities for site end users. Furthermore, the site policy seeks to improve pedestrian and public transport access, which could potentially improve access to employment opportunities. Therefore, the proposed development at this site would be expected to have a minor positive impact on the local economy.

### **SA Objective 12 – Transport and Access to Services**

- 6.5.18 The majority of Site R38 is located within 400m of bus stops, providing regular services. The site policy states that the development would provide “*permeability through the site including connections to the existing strategic cycle network, new bus routes and a network of attractive and walkable pedestrian routes*”. The closest railway station to the site is Norwich Railway Station, located approximately 5.6km to the east. The measures outlined above, as well as GNLP and Local Plan policies, would be expected to ensure that good public transport connections to this station are available. Overall, a minor positive impact on transport would be expected.

### **SA Objective 13 – Historic Environment**

- 6.5.19 Site R38 is located adjacent to Bowthorpe Conservation Area, and is located approximately 200m from the Grade II Listed Buildings ‘Bowthorpe Hall’ and ‘Ruins of Church of St Michael’, and the ‘Remains of Bowthorpe Church’ SM. The site policy states that development should “*respect the character and distinctiveness of the surrounding area, to improve the setting of Bowthorpe Hall and the surrounding conservation area, preserve the open character of the Yare valley and distinctive landscape of the valley edge, and maintain strategic long views through and beyond the development area*”. The criteria set out in the site policy, alongside the GNLP and Local Plan policies, would be expected to result in a negligible impact on the historic environment.

### **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

- 6.5.20 Site R38 comprises previously undeveloped land. The majority of the 25.29ha site is situated on ALC Grade 3 land, which could potentially represent some of Greater Norwich’s BMV land. The proposed development at this site could potentially result in a minor negative impact on natural resources due to the loss of more than 20ha of BMV land.

## SA Objective 15 – Water

- 6.5.21 Site R38 coincides with a groundwater SPZ (Zone I and II) and is located adjacent to the River Yare. GNL and Local Plan policies would be expected to mitigate the potential adverse impacts on the groundwater SPZ. The site policy states that the development should “*make provision for significant areas of recreational and informal open space, play space, green infrastructure (including retained woodland)*” and “*preserve the open character of the Yare valley and distinctive landscape of the valley edge*”. These measures would be expected to ensure that the development does not result in a significant impact on water quality, and therefore, a negligible impact would be expected.

## 6.6 Updated Site Policy GNL0307/GNL0327 (Part of Cringleford Neighbourhood Plan HOU1)

### Proposed Main Modification: MM78

#### STRATEGIC ALLOCATION

#### POLICY GNL0307/GNL0327 (Part of Cringleford Neighbourhood Plan HOU1)

Land north of the A11 (~~approx. 52.56 ha~~) is allocated for residential development and associated infrastructure. This will accommodate approximately ~~4,740~~ 1,060 homes.

~~The development will be expected to address the following specific matters~~ The development will achieve the following site specific requirements:

1. Development to comply with the policies of the Cringleford Neighbourhood Plan 2013-2026, including that no more than approximately 1,300 homes are built prior to 2026.
2. A Transport Assessment will be required, to include:
  - o ~~confirmation~~ Confirmation that the proposed improvements to the A47 Thickthorn Interchange can accommodate the uplift in dwelling numbers;\_
  - o ~~a vehicular route through the adjacent development site (reference: 2013/1494), capable of serving as a bus route~~ Connections to adjacent sites by all modes which support active travel where feasible.
  - o ~~footpath~~ Footpath and cycleway connections to the Roundhouse Way bus interchange;\_
  - o ~~improvements~~ Improvements to Colney Lane;\_
  - o ~~enhanced~~ Enhanced pedestrian, cycle and public transport access to the wider Norwich Research Park (including the UEA);\_
  - o ~~enhanced~~ Enhanced walking routes to nearby schools;\_ ~~and~~
  - o ~~safeguarding of land for a pedestrian footbridge over the A47.~~
3. Approximately 3 hectares of the site should be safeguarded for a new school, or equivalent alternative provision in agreement with the education authority.
4. Adequate ~~landscaping and green infrastructure~~ and a landscape buffer ~~to~~ will be provided ~~including landscape buffer outside the settlement limit~~ in accordance with the Bypass protection zone adjacent of to the A47 and including adequate noise mitigation measures to protect residential amenity.
5. ~~Inclusion of p~~ Pollution control techniques to ensure that development does not lead to pollution of the water environment as the site falls within source protection zone 3.
6. ~~Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.~~ An archaeological assessment will be required prior to development.
7. Provision of a drainage system (SUDs).
8. Mitigations to address utilities infrastructure crossing the site.
9. ~~Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partly underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.~~

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
GNLP0307/ GNLP0327 (R19 SA)	-	-	0	-	++	+	+	+	+	++	+	+	0	-	-
GNLP0307/ GNLP0327 (MM)	-	-	0	-	++	+	+	+	+	++	+	+	0	-	-

6.6.1 Site Policy GNLP0307/GNLP0327 (Cringleford Neighbourhood Plan HOU1) 'Land south west of New Found Farm, Colney Lane' was assessed in the Regulation 19 SA<sup>77</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM78.

6.6.2 The proposed modifications to the policy include minor wording changes, and a decrease in the residential capacity of the site from 1,710 to 1,060 homes, although the site area remains unchanged. Whilst in sustainability terms a reduction of 650 homes would be likely to result in reduced potential for adverse effects on the environment and infrastructure to some extent, the policy would still seek to deliver a large amount of growth. The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy GNLP0307/GNLP0327 within the Regulation 19 SA.

**SA Objective 1 – Air Quality and Noise**

6.6.3 Site GNLP0307/GNLP0327 is located adjacent to the A47 and A11, and as such, could potentially expose site end users to higher levels of transport associated air and noise pollution. The site policy states that the site masterplan should include *"adequate green infrastructure and a landscape buffer will be provided in accordance with the Bypass protection zone adjacent to the A47 including adequate noise mitigation measures to protect residential amenity"*. This could potentially help to protect residents from adverse impacts on health arising from air pollution as well as noise pollution.

6.6.4 The site policy also seeks to improve the local highways network and provide *"enhanced pedestrian, cycle and public transport access"*, which could potentially help to improve air quality by reducing congestion and provide options for transport other than private cars. Although these measures would be expected to contribute towards improvements in air quality and noise pollution, the proposed development of approximately 1,060 dwellings at this site would nonetheless be expected to result in an increase in traffic on the local road network and air pollution, to some extent. A minor negative impact on air quality and noise cannot be ruled out.

<sup>77</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

---

### **SA Objective 2 – Climate Change Mitigation and Adaptation**

- 6.6.5 Site GNL0307/GNL0327 is located wholly within Flood Zone 1, however, a small proportion of this site coincides with areas determined to be at low, medium and high risk of surface water flooding. The site policy states that the development should include “*provision of a drainage system (SUDs)*” and green infrastructure. These measures, in accordance with GNL and Local Plan policies, would be expected to ensure surface water flooding is minimised.
- 6.6.6 However, the proposed development of approximately 1,060 dwellings at Site GNL0307/GNL0327 would be likely to result in an increase in carbon emissions, to some extent. Therefore, a minor negative impact on climate change mitigation would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 6.6.7 Site GNL0307/GNL0327 is located approximately 3.8km south of the ‘River Wensum’ SAC and SSSI. This site is also located approximately 2km west of ‘Eaton Chalk Pit’ SSSI and approximately 3.3km south west of ‘Sweetbriar Road Meadows, Norwich’ SSSI. Site GNL0307/GNL0327 is located within an IRZ which states that “*all planning applications (except householder) outside or extending outside existing settlements/urban areas affecting greenspace, farmland, semi natural habitats or landscape features such as trees, hedges, streams, rural buildings/structures*” should be consulted on with Natural England. The site also falls within a ‘Nutrient Impact Area’, and an area within which strategic solutions for recreational impacts on Habitats sites are in place. Subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

### **SA Objective 4 – Landscape**

- 6.6.8 Site GNL0307/GNL0327 is located within the LCA ‘Yare Tributary Farmland with Parkland’. Site GNL0307/GNL0327 currently comprises a large area of arable farmland, which is a key characteristic of this LCA. The site policy states that “*adequate green infrastructure and a landscape buffer will be provided*”. These measures, in addition to the GNL and Local Plan policies, would be expected to ensure that development is in keeping with the surrounding landscape character.
- 6.6.9 Nonetheless, Site GNL0307/GNL0327 comprises previously undeveloped land and is located outside of existing settlements. Therefore, the proposed development at this site could potentially contribute towards the urbanisation of the countryside, as well as coalescence between the settlements of Cringleford and Colney. Overall, a minor negative impact on the local landscape would be expected.

### **SA Objective 5 – Housing**

- 6.6.10 Site GNL0307/GNL0327 is proposed for the development of approximately 1,060 dwellings; therefore, a major positive impact on housing provision would be expected at this site.

---

### **SA Objective 6 – Populations and Community**

- 6.6.11 Site GNLP0307/GNLP0327 is located over 600m from local services. The site policy states that “*enhanced pedestrian, cycle and public transport access*” would be provided. This could potentially help to improve access to nearby services in Cringleford. Alongside the GNLP and Local Plan policies, this would be expected to improve access to local services and have a minor positive impact on populations and communities.

### **SA Objective 7 – Deprivation**

- 6.6.12 The proposed development at Site GNLP0307/GNLP0327 would not be expected to have a significant impact on deprivation. The GNLP and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

### **SA Objective 8 – Health**

- 6.6.13 A proportion of Site GNLP0307/GNLP0327 is located within 200m of the A47 and A11. The site policy states that the site masterplan should include “*adequate green infrastructure and a landscape buffer will be provided in accordance with the Bypass protection zone adjacent to the A47 including adequate noise mitigation measures to protect residential amenity*”. This could potentially help to protect residents from adverse impacts on health arising from air pollution as well as noise pollution.

- 6.6.14 Site GNLP0307/GNLP0327 is located in close proximity to Norfolk and Norwich University Hospital, which is situated approximately 1.5km to the north west of the site. However, the majority of the site is located over 800m from Cringleford Doctor’s Surgery. The majority of the site is also located over 600m from the PRoW network and public greenspaces. The site policy would be expected to enhance pedestrian and cycle connectivity through providing new safe and convenient links between residential areas and the site, which could potentially improve access to healthcare including the nearby GP surgery, as well as leisure centres and green spaces for outdoor recreation. Overall, the proposed development at this site would be expected to have a minor positive impact on health.

### **SA Objective 9 – Crime**

- 6.6.15 The proposed development at Site GNLP0307/GNLP0327 would not be expected to have a significant impact on crime. The GNLP and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.

### **SA Objective 10 – Education**

- 6.6.16 Site GNLP0307/GNLP0327 is located over 1.5km from the nearest secondary school and partially over 800m from Cringleford C of E Voluntary Aided Primary School. The site policy states that “*approximately 3 hectares of the site should be safeguarded for a new school, or equivalent alternative provision in agreement with the education authority*” and “*enhanced walking routes to nearby schools*”. Furthermore, the proposed “*enhanced pedestrian, cycle and public transport access*” would also be likely to improve access to schools in the wider area such as Norwich. Overall, a major positive impact on education would be expected.

---

### **SA Objective 11 – Economy**

- 6.6.17 Site GNLP0307/GNLP0327 is located within 5km of several primary employment locations including Norfolk and Norwich University Hospital, the University of East Anglia, and Norwich city centre. These locations would be expected to provide a range of employment opportunities for site end users. Furthermore, the site policy states that the proposed development would include *“enhanced pedestrian, cycle and public transport access to the wider Norwich Research Park (including the UEA)”*. Therefore, the proposed development at this site would be expected to have a minor positive impact on the local economy.

### **SA Objective 12 – Transport and Access to Services**

- 6.6.18 The majority of Site GNLP0307/GNLP0327 is located over 400m from bus stops. The closest railway station is Norwich Railway Station, located approximately 6.3km to the north east. The site is well connected to the surrounding road network; however, it has limited access to the existing footpath network. The site policy states that the proposed development would improve the pedestrian, cycle and public transport access including *“connections to adjacent sites by all modes which support active travel where feasible”* as well as *“footpath and cycleway connections to the Roundhouse Way bus interchange”*. These measures would be likely to encourage active travel in the local area and could potentially help to improve public transport connections to the surrounding area including train stations. Overall, a minor positive impact on transport and access to services would be expected.

### **SA Objective 13 – Historic Environment**

- 6.6.19 Site GNLP0307/GNLP0327 is located approximately 360m from the Grade II Listed Building ‘The Round House at TG 188 056’ and ‘Milestone No 4 at TG 1800 0556’, and approximately 500m from Earlham Conservation Area. The site policy states that *“adequate green infrastructure and a landscape buffer will be provided”* and an archaeological assessment will be required. These measures, alongside GNLP and Local Plan policies, would be expected to ensure that the character and setting of nearby Listed Buildings and Conservation Areas is conserved. Therefore, a negligible impact on the historic environment would be expected.

### **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

- 6.6.20 Site GNLP0307/GNLP0327 comprises previously undeveloped land. The 52.56ha site coincides with ALC Grade 3 land, which could potentially represent some of Greater Norwich’s BMV agricultural land. The proposed development at this site could potentially result in a minor negative impact due to the loss of more than 20ha of BMV land.

### **SA Objective 15 – Water**

- 6.6.21 Site GNLP0307/GNLP0327 coincides with a groundwater SPZ (Zone III) and a small proportion of the site is located within 200m of a minor watercourse. The site policy states that the proposed development should include *“pollution control techniques to ensure that development does not lead to pollution of the water environment as the site falls within source protection zone 3”*. In addition to the requirements of GNLP and Local Plan policies this would be expected to mitigate the potential adverse impacts on the groundwater SPZ. However, the proposed development at this site could potentially increase the risk of contamination of the watercourse, and as such, result in a minor negative impact on water.

## 6.7 Updated Site Policy EAS1 – Land south and east of Easton

### Proposed Main Modification: MM81

#### STRATEGIC ALLOCATION

##### POLICY EAS 1

**Land south and east of Easton (approx. 52.12 ha) is allocated for residential development and associated infrastructure. This will accommodate approximately 1,044 962 homes.**

~~The development will be expected to address the following specific matters~~ The development will achieve the following site specific requirements:

##### Master Plan

A comprehensive masterplan which will need to cover the provision of social and green infrastructure and highways improvements, taking into account the other requirements of this policy, and address:

1. Phasing which clearly identifies when key infrastructure will be provided in relation to the provision of new housing. Phasing should be designed to ensure development minimises the disturbance to existing residents.
2. The relationship to any continued expansion of Easton College and the Royal Norfolk Showground (including the loss of any land currently used for Showground parking).
3. The approach to densities across the allocation, including higher densities close to the proposed village centre.
4. Careful consideration of development west of the existing allotments, including the ~~possible~~ retention of this area as open space.
5. A local centre at the heart of the development, easily accessible to surrounding residential areas.

##### Enhanced Facilities

- ~~4.~~ 6. Provision of a new village centre in the vicinity of the indicative site shown on the Easton Inset Map, to include a new village hall, village green/focal recreation space, shared parking provision with primary school.
- ~~2.~~ 7. Expanded primary school provision in agreement with the Education Authority.

##### Heritage Assets

- ~~4.~~ 8. Application to be accompanied by an assessment of the significance of St Peter's Church as a heritage asset, the extent of its setting and the contribution that its setting makes to its significance.
- ~~2.~~ 9. Any development must conserve and, where opportunities arise, enhance the significance of the grade I listed Church of St Peter including any contribution made to that significance by setting. This includes but is not limited to ensuring that sufficient open space and landscaping is retained to the south, south east and south west of St Peter's Church and that sufficient planting is provided, such that its setting, and the wooded setting of Diocesan House and the Vicarage, are protected.

##### Landscaping and Green Infrastructure

- ~~4.~~ 10. Protection of the existing allotments and any other sites in community use, or relocation to an equivalent or better site.
- ~~2.~~ 11. Provision of a landscape buffer and enhancements to the A47 corridor – layout and landscaping should take into account both visual enhancement and the noise implications of the neighbouring A47 and Showground and include any proposals for acoustic barriers.
- ~~3.~~ 12. Identification and protection of significant biodiversity features including trees and hedgerows, incorporated within open space and with off-site mitigation where on-site protection cannot be achieved.
- ~~4.~~ 13. Green infrastructure enhancements, including the approach to the area between the village and Easton College.
- ~~5.~~ 14. Proportionate contributions to the access improvements to the Yare Valley and Bawburgh/Colney Lakes.

##### Transport

Highways and transport improvements ~~agreed with Norfolk County Council and, where appropriate, the Highways Agency, as agreed,~~ to include;

- ~~6.~~ 15. Proportionate contributions to short, medium and long-term improvements to the A47 Easton and Longwater junctions to ensure that junction capacity does not become a constraint on development.
- ~~7.~~ 16. Provision of new vehicular accesses for development to the south of the village, to supplement Marlingford Road and Bawburgh Road.
- ~~8.~~ 17. Provision for, and proportionate contributions to, Dereham Road Bus Rapid Transit (BRT), including improved access to facilities in Costessey, and other public transport enhancements in accordance with the latest version of the Norwich Area Transportation Strategy (NATS) implementation plan.

**Proposed Main Modification: MM81**

~~9.~~ ~~18.~~ Safe and convenient pedestrian and cycle links to key locations, including Longwater employment and retail, Costessey Medical Centre, Ormiston Victory Academy, Costessey Park and Ride site and Easton College.

Site conditions and constraints

~~10.~~ ~~Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.~~

~~14.~~ ~~19.~~ Investigation of ground conditions at the former gravel pit north of Dereham Road.

~~12.~~ ~~Wastewater infrastructure capacity must be confirmed prior to development taking place.~~

~~13.~~ ~~20.~~ Site layout to take account of water mains and sewers crossing site.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
EAS1 (R19 SA)	-	-	0	-	++	++	+	+	+	+	+	+	0	-	0
EAS1 (MM)	-	-	0	-	++	++	+	+	+	+	+	+	0	-	0

6.7.1 Site Policy EAS1 'Land south and east of Easton' was assessed in the Regulation 19 SA<sup>78</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM81.

6.7.2 The proposed modifications to the policy include minor wording changes, and a decrease in the residential capacity of the site from 1,044 to 962 homes, although the site area remains unchanged. Whilst in sustainability terms a reduction of 82 homes would be likely to result in reduced potential for adverse effects on the environment and infrastructure to some extent, the policy would still seek to deliver a large amount of growth. The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy EAS1 within the Regulation 19 SA.

**SA Objective 1 – Air Quality and Noise**

6.7.3 Site EAS1 is located adjacent to the A47, and therefore, the proposed development at this site could potentially expose site end users to higher levels of transport associated air and noise pollution. The site policy states that the site masterplan should include "*provision of a landscape buffer and enhancements to the A47 corridor*", which could potentially help to protect residents from adverse impacts on health arising from air pollution as well as noise pollution.

<sup>78</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]



6.7.4 The site policy requires contributions towards highways improvements, “*safe and convenient pedestrian and cycle links to key locations*” and “*provision for, and proportionate contributions to, Dereham Road Bus Rapid Transit (BRT), including improved access to facilities in Costessey, and other public transport enhancements in accordance with the latest version of the Norwich Area Transportation Strategy (NATS) implementation plan*”. These measures could potentially help to improve air quality by reducing congestion and providing options for transport other than private cars.

6.7.5 Although these measures would be expected to contribute towards improvements in air quality and noise pollution, the proposed development of approximately 962 dwellings and associated infrastructure at this site would nonetheless be expected to result in an increase in traffic on the local road network and air pollution, to some extent. A minor negative impact on air quality and noise would be expected.

### **SA Objective 2 – Climate Change Mitigation and Adaptation**

6.7.6 Site EAS1 is located wholly within Flood Zone 1, however, a small proportion of the site coincides with areas determined to be at low risk of surface water flooding. The site policy states that the development would include green infrastructure enhancements, and a proportion of the site will be open space. It is anticipated that appropriate sustainable drainage systems would be provided alongside development, in accordance with GNLP and Local Plan policies. These measures would be expected to ensure surface water flooding is minimised.

6.7.7 However, the proposed development of approximately 962 dwellings at Site EAS1 would be likely to result in an increase in carbon emissions, to some extent. Therefore, a minor negative impact on climate change mitigation would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

6.7.8 Site EAS1 is located approximately 1.4km south of the ‘River Wensum’ SAC and SSSI. The site is located within an IRZ which does not indicate the proposed use as a threat to this SSSI. The site policy states that the masterplan should ensure the “*identification and protection of significant biodiversity features including trees and hedgerows, incorporated within open space and with off-site mitigation where on-site protection cannot be achieved*”, as well as green infrastructure enhancements. Therefore, the proposed development at this site would be expected to ensure that development retains and enhances habitat connectivity. The site also falls within a ‘Nutrient Impact Area’, and an area within which strategic solutions for recreational impacts on Habitats sites are in place. Subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

---

### **SA Objective 4 – Landscape**

6.7.9 Site EAS1 is located within the LCA 'Easton Fringe Farmland'. Some key characteristics of this LCA include arable and pastoral farmland, urban fringe settlement, and recreational uses. The site policy states that the development at the site would incorporate "*a landscape buffer and enhancements to the A47 corridor*", protection of trees and hedgerow on site and "*green infrastructure enhancements, including the approach to the area between the village and Easton College*". The site would also provide open space. These measures would be likely to reduce the impacts of development on the landscape. GNLP and Local Plan policies would be expected to ensure that development is in keeping with the surrounding landscape character.

6.7.10 Nonetheless, Site EAS1 comprises a large area of previously undeveloped land and is located outside of the existing settlement of Easton. Therefore, the proposed development at this site would be likely to contribute towards the urbanisation of the countryside. Overall, a minor negative impact on the local landscape would be expected.

### **SA Objective 5 – Housing**

6.7.11 Site EAS1 is proposed for the development of 962 dwellings; therefore, a major positive impact on housing provision would be expected at this site.

### **SA Objective 6 – Populations and Community**

6.7.12 The majority of Site EAS1 is located over 600m from existing local services. The site policy states that "*safe and convenient pedestrian and cycle links to key locations*" would be provided, as well as a new "*local centre at the heart of the development, easily accessible to surrounding residential areas*". The policy also seeks to ensure the "*protection of the existing allotments and any other sites in community use, or relocation to an equivalent or better site*". Therefore, a major positive impact on populations and communities would be expected.

### **SA Objective 7 – Deprivation**

6.7.13 The proposed development at Site EAS1 would not be expected to have a significant impact on deprivation. The GNLP and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

### **SA Objective 8 – Health**

6.7.14 Site EAS1 is located adjacent to the A47, and therefore, the proposed development at this site could potentially expose site end users to higher levels of transport associated air and noise pollution. The site policy states that the site masterplan should include "*provision of a landscape buffer and enhancements to the A47 corridor*", which could potentially help to protect residents from adverse impacts on health arising from air pollution as well as noise pollution.

6.7.15 The site is located within 600m of public greenspaces, and the site policy seeks to deliver safe pedestrian/cycle routes and open space as well as protecting the existing allotments on site. These measures would be expected to ensure that site end users have good access to outdoor space and a diverse range of natural habitats, which are known to have physical and mental health benefits.

6.7.16 The closest hospital with an A&E department is Norfolk and Norwich University Hospital, located just over 5km to the south east of the site. The closest GP surgery is Costessey (Roundwell) Medical Centre, situated approximately 3km to the east. The site policy states that “*safe and convenient pedestrian and cycle links to key locations, including ... Costessey Medical Centre*” would be provided. The requirements of the site policy, as well as GNLP and Local Plan policies, would be expected to improve access to the site via public transport, which would be likely to improve sustainable access to healthcare facilities including the hospital. Overall, the proposed development at this site would be expected to have a minor positive impact on health.

**SA Objective 9 – Crime**

6.7.17 The proposed development at Site EAS1 would not be expected to have a significant impact on crime. The GNLP and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.

**SA Objective 10 – Education**

6.7.18 Site EAS1 is located within 800m of St Peter’s C of E Primary Academy, however, the site is located over 1.5km from a secondary school. The closest secondary school is Ormiston Victory Academy, situated approximately 3km to the east. The site policy states that the development should provide “*expanded primary school provision in agreement with the Education Authority*”. The criteria within the site policy, as well as GNLP and Local Plan policies, would be expected to ensure the site is well connected to public transport, which would improve access to secondary schools. Therefore, a minor positive impact on education would be expected.

**SA Objective 11 – Economy**

6.7.19 Site EAS1 is located within 5km of several primary employment locations including Longwater Retail Park, Bowthorpe Employment Area, and other employment areas in the outskirts of Norwich city. These locations would be expected to provide a range of employment opportunities for site end users. Furthermore, the site policy seeks to provide “*safe and convenient pedestrian and cycle links to key locations*”, and make improvements to the local road network, which could potentially improve access to employment opportunities. Therefore, the proposed development at this site would be expected to have a minor positive impact on the local economy.

### **SA Objective 12 – Transport and Access to Services**

6.7.20 The majority of Site EAS1 is located over 400m from existing bus stops. The closest station is Norwich Railway Station, located approximately 10km to the east. The site policy states that the development should include *“provision for, and proportionate contributions to, Dereham Road Bus Rapid Transit (BRT), including improved access to facilities in Costessey, and other public transport enhancements in accordance with the latest version of the Norwich Area Transportation Strategy (NATS) implementation plan”*. Furthermore, the development would be expected to include improved vehicular access and *“safe and convenient pedestrian and cycle links to key locations”*. These measures, alongside GNLN and Local Plan policies, would be expected to improve access to the site via a range of modes including public transport and active travel and could potentially improve access into Norwich, including the train station. Overall, a minor positive impact on transport and access to services would be expected.

### **SA Objective 13 – Historic Environment**

6.7.21 Site EAS1 is located approximately 50m from the Grade I Listed Building ‘Church of St Peter’, approximately 160m from the Grade II Listed Building ‘Costessey Lodge’. The Grade II Listed ‘Easton Hall (Norfolk College of Agriculture)’ is located approximately 330m to the south. The site policy states that the development should include *“an assessment of the significance of St Peter’s Church as a heritage asset, the extent of its setting and the contribution that its setting makes to its significance”* and requires *“development must conserve and enhance the significance of the Grade I Listed Church of St Peter including any contribution made to that significance by setting”*, including through landscaping and provision of open space. Alongside the requirements of GNLN and Local Plan policies, this would be expected to ensure that the character and setting of Listed Buildings are conserved. Therefore, a negligible impact on the historic environment would be expected.

### **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

6.7.22 Site EAS1 comprises previously undeveloped land. The 52.12 site is situated on ALC Grade 3 land, which could potentially represent some of Greater Norwich’s BMV land. The proposed development at this site could potentially result in a minor negative impact on natural resources due to the loss of more than 20ha of BMV land.

### **SA Objective 15 – Water**

6.7.23 Site EAS1 coincides with a groundwater SPZ (Zone III). GNLN and Local Plan policies would be expected to mitigate the potential adverse impacts on the groundwater SPZ. Therefore, a negligible impact on water would be expected.

## **6.8 Updated Site Policy GNLN0132 – Land off Salhouse Road, White House Farm**

### **Proposed Main Modification: MM87**

#### **STRATEGIC ALLOCATION**

#### **POLICY GNLN0132**

**Land off Blue Boar Lane/Salhouse Road, White House Farm, Sprowston. An area of approximately 66.78 ha is allocated for residential development. The site is expected to accommodate approximately 1,000 – 1,200 homes, open space and if required, land for a new high school.**

Should land for a secondary school be required the land uses shall comprise:

- At least 1,000 dwellings.

### Proposed Main Modification: MM87

- 12ha of land for a secondary school with sports pitches to be made available for community use.
- Informal open space, children's play space, allotments in accordance with the policies of the adopted development plan.

Should land for a secondary school not be required the land uses shall comprise:

- At least 1,200 dwellings.
- 2 ha of land for a primary school.
- Formal and informal open space, including sports pitches, in accordance with the policies of the adopted development plan.

The arrangement and interrelationship of different land uses resulting from the development of the site will be established through a participative masterplanning process. The development of the site will be in accordance with the resulting masterplan, which shall be submitted as part of the planning application for the site.

The masterplan should clearly demonstrate how the development has been designed to respond to the particular characteristics of the site and to interact and function appropriately with adjacent development sites. The masterplan should demonstrate how homes, jobs, services and facilities have been integrated with walking and cycling, public transport facilities/services, provision for private vehicles and green infrastructure.

Development will not be commenced until a phasing plan indicating the orderly sequence of development has been approved. The phasing plan will need to show how infrastructure (including green infrastructure) and services are to be co-ordinated with the development of the site.

The masterplan should include:

1. Vehicular, pedestrian and cycle access to the site via Salhouse Road and Atlantic Avenue.
2. A new link road from Salhouse Road to Atlantic Avenue which includes footway and cycleway provision.
3. The provision of a footway and cycleway along the southern boundary of the site adjacent to Salhouse Road, continuing provision delivered through the development of adjacent land.
4. Off-site improvements to the highway network as necessary to address the impact of development.
5. Up to 12 ha of the site should be safeguarded to incorporate a well-located High School. An off-site drop-off area for buses and coaches to serve the school should be incorporated as part of the highway infrastructure for the development. Community use of open space associated with the school should be facilitated.
6. Appropriate protection of, and mitigation for, impact on trees and woodland (established through an Arboricultural Impact Assessment). This should include safeguarding the ancient woodland of Bulmer Coppice and historic Rackheath parkland to the east of the site.
7. The delivery of Green Infrastructure to ensure connections between Harrisons Woodland Park and Bulmer Coppice/Rackheath Park
8. ~~Provision of formal recreation in the form of sports pitches and children's' play space in accordance with the adopted policies of the development plan to be located adjacent to ancient woodland~~
9. 8. An ecological assessment will be required to show how impacts on ecology, including Great Crested Newts, have been minimised and mitigated as part of the development of the site.
10. ~~9.~~ 9. Appropriate remediation of any land contamination and/or localised made ground deposits, including those related to an historic gravel pit and landfill to the east of the site.
11. ~~10.~~ 10. This site intersects watercourses so a WFD compliance assessment will be required for the watercourse receiving the runoff. A buffer of 20 m will need to be maintained between the watercourse and gardens and opportunities for riparian habitat restoration should be secured.
12. ~~9.~~ 9. ~~Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partly underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.~~

#### The Requirement for a Secondary School

The secondary school site will be safeguarded from development until 1 April 2026 or such time as a planning application including land for the secondary school at Rackheath on GT16 is approved and land for the secondary school is secured through a planning obligation, or such time as a formal notification is received from the Local Education Authority that the secondary school is not required, whichever is sooner.

If notification is received from the Local Education Authority on or prior to 1 April 2026 that the secondary school is required, then the site will be transferred to the Local Education Authority in accordance with an infrastructure phasing plan to be agreed with the Local Planning Authority prior to the grant of planning permission. The notification from the Local Education Authority will include a commitment and timescale for the purchase of the secondary land.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
GNLP0132 (R19 SA)	-	-	0	-	++	+	+	-	+	++	+	+	0	-	0
GNLP0132 (MM)	-	-	0	-	++	+	+	-	+	++	+	+	0	-	0

6.8.1 Site Policy GNLP0132 'Land off Salhouse Road, White House Farm' was assessed in the Regulation 19 SA<sup>79</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM87.

6.8.2 The proposed modifications to the policy include wording changes relating to uncertainty regarding whether a new secondary school will be required on site, with a different housing capacity proposed with or without the school. This could potentially result in a decrease in the residential capacity of the site from 1,200 to 1,000 homes if the school is found to not be required, although the site area remains unchanged. The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy GNLP0132 within the Regulation 19 SA.

**SA Objective 1 – Air Quality and Noise**

6.8.3 Site GNLP0132 is located over 200m from major sources of air pollution including main roads and AQMAs. The site policy requires “*off-site improvements to the highway network as necessary to address the impact of development*”, public transport access, as well as “*vehicular, pedestrian and cycle access to the site*” from various surrounding locations. These measures, alongside GNLP and Local Plan policies, could potentially help to improve air quality by reducing congestion and providing options for transport other than private cars. However, the proposed development of either 1,000 dwellings and a secondary school, or 1,200 dwellings, would be expected to result in an increase in traffic on the local road network and increase air pollution, to some extent. A minor negative impact on air quality and noise cannot be ruled out.

**SA Objective 2 – Climate Change Mitigation and Adaptation**

6.8.4 Site GNLP0132 is located wholly within Flood Zone 1 and does not coincide with any significant areas of surface water flood risk. The site policy states that the development will include delivery of green infrastructure. It is anticipated that appropriate sustainable drainage systems would be provided alongside development, in accordance with GNLP and Local Plan policies. These measures would be expected to reduce flood risk on site and in surrounding locations.

<sup>79</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

- 6.8.5 However, the proposed development of either 1,000 dwellings and a secondary school, or 1,200 dwellings at Site GNL P0132 would be likely to result in an increase in carbon emissions, to some extent. Therefore, a minor negative impact on climate change mitigation would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 6.8.6 Site GNL P0132 is located approximately 3.7km south of 'The Broads' SAC and 'Broadland' SPA and Ramsar, and 'Crostwick Marsh' SSSI. The site is located within an IRZ which does not indicate the proposed use as a threat to this SSSI; however the site does fall within a 'Nutrient Impact Area', and an area within which strategic solutions for recreational impacts on Habitats sites are in place. The south west of Site GNL P0132 coincides with 'Bulmer Coppice' ancient woodland (including an area of deciduous woodland priority habitat), and the site is located adjacent to 'Paine's Yard Wood, The Owlery & March Covert' CWS.
- 6.8.7 The site policy states that development should include "*appropriate protection of, and mitigation for, impact on trees and woodland*" and "*an ecological assessment will be required to show how impacts on ecology, including Great Crested Newts, have been minimised and mitigated as part of the development of the site*". The site policy further seeks to incorporate the "*delivery of Green Infrastructure to ensure connections between Harrisons Woodland Park and Bulmer Coppice/Rackheath Park*" and to secure opportunities for riparian habitat restoration. These measures would be likely to help improve habitat connectivity and quality and ensure that there is no direct harm to designated biodiversity features as a result of the proposed development. Overall, and subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

### **SA Objective 4 – Landscape**

- 6.8.8 The majority of Site GNL P0132 is located within the LCA 'Spixworth Wooded Estatelands'. Some key characteristics of this LCA include the landscape setting of villages, historic houses and halls, and the open skyline. The site policy requires masterplanning to ensure that the site layout is appropriate to be in keeping with the surrounding development. Furthermore, the proposed development at Site GNL P0132 would include green infrastructure and open space, and the policy states that development "*should include safeguarding the ancient woodland of Bulmer Coppice and historic Rackheath parkland*". These measures, in addition to the GNL P and Local Plan policies, would be expected to reduce the impacts of development on the surrounding landscape character.
- 6.8.9 Nonetheless, Site GNL P0132 comprises a large area of previously undeveloped land and is located outside of existing settlements. Therefore, the proposed development at this site would be likely to contribute towards the urbanisation of the countryside. Overall, a minor negative impact on the local landscape would be expected.

### **SA Objective 5 – Housing**

- 6.8.10 Site GNL P0132 is proposed for the development of either 1,000 dwellings and a secondary school, or 1,200 dwellings; therefore, a major positive impact on housing provision would be expected at this site.

---

### **SA Objective 6 – Populations and Community**

- 6.8.11 Site GNLP0132 is located over 600m from existing local services, however, the site policy states that the development should provide a masterplan which “*demonstrate[s] how homes, jobs, services and facilities have been integrated with walking and cycling, public transport facilities/services*”. Alongside the GNLP and Local Plan policies, this would be expected to provide access to local services and have a minor positive impact on populations and communities.

### **SA Objective 7 – Deprivation**

- 6.8.12 The proposed development at Site GNLP0132 would not be expected to have a significant impact on deprivation. The GNLP and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

### **SA Objective 8 – Health**

- 6.8.13 Site GNLP0132 is located over 200m from main roads and AQMAs, and therefore, the proposed development would locate site end users away from major sources of air pollution which are known to be detrimental to health.
- 6.8.14 The site is located over 600m from a PRoW or public greenspace; however, the site policy states that green infrastructure will be delivered, including formal and informal open space and sports pitches. Furthermore, the policy states that new cycling and pedestrian routes will be provided, which would be likely to encourage site end users to access services and facilities via active travel. These measures would be expected to ensure that site end users have good access to outdoor space and a diverse range of natural habitats, which are known to have physical and mental health benefits.
- 6.8.15 However, the closest hospital with an A&E department is Norfolk and Norwich University Hospital, located approximately 10.3km south west of the site. The closest GP surgery is Sprowston Health Centre, located approximately 1.8km to the west. The criteria within the site policy, as well as GNLP and Local Plan policies, would be likely to improve access to the GP surgery but would not be expected to fully mitigate the poor access to emergency healthcare. Overall, the proposed development at this site would be expected to have a minor negative impact on health.

### **SA Objective 9 – Crime**

- 6.8.16 The proposed development at Site GNLP0132 would not be expected to have a significant impact on crime. The GNLP and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.

### **SA Objective 10 – Education**

- 6.8.17 Site GNLP0132 is located over 800m from a primary school and over 1.5km from a secondary school. The closest primary schools to Site GNLP0132 are Rackheath Primary School in New Rackheath to the north east, and Sparhawk Infant and Nursery School and Falcon Junior School in Sprowston to the south west. The closest secondary school is Sprowston Community Academy, located approximately 2km to the south west.



6.8.18 The site policy will ensure that, based on evidence from the Local Education Authority, if a new secondary school is required then the development should ensure that “*12ha of land for a secondary school with sports pitches*”. If a new secondary school is not required, then instead the development should ensure “*2ha of land for a new primary school*”.

6.8.19 Furthermore, the site policy seeks to improve pedestrian and cycle connections in the local area, and the requirements of GNLP and Local Plan policies would be expected to improve access via public transport. These measures would be expected to improve access to primary and secondary schools, and therefore, a major positive impact would be anticipated.

#### **SA Objective 11 – Economy**

6.8.20 Site GNLP0132 is located within 5km of several primary employment locations including those in the nearby town of Sprowston such as Sprowston Business Park, as well as Broadland Business Park and several other locations in the outskirts of Norwich city. These locations would be expected to provide a range of employment opportunities for site end users. Furthermore, the site policy seeks to provide enhanced pedestrian and cycle connections, and make improvements to the local road network, which could potentially improve access to employment opportunities. The site policy also states that “*the masterplan should demonstrate how ... jobs ... have been integrated with walking and cycling, public transport facilities/services*”. Therefore, the proposed development at this site would be expected to have a minor positive impact on the local economy.

#### **SA Objective 12 – Transport and Access to Services**

6.8.21 Site GNLP0132 is located over 400m from a bus stop providing regular services and is poorly connected to the existing footpath network. The closest railway station to Site GNLP0132 is Salhouse Railway Station, located approximately 3.4km to the north east of the site. The site policy states that “*the masterplan should demonstrate how homes, jobs, services and facilities have been integrated with walking and cycling, public transport facilities/services*”. Furthermore, the proposed development should ensure the provision of a new link road, “*vehicular, pedestrian and cycle access to the site via Salhouse Road and Atlantic Avenue*” as well as a “*footway and cycleway along the southern boundary of the site*”. The site policy also seeks to address the potential impacts of development on the highway network, stating that off-site improvements may be necessary.

6.8.22 The requirements as set out above, alongside GNLP and Local Plan policies, would be expected to improve access to the site via a range of modes including public transport and active travel. This would also be likely to improve access to train stations. Therefore, a minor positive impact on transport and access to services would be expected.

#### **SA Objective 13 – Historic Environment**

6.8.23 Site GNLP0132 is located approximately 300m from the Grade II Listed Building ‘Rackheath Hall’ and approximately 430m from ‘Bridge approximately 100m north east of Rackheath Hall’. The site and these Listed Buildings are currently separated by a strip of woodland to the west of the site. The site policy also states that the “*ancient woodland of Bulmer Coppice and Historic Rackheath Parkland*” within the site would be protected. Furthermore, GNLP and Local Plan policies would be expected to ensure that the character and setting of Listed Buildings are conserved. Overall, a negligible impact on the historic environment would be expected.

### SA Objective 14 – Natural Resources, Waste and Contaminated Land

- 6.8.24 Site GNLP0132 comprises previously undeveloped land. The 66.78ha site is situated on ALC Grade 3 land, which could potentially represent some of Greater Norwich’s BMV land. The proposed development at this site could potentially result in a minor negative impact on natural resources due to the loss of more than 20ha of BMV land.

### SA Objective 15 – Water

- 6.8.25 Site GNLP0132 coincides with a groundwater SPZ (Zone III) and is located adjacent to a minor watercourse. GNLP and Local Plan policies would be expected to mitigate the potential adverse impacts on the groundwater SPZ. The site policy states that “a *WFD compliance assessment will be required for the watercourse receiving the runoff. A buffer of 20m will need to be maintained between the watercourse and gardens and opportunities for riparian habitat restoration should be secured*”, and as such, development at this site would not be expected to significantly impact water quality in the adjacent watercourse. Therefore, a negligible impact would be expected.

## 6.9 Updated Site Policy GNLP0337R – Land between Fir Covert Road and Reepham Road

### Proposed Main Modification: MM88

#### STRATEGIC ALLOCATION

#### POLICY GNLP0337R

Land between Fir Covert Road and Reepham Road, Taverham (~~81.69ha~~ **78.5ha**) is allocated for residential development. The site will accommodate ~~at least~~ **approximately** 1,400 homes including specialist care housing and older persons housing units, associated public open space, local centre, primary school and local medical centre.

~~More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.~~

~~The development will be expected to address the following specific matters~~ The development will achieve the following site specific requirements:

1. Preparation of a masterplan to guide the development, submitted as part of the application for planning permission.
2. Provision of on-site recreation to encourage healthy lifestyles, in accordance with relevant policies.
3. 2ha safeguarded for provision of primary school.
4. Land safeguarded for provision of medical care facility.
5. A local centre at the heart of the development, easily accessible to surrounding residential areas. The local centre should consist of a small group of shops or services and amenities to enhance placemaking and vitality of the development, and to ensure residents have access to services which provide for day to day needs.

The masterplan should demonstrate:

6. Detailed arrangements for access (vehicular and pedestrian) such as from Reepham Road and Fir Covert Road, pedestrian/cycle links at Felsham Way, Ganners Hill, Breck Farm Lane, and Kingswood Avenue.
7. The distribution of land-uses across the site. The school and medical care facility should be centrally located on the site.
8. Off-site improvements to the highway network which may include provision of a new roundabout on Reepham Road, and Fir Covert Road including proposed link road.
9. No adverse effect on the operation of the water treatment works.
10. Safeguarding landscape enhancements and buffer of the Marriott’s Way.
11. The approach to phasing of development across the site.
12. Provision of an ~~significant~~ **appropriate** landscape buffer adjacent to A1270 and adequate noise mitigation measures to protect residential amenity.
13. Inclusion of pollution control techniques to ensure that development does not lead to pollution of the water environment as the site falls within source protection zone 3.

**Proposed Main Modification: MM88**

14. Submission of an Arboricultural Impact Assessment (AIA) to protect or to mitigate any harm to trees on site.
15. Submission of ecological assessment to identify key ecological networks and habitats to be preserved and enhanced through the development.
16. Mitigation of surface water flooding onsite.
17. Approach to infrastructure delivery on and off site.
18. ~~Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.~~

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
GNLP0337R (R19 SA)	-	-	0	-	++	++	+	+	+	++	++	-	0	-	0
GNLP0337R (MM)	-	-	0	-	++	++	+	+	+	++	++	-	0	-	0

6.9.1 Site Policy GNLP0337R 'Land between Fir Covert Road and Reepham Road' was assessed in the Regulation 19 SA<sup>80</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM88.

6.9.2 The proposed modifications to the policy include minor wording changes, and a slight reduction in the overall site area from 81.69ha to 78.5ha. The residential capacity of the site remains unchanged at 1,400 homes. The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy GNLP0337R within the Regulation 19 SA.

**SA Objective 1 – Air Quality and Noise**

6.9.3 Site GNLP0337R is proposed for the development of 1,400 dwellings, and therefore, would be expected to result in an increase in local air pollution to some extent. Furthermore, this site is located adjacent to the A1067, and as such, could potentially expose site end users to higher levels of transport associated air and noise pollution.

<sup>80</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

- 6.9.4 The site policy requires “*off-site improvements to the highway network*”, public transport access, as well as “*detailed arrangement for access*” including pedestrian and cycle links from various surrounding locations. These measures could potentially help to improve air quality by reducing congestion and providing options for transport other than private cars. Furthermore, the site masterplan should include “*provision of an appropriate landscape buffer adjacent to A1270 and adequate noise mitigation measures to protect residential amenity*”. Although these measures would be expected to contribute towards improvements in air quality and noise pollution, the development at this site would nonetheless be expected to result in an increase in traffic on the local road network. A minor negative impact on air quality and noise would be expected.

### **SA Objective 2 – Climate Change Mitigation and Adaptation**

- 6.9.5 Site GNLP0337R is located wholly within Flood Zone 1, however, a small proportion of the site coincides with areas determined to be at low and medium risk of surface water flooding. The site policy states that the masterplan for this site should demonstrate “*mitigation of surface water flooding onsite*”, in line with GNLP and Local Plan policies. Furthermore, the policy states that on-site recreational space and landscape buffers would be provided, which would be expected to include green infrastructure. These measures would be expected to reduce flood risk on site and in surrounding locations.

- 6.9.6 However, the proposed development of approximately 1,400 dwellings at Site GNLP0337R would be likely to result in an increase in carbon emissions, to some extent. Therefore, a minor negative impact on climate change mitigation would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 6.9.7 Site GNLP0337R is located approximately 1.2km east of the ‘River Wensum’ SAC and SSSI. The site is located within an IRZ which states that “*all planning applications (except householder) outside or extending outside existing settlements/urban areas affecting greenspace, farmland, semi natural habitats or landscape features such as trees, hedges, streams, rural buildings/structures*” should be consulted on with Natural England. The site also falls within a ‘Nutrient Impact Area’, and an area within which strategic solutions for recreational impacts on Habitats sites are in place.

- 6.9.8 Site GNLP0337R coincides with ‘Marriott’s Way’ CWS. The site policy states that development should demonstrate “*safeguarding landscape enhancement and buffer of the Marriott’s Way*”. Furthermore, arboricultural and ecological assessments would be required, in order to “*protect or to mitigate any harm to trees on site*” and “*identify key ecological networks and habitats to be preserved and enhanced through the development*”. These measures would be likely to help ensure habitat connectivity and quality is maintained and ensure that there is no direct harm to designated biodiversity features. Subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

---

#### **SA Objective 4 – Landscape**

6.9.9 Site GNLP0337R is located within the LCA 'Spixworth Wooded Estatelands'. Some key characteristics of this LCA include the landscape setting of villages, historic houses and halls, and the open skyline. The site policy requires masterplanning, which would be expected to ensure that the site layout is appropriate to the surrounding development. Furthermore, the proposed development at Site GNLP0337R would include recreational open space, and landscaping such as "*safeguarding landscape enhancement and buffer of the Marriott's Way*" in the centre of the site. These measures, in addition to the GNLP and Local Plan policies, would be expected to reduce the impacts of development on the surrounding landscape character.

6.9.10 Nonetheless, Site GNLP0337R comprises a large area of previously undeveloped land and is located outside of the existing settlement of Taverham. Therefore, the proposed development at this site would be likely to contribute towards the urbanisation of the countryside. Overall, a minor negative impact on the local landscape would be expected.

#### **SA Objective 5 – Housing**

6.9.11 Site GNLP0337R is proposed for the development of approximately 1,400 dwellings; therefore, a major positive impact on housing provision would be expected at this site.

#### **SA Objective 6 – Populations and Community**

6.9.12 Site GNLP0337R is located over 600m from existing local services, however, the site policy states that development would incorporate a new "*local centre at the heart of the development, easily accessible to surrounding residential areas ... to ensure residents have access to services which provide for day to day needs*". Alongside the GNLP and Local Plan policies, this would be expected to provide access to local services and have a major positive impact on populations and communities.

#### **SA Objective 7 – Deprivation**

6.9.13 The proposed development at Site GNLP0337R would not be expected to have a significant impact on deprivation. The GNLP and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

#### **SA Objective 8 – Health**

6.9.14 A proportion of Site GNLP0337R is located within 200m of the A1270. The proposed development at this site could potentially expose site end users to higher levels of traffic associated emissions, which would be likely to have an adverse impact on the health of site end users. The site policy states that the site masterplan should include a "*significant landscape buffer adjacent to A1270 and adequate noise mitigation measures to protect residential amenity*". This could potentially help to protect residents from adverse impacts on health arising from air pollution as well as noise pollution.

6.9.15 Site GNLP0337R is located within 600m of public greenspaces, and the site policy states that the development should provide "*on-site recreation to encourage healthy lifestyles, in accordance with relevant policies*". These measures would be expected to ensure that site end users have good access to outdoor space and a diverse range of natural habitats, which are known to have physical and mental health benefits.

6.9.16 However, the closest hospital with an A&E department is Norfolk and Norwich University Hospital, located approximately 8.3km south of the site. The closest GP surgery is Taverham Surgery, located approximately 1.3km to the south. The site policy states that the development would include "*land safeguarded for provision of medical care facility*", which "*should be centrally located on the site*". Furthermore, the site policy, alongside GNLP and Local Plan policies, would be expected to improve access to the site via public transport, which could potentially help to improve sustainable access to healthcare facilities including the hospital. On balance, the proposed development at this site would be expected to have a minor positive impact on health.

#### **SA Objective 9 – Crime**

6.9.17 The proposed development at Site GNLP0337R would not be expected to have a significant impact on crime. The GNLP and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.

#### **SA Objective 10 – Education**

6.9.18 Site GNLP0337R is located over 800m from an existing primary school, the closest being Nightingale Infant and Nursery School and Taverham C of E Voluntary Controlled Junior School, in Taverham. The majority of Site GNLP0337R is located within 1.5km of Taverham High School, situated to the south west of the site.

6.9.19 The proposed development at this site would include "*2ha safeguarded for provision of primary school*" and that "*the school ... should be centrally located on the site*". Furthermore, it is anticipated that improved pedestrian and public transport connectivity, in line with the site policy as well as GNLP and Local Plan policies, would ensure that access to primary and secondary schools is enhanced across the site. These measures would be expected to improve access to primary and secondary schools, and therefore, a major positive impact on education would be anticipated.

#### **SA Objective 11 – Economy**

6.9.20 Site GNLP0337R is located within 5km of several primary employment locations including the Longwater Retail Park, as well as likely employment opportunities in the nearby villages of Taverham and Drayton. These locations would be expected to provide a range of employment opportunities for site end users. Furthermore, the site policy seeks to provide enhanced pedestrian connections, which could potentially improve access to local employment opportunities. The requirements of GNLP and Local Plan policies would also be expected to improve access via public transport, which may provide sustainable transport options to employment.

6.9.21 Site GNLP0337R is proposed for mixed use development including "*specialist care housing and older persons housing units, ... local centre, primary school and local medical centre*". The proposed development at this site could potentially result in the provision of employment opportunities in the local area, and therefore, a major positive impact on the local economy would be expected.

### **SA Objective 12 – Transport and Access to Services**

6.9.22 Site GNLP0337R is located over 400m from a bus stop providing regular services, and the closest railway station to the site is Norwich Railway Station, located approximately 10km to the south east of the site. The site policy states that the development should include “*a local centre at the heart of the development, easily accessible to surrounding residential areas*”, in addition to improved pedestrian, cycling and vehicle access across the site. The criteria within the site policy, as well as GNLP and Local Plan policies, could potentially improve public transport accessibility, but would not be expected to fully mitigate the poor access to railway stations. A minor negative impact would be expected.

### **SA Objective 13 – Historic Environment**

6.9.23 The proposed development at Site GNLP0337R would be unlikely to impact any surrounding heritage assets, and therefore, would be expected to have a negligible impact on the local historic environment.

### **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

6.9.24 Site GNLP0337R comprises previously undeveloped land. The 78.5ha site is situated on ALC Grade 3 land, which could potentially represent some of Greater Norwich’s BMV land. The proposed development at this site could potentially result in a minor negative impact on natural resources due to the loss of more than 20ha of BMV land.

### **SA Objective 15 – Water**

6.9.25 Site GNLP0337R coincides with a groundwater SPZ (Zone III). The site policy states that the proposed development should include “*pollution control techniques to ensure that development does not lead to pollution of the water environment*”. Alongside GNLP and Local Plan policies, this would be expected to mitigate the potential adverse impacts on the groundwater SPZ. Therefore, a negligible impact on water would be expected.

## **6.10 Updated Site Policy GNLP0159R – Land off Beech Avenue**

### **Proposed Main Modification: MM89**

#### **POLICY GNLP0159R**

**Land off Beech Avenue, Taverham (0.97 ~~2.00~~ ha) is allocated for residential development. The site will accommodate ~~up to 12~~ approximately 25 dwellings.**

~~The development will be expected to address the following specific matters~~ The development will achieve the following site specific requirements:

1. Vehicular and pedestrian access through the site to the east.
2. Mitigation for impact on trees and woodland (established through an Arboricultural Impact Assessment).
3. Submission of ecological assessment to identify key ecological networks and habitats to be preserved and enhanced through the development.
4. ~~Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration~~

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
GNLP0159R (R19 SA)	-	+	0	0	+	+	+	+	+	+	+	-	0	0	0
GNLP0159R (MM)	-	+	0	0	+	+	+	+	+	+	+	-	0	0	0

6.10.1 Site Policy GNLP0159R 'Land off Beech Avenue' was assessed in the Regulation 19 SA<sup>81</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM89.

6.10.2 The proposed modifications to the policy include minor wording changes, an increase in the site area from 0.97ha to 2ha and an increase in the residential capacity of the site from 12 to 25 homes. The overall assessment findings are unchanged despite the slight increase in site area, assuming that the priority habitat which now falls within the site boundary would be conserved and enhanced.

**SA Objective 1 – Air Quality and Noise**

6.10.3 Site GNLP0159R is located over 200m from major sources of air pollution including main roads and AQMAs. The site policy seeks to provide pedestrian access to the site, which could potentially help to encourage walking to access local services and facilities. The requirements of GNLP and Local Plan policies would be expected to improve access via public transport. However, the proposed development of 25 dwellings would be expected to result in an increase in traffic on the local road network and increase air pollution, to some extent. A minor negative impact on air quality and noise cannot be ruled out.

**SA Objective 2 – Climate Change Mitigation and Adaptation**

6.10.4 Site GNLP0159R is located wholly within Flood Zone 1 and does not coincide with any significant areas of surface water flood risk. It is anticipated that appropriate sustainable drainage systems would be provided alongside development, where necessary, in accordance with GNLP and Local Plan policies. Therefore, a minor positive impact would be expected.

<sup>81</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]



---

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 6.10.5 Site GNLP0159R is located approximately 460m east of the 'River Wensum' SAC and SSSI. Site GNLP0159R is located within an IRZ which states that "*all planning applications (except householder) outside or extending outside existing settlements/urban areas affecting greenspace, farmland, semi natural habitats or landscape features such as trees, hedges, streams, rural buildings/structures*" should be consulted on with Natural England. The site also falls within a 'Nutrient Impact Area', and an area within which strategic solutions for recreational impacts on Habitats sites are in place.
- 6.10.6 Site GNLP0159R is also located approximately 10m from 'Snake Wood' ancient woodland, and a large proportion of the site coincides with deciduous woodland priority habitat. The site policy states that the development at this site will include "*submission of ecological assessment to identify key ecological networks and habitats to be preserved and enhanced through the development*" and "*mitigation for impact on trees and woodland*" which could help to reduce the potential for adverse effects on the priority habitat, and seek to conserve and enhance ecological connectivity. GNLP Policy 3 seeks to ensure development proposals do not result in "*harm to designated and non-designated assets of the natural environment*" and to "*enhance the natural environment*". Overall, and subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

### **SA Objective 4 – Landscape**

- 6.10.7 Sites GNLP0159R is located within the 'urban' LCA, and therefore, the proposed development at this site would not be expected to have a significant impact on the local landscape character. The requirement within the site policy to submit an "*ecological assessment to identify key ecological networks and habitats to be preserved and enhanced through the development*" would be expected to ensure that the on-site and surrounding woodland habitat is protected. GNLP and Local Plan policies would also be expected to ensure that development is in keeping with the surrounding landscape. Overall, the proposed development of 25 dwellings at this site would be expected to result in a negligible impact on the local landscape character.

### **SA Objective 5 – Housing**

- 6.10.8 Site GNLP0159R is proposed for the development of 25 dwellings; therefore, a minor positive impact on housing provision would be expected at this site.

### **SA Objective 6 – Populations and Community**

- 6.10.9 Site GNLP0159R is located over 600m from existing local services, the closest of which can be found in Taverham to the east. The site policy states that the development should provide "*vehicular and pedestrian access through the site to the east*". Alongside the GNLP and Local Plan policies, this would be expected to improve access to local services and have a minor positive impact on populations and communities.

### **SA Objective 7 – Deprivation**

- 6.10.10 The proposed development at Site GNLP0159R would not be expected to have a significant impact on deprivation. The GNLP and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

---

### **SA Objective 8 – Health**

- 6.10.11 Site GNLP0159R is located over 200m from main roads and AQMAs, and therefore, the proposed development would locate site end users away from major sources of air pollution which are known to be detrimental to health. The site is also located within 600m of public greenspaces, and pedestrian links from the site into Taverham would be expected to be improved, in line with the site policy as well as GNLP and Local Plan policies. These measures would be expected to ensure that site end users have good access to outdoor space and a diverse range of natural habitats, which are known to have physical and mental health benefits.
- 6.10.12 However, the closest hospital with an A&E department is Norfolk and Norwich University Hospital, located approximately 7.8km south west of the site. The closest GP surgery is Taverham Surgery, located approximately 1km to the south east. The criteria within the site policy, as well as GNLP and Local Plan policies, would be likely to improve access to the GP surgery and could potentially improve access to the hospital. Overall, the proposed development at this site would be expected to have a minor positive impact on health.

### **SA Objective 9 – Crime**

- 6.10.13 The proposed development at Site GNLP0159R would not be expected to have a significant impact on crime. The GNLP and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.

### **SA Objective 10 – Education**

- 6.10.14 Site GNLP0159R is located in close proximity to Taverham High School, which is situated approximately 600m to the north east. Site GNLP0159R is located over 800m from a primary school, the closest being Nightingale Infant and Nursery School and Taverham C of E Voluntary Controlled Junior School, in Taverham. The site policy states that pedestrian and vehicular access to the site will be provided, which would be expected to improve access into Taverham and these schools. The requirements of GNLP and Local Plan policies would also be expected to improve local accessibility including access via public transport. These measures would be expected to improve access to primary and secondary schools, and therefore, a minor positive impact would be anticipated.

### **SA Objective 11 – Economy**

- 6.10.15 Site GNLP0159R is located within 5km of several primary employment locations including the Longwater Retail Park and Bowthorpe Employment Area, as well as likely employment opportunities in the nearby villages of Taverham and Drayton. These locations would be expected to provide a range of employment opportunities for site end users.
- 6.10.16 Furthermore, the site policy seeks to provide enhanced pedestrian connections, which could potentially improve access to local employment opportunities. The requirements of GNLP and Local Plan policies would also be expected to improve access via public transport, which may provide sustainable transport options to employment.
- 6.10.17 Therefore, the proposed development at this site would be expected to have a minor positive impact on the local economy.

### **SA Objective 12 – Transport and Access to Services**

- 6.10.18 Site GNLP0159R is located over 400m from a bus stop providing regular services and is poorly connected to the existing footpath network. The closest railway station to Site GNLP0159R is Norwich Railway Station, located approximately 10km to the south east. The site policy states that “*vehicular and pedestrian access through the site to the east*” will be provided. The criteria within the site policy, as well as GNLP and Local Plan policies, could potentially improve public transport accessibility, but would not be expected to fully mitigate the poor access to railway stations. A minor negative impact would be expected.

### **SA Objective 13 – Historic Environment**

- 6.10.19 The proposed development at Site GNLP0159R would be unlikely to impact any surrounding heritage assets, and therefore, would be expected to have a negligible impact on the local historic environment.

### **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

- 6.10.20 The majority of Site GNLP0159R comprises previously undeveloped land. The 2ha site is situated on ALC Grade 3 land, which could potentially represent some of Greater Norwich’s BMV land. As the site coincides with less than 20ha of BMV land, the proposed development would result in a negligible impact in terms of loss of soil.

### **SA Objective 15 – Water**

- 6.10.21 Site GNLP0159R coincides with a groundwater SPZ (Zone II). GNLP and Local Plan policies would be expected to mitigate the potential adverse impacts on the groundwater SPZ. Therefore, a negligible impact on water would be expected.

## **6.11 Updated Site Policy GNLP0264 – Dog Lane, Horsford**

### **Proposed Main Modification: MM134**

#### **POLICY GNLP0264**

**Dog Lane, Horsford, (approx. 1.78-1.38ha) is allocated for residential development. The site is likely to accommodate approximately 45-30 homes.**

~~More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.~~

~~The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:~~

- ~~1. Vehicular access will be from Horsbeck Way.~~
- ~~2. Provision of enhanced pedestrian crossing facility and the access would need to be modified to enhance pedestrian facilities and walk to school routes.~~
- ~~3. The site intersects with a water course. A WFD compliance assessment for the watercourse receiving the runoff will be needed. A buffer of 20m between the watercourse and gardens will need to be maintained and opportunities for riparian habitat restoration will need to be secured. This means the developable area of the site will be approx. 1 hectare.~~

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
GNLP0264 (R19 SA)	-	0	0	0	+	+	+	-	+	+	+	-	0	+	0
GNLP0264 (MM)	-	0	0	0	+	+	+	-	+	+	+	-	0	+	0

6.11.1 Site Policy GNLP0264 'Dog Lane' was assessed in the Regulation 19 SA<sup>82</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM134.

6.11.2 The proposed modifications to the policy include minor wording changes, a reduction in the site area from 1.78ha to 1.38ha and a decrease in the residential capacity of the site from 45 to 30 homes. The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy GNLP0264 within the Regulation 19 SA.

**SA Objective 1 – Air Quality and Noise**

6.11.3 Site GNLP0264 is located over 200m from major sources of air pollution including main roads and AQMAs. The site policy would be expected to provide enhanced pedestrian and vehicular access. GNL and Local Plan policies would be expected to enhance public transport accessibility, reducing the need for private car use. However, the proposed development of 30 dwellings would be expected to result in an increase in traffic on the local road network and increase air pollution, to some extent. A minor negative impact on air quality and noise cannot be ruled out.

**SA Objective 2 – Climate Change Mitigation and Adaptation**

6.11.4 Site GNLP0264 coincides with a minor watercourse. A small proportion of the site alongside the watercourse in the north of the site is within Flood Zone 2, and a small proportion coincides with areas determined to be at low, medium and high risk of surface water flooding. The site policy states that a Water Framework Directive compliance assessment will be required and a "buffer of 20m between the watercourse and gardens will need to be maintained and opportunities for riparian habitat restoration will need to be secured". These measures, in accordance with GNL and Local Plan policies, would be expected to ensure surface water flooding is minimised and result in a negligible impact on flooding overall.

<sup>82</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnl.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

---

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 6.11.5 Site GNLP0264 is located approximately 2.7km north east of the 'River Wensum' SAC and SSSI. The site is located within an IRZ which does not indicate the proposed use as a threat to this SSSI, although the site does fall within a 'Nutrient Impact Area', and an area within which strategic solutions for recreational impacts on Habitats sites are in place. Site GNLP0264 primarily comprises previously developed land. Subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

### **SA Objective 4 – Landscape**

- 6.11.6 The majority of Site GNLP0264 comprises previously developed land, and therefore, the proposed development at this site would not be expected to have a significant impact on the local character. GNLP and Local Plan policies would be expected to ensure that development is in keeping with the surrounding landscape, and overall, result in a negligible impact on the local landscape.

### **SA Objective 5 – Housing**

- 6.11.7 Site GNLP0264 is proposed for the development of 30 dwellings; therefore, a minor positive impact on housing provision would be expected at this site.

### **SA Objective 6 – Populations and Community**

- 6.11.8 Site GNLP0264 is located within 600m of local services, including Co-op Food and Horsford Post Office. GNLP and Local Plan policies would be expected to improve public transport and accessibility which could also improve access to local services in nearby settlements. Therefore, a minor positive impact would be expected.

### **SA Objective 7 – Deprivation**

- 6.11.9 The proposed development at Site GNLP0264 would not be expected to have a significant impact on deprivation. The GNLP and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

### **SA Objective 8 – Health**

- 6.11.10 Site GNLP0264 is located over 200m from main roads and AQMAs, and therefore, the proposed development would locate site end users away from major sources of air pollution which are known to be detrimental to health. The site is located within 600m of the PRoW network and public greenspaces. Alongside the site's rural location, this would be expected to provide site end users with good access to outdoor space for recreation, with likely physical and mental health benefits.
- 6.11.11 However, the closest hospital with an A&E department is Norfolk and Norwich University Hospital, located approximately 8.8km to the south. The closest GP surgery is Horsford Medical Centre, located approximately 900m to the north. The criteria within the site policy, as well as GNLP and Local Plan policies, would be likely to improve access to the GP surgery but would not be expected to fully mitigate the poor access to emergency healthcare. A minor negative impact would be expected.

---

### **SA Objective 9 – Crime**

- 6.11.12 The proposed development at Site GNLP0264 would not be expected to have a significant impact on crime. The GNLP and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.

### **SA Objective 10 – Education**

- 6.11.13 Site GNLP0264 is located within 800m from Horsford C of E VA Primary School – Infant, however, the site is located over 800m from Horsford C of E VA Primary School – Junior, and over 1.5km from secondary schools. The site policy states that the development would provide “*enhanced pedestrian crossing facility ... and walk to school routes*”, which would be expected to provide sustainable access to the Junior School. GNLP and Local Plan policies would be expected to ensure the site is well connected to public transport and improve access to nearby secondary schools such as Taverham High School. Therefore, a minor positive impact on education would be expected.

### **SA Objective 11 – Economy**

- 6.11.14 Site GNLP0264 is located within 5km of primary employment locations including Norwich International Airport and several industrial estates and retail parks in the outskirts of Norwich City. The requirements of GNLP and Local Plan policies would also be expected to improve access via public transport, which may provide sustainable transport options to employment. Therefore, the proposed development at this site would be expected to have a minor positive impact on the local economy.

### **SA Objective 12 – Transport and Access to Services**

- 6.11.15 Site GNLP0264 is located within 400m of bus stops on Horsbeck Way, providing regular services. The site policy states that footway improvements would be provided. The closest train station is Norwich Railway Station, approximately 8.7km to the south east. The criteria within the site policy, as well as GNLP and Local Plan policies, could potentially improve public transport accessibility, but would not be expected to fully mitigate the poor access to railway stations. A minor negative impact would be expected.

### **SA Objective 13 – Historic Environment**

- 6.11.16 Site GNLP0264 is located approximately 240m from the Grade II Listed Building ‘The Dog Public House’ but is separated from this Listed Building by existing built form in Horsford. GNLP and Local Plan policies would be expected to ensure that the character and setting of Listed Buildings are conserved. Therefore, a negligible impact on the historic environment would be expected.

### **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

- 6.11.17 The majority of Site GNLP0264 comprises previously developed land. The policy would be expected to ensure the undeveloped land to the north along the watercourse is protected. The proposed development at this site would be expected to have a minor positive impact on natural resources as development would be classed as an efficient use of land.

## SA Objective 15 – Water

- 6.11.18 Site GNLP0264 coincides with a groundwater SPZ (Zone III) and coincides with a minor watercourse. GNLP and Local Plan policies would be expected to mitigate the potential adverse impacts on the groundwater SPZ. The site policy states that a “*buffer of 20m between the watercourse and gardens will need to be maintained and opportunities for riparian habitat restoration will need to be secured*” and a Water Framework Directive compliance assessment would be required. These measures would be expected to ensure that the development does not result in a significant impact on water quality, and therefore, a negligible impact would be expected.

## 6.12 Updated Site Policy HNF2/GNLP0466R – East of the A140 / north of Norwich International Airport

### Proposed Main Modification: MM137

#### STRATEGIC ALLOCATION

#### POLICY HNF2/ GNLP0466R

Land east of the A140 and north of Norwich International Airport, Horsham St Faith (~~approx. 35~~ **38ha**) is allocated for employment uses. This will be to provide a full range of employment uses including for those benefitting from a location close to the airport.

It is expected:

1. Uses to be within use classes E(g), B2 and B8, with a maximum of 50% of total floorspace to be within ~~the E(g)(i) any one~~ use class.
2. Substantial tree belts and landscaping to be provided at the boundaries of the site, with particularly extensive provision made at the north and eastern boundaries to provide a buffer to residential properties. Civil Aviation Authority guidance should be followed to ensure aviation hazards posed by wildlife are minimised.
3. Access to be provided directly from the A140 Northern Distributor Road interchange, ~~with a possible second point of access from the northern part of the site to the A140.~~
4. A masterplan is to be produced for the site ~~with or in advance of the first application for planning permission~~ showing a coordinated approach to bringing forward the development, particularly in relation to access provision including coordination with the NDR any necessary off-site highway improvements, and the early provision of landscaping to mitigate visual impacts. Accordingly, development is to be in two phases: Phase 1 the south-western, north-western and north-eastern parts of the site; Phase 2 the south-eastern portion.

The development will be expected to address the following specific matters:

5. In order to achieve a range of employment uses (E(g) Business – offices, research and development, and light industry, B2 general industrial, B8 storage or distribution) and limit traffic generation it is envisaged that the amount of floorspace in ~~one~~ the E(g)(i) use class will not exceed 50% of the total floorspace within the overall development.
6. Phase 1, the major part (approx. 29.6ha), will reflect the provision of access being from the west, and the need to provide treebelts and landscaping to the north and eastern boundaries in the early stages.
7. Phase 2 (approx. 5.2ha) is expected to progress in the later stages of development as needed and related to the provision of infrastructure.
8. ~~Further public transport, pedestrian, cycling and highway infrastructure improvements will need to be agreed with the Highway Authority. A Transport Assessment/Statement will be required that will include assessments of highway infrastructure improvements to enable safe active and sustainable travel to the development. Any approved measures shall be implemented.~~
9. ~~Highway improvements may be needed to upgrade the junctions to deal with traffic generated by the development.~~
10. ~~9.~~ The appropriate pollution control techniques should be installed to ensure that no harm comes to the water environment.
11. ~~Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.~~
12. ~~10.~~ Archaeological investigation must be undertaken prior to any development.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
HNF2/ GNLP0466R (R19 SA)	-	+	0	-	0	+	+	-	+	0	++	+	0	-	0
HNF2/ GNLP0466R (MM)	-	+	0	-	0	+	+	-	+	0	++	+	0	-	0

6.12.1 Site Policy HNF2/GNLP0466R 'East of the A140 / north of Norwich International Airport' (formerly referenced as 'GNLP0466R/HNF2') was assessed in the Regulation 19 SA<sup>83</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM137.

6.12.2 The proposed modifications to the policy include minor wording changes and an increase in the site area from 35ha to 38ha, extending the site boundary to the south adjacent to the A1270. The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy GNLP0466R/HNF2 within the Regulation 19 SA.

### SA Objective 1 – Air Quality and Noise

6.12.3 Site GNLP0466R/HNF2 is located adjacent to the A140 and the A1270. Therefore, the proposed development at this site could potentially expose site end users to higher levels of transport associated air and noise pollution. Furthermore, the site is proposed for employment development comprising 38ha, and therefore, would be expected to result in an increase in local air pollution, to some extent.

6.12.4 The site policy seeks to limit traffic generation and states that a Transport Assessment will be required, including "assessments of highway infrastructure improvements to enable safe active and sustainable travel to the development". Although these measures would be expected to contribute towards improvements in air quality and noise pollution, the development at this site would nonetheless be expected to result in an increase in traffic on the local road network. A minor negative impact on air quality and noise cannot be ruled out.

<sup>83</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]



---

### **SA Objective 2 – Climate Change Mitigation and Adaptation**

- 6.12.5 Site GNLP0466R/HNF2 is located wholly within Flood Zone 1, however, a small proportion of the site coincides with an area determined to be at low, medium and high risk of surface water flooding. It is anticipated that appropriate sustainable drainage systems would be provided, where necessary, in accordance with GNLP and Local Plan policies. The site policy also states that “*substantial tree belts and landscaping to be provided at the boundaries of the site*”. This would be expected to reduce flood risk on site and in surrounding locations. Overall, a minor positive impact would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 6.12.6 Site GNLP0466R/HNF2 is located approximately 2.5km north east of the ‘River Wensum’ SAC and SSSI, and approximately 4.7km south west of ‘The Broads’ SAC and ‘Broadland’ SPA and Ramsar, and ‘Crostwick Marsh’ SSSI. The site is located within an IRZ which does not indicate the proposed use as a threat to these SSSIs, although the site does fall within a ‘Nutrient Impact Area’, and an area within which strategic solutions for recreational impacts on Habitats sites are in place. The site policy states that substantial tree belts and landscaping would be provided. Subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

### **SA Objective 4 – Landscape**

- 6.12.7 Site GNLP0466R/HNF2 is located within the LCA ‘Spixworth Wooded Estatelands’. Some key characteristics of this LCA include the landscape setting of villages, historic houses and halls, and the open skyline. The site policy states that “*substantial tree belts and landscaping to be provided at the boundaries of the site, with particularly extensive provision made at the north and eastern boundaries to provide a buffer to residential properties*”. Alongside GNLP and Local Plan policies, this would be expected to ensure that development is in keeping with the surrounding landscape character.
- 6.12.8 Nonetheless, Site GNLP0466R/HNF2 comprises a large area of previously undeveloped land and is located outside of the existing settlement of Horsham St Faith. Therefore, the proposed development at this site could potentially contribute towards the urbanisation of the countryside. Overall, a minor negative impact on the local landscape would be expected.

### **SA Objective 5 – Housing**

- 6.12.9 Site GNLP0466R/HNF2 is proposed for employment end use, and therefore, the proposed development would not be anticipated to result in a net change in housing. A negligible impact on housing provision would be expected at this site.

### **SA Objective 6 – Populations and Community**

- 6.12.10 Site GNLP0466R/HNF2 is located over 600m from local services in Horsham St Faith. The site policy would be expected to enhance local pedestrian accessibility, and GNLP and Local Plan policies would be expected to improve public transport which could improve access to local services in nearby settlements. Therefore, a minor positive impact would be expected.

---

### **SA Objective 7 – Deprivation**

- 6.12.11 The proposed development at Site GNLP0466R/HNF2 would not be expected to have a significant impact on deprivation. The GNLP and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

### **SA Objective 8 – Health**

- 6.12.12 Site GNLP0466R/HNF2 is located over 600m from the PRoW network and public greenspaces. However, the site's rural location and the site policy requirement to improve "*active and sustainable travel*" would be expected to provide site end users with good access to outdoor space for recreation, with likely physical and mental health benefits.
- 6.12.13 However, the closest hospital with an A&E department is Norfolk and Norwich University Hospital, located approximately 8km to the south west. The closest GP surgery is St Faith's Surgery, located approximately 1.2km to the north east. The criteria within the site policy, as well as GNLP and Local Plan policies, could potentially improve access to the GP surgery but would not be expected to fully mitigate the poor access to emergency healthcare.
- 6.12.14 Furthermore, Site GNLP0466R/HNF2 is located partially within 200m of the A140 and A1270, and as such, the proposed development would locate site end users in areas of existing poor air quality. Overall, a minor negative impact on health would be expected.

### **SA Objective 9 – Crime**

- 6.12.15 The proposed development at Site GNLP0466R/HNF2 would not be expected to have a significant impact on crime. The GNLP and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.

### **SA Objective 10 – Education**

- 6.12.16 Site GNLP0466R/HNF2 is proposed for employment use, and therefore, would be expected to have a negligible impact on education.

### **SA Objective 11 – Economy**

- 6.12.17 Site GNLP0466R/HNF2 is proposed for employment development. The proposed development at this site would be expected to result in the provision of employment opportunities in the local area, and therefore, a major positive impact on the local economy would be expected.

### **SA Objective 12 – Transport and Access to Services**

- 6.12.18 The majority of Site GNLP0466R/HNF2 is located over 400m from a bus stop, and the site is located approximately 6.5km from Norwich Railway Station. The site policy requires "*assessments of highway infrastructure improvements to enable safe active and sustainable travel to the development*". Alongside GNLP and Local Plan policies, this would be expected to improve public transport provision and could potentially improve connections to the train station. On balance, a minor positive impact would be expected.

### SA Objective 13 – Historic Environment

- 6.12.19 Site GNLP0466R/HNF2 is located approximately 80m from the Grade II Listed Building 'The Kennels' and approximately 200m from Horsham St Faith Conservation Area. The policy states that "*archaeological investigation must be undertaken prior to any development*" and that tree belts and landscaping will be provided at the site boundaries. The criteria set out in the site policy, alongside the GNLP and Local Plan policies, would be expected to result in a negligible impact on the historic environment.

### SA Objective 14 – Natural Resources, Waste and Contaminated Land

- 6.12.20 Site GNLP0466R/HNF2 comprises previously undeveloped land. The 38ha site coincides with ALC Grade 3 land, which could potentially represent some of Greater Norwich's BMV land. The proposed development at this site could potentially result in a minor negative impact on natural resources due to the loss of more than 20ha of BMV land.

### SA Objective 15 – Water

- 6.12.21 Site GNLP0466R/HNF2 coincides with a groundwater SPZ (Zone III). GNLP and Local Plan policies would be expected to mitigate the potential adverse impacts on the groundwater SPZ. The site policy states that "*the appropriate pollution control techniques should be installed to ensure that no harm comes to the water environment*". Therefore, a negligible impact on water would be expected.

## 6.13 Updated Site Policy SL2007/GNLP4061/HNF3 – Land at Abbey Farm

### Proposed Main Modification: MM138

#### POLICY SL2007/ GNLP4061/ HNF3

**Land at Abbey Farm Commercial, Horsham St Faith (approx. ~~4.39~~ 4.30 ha) is allocated for employment uses (Use Classes E(g) B2, B8).**

~~The development will be expected to address the following specific matters~~ The development will achieve the following site specific requirements:

1. Vehicular access off Church Street either via the existing access or a new access.
2. ~~Off-site improvements to the highway network may also be necessary which might include upgrading the Church Street/A140 junction. A Transport Assessment/Statement will be required that will include assessments of the A140/Church Street junction and improvements to enable safe active and sustainable travel to the development.~~
3. ~~The site contains an historic environment record and therefore further investigation is likely to be required in respect of archaeology. Any development must also consider the archaeological sensitivity of proximity to the scheduled St Faith Priory, including any contribution made to that sensitivity by setting. An archaeological assessment will be required prior to development.~~
4. The site is adjacent to Horsham Meadows County Wildlife Site. Potential impacts of development on the local hydrology and changes in drainage must be addressed through any planning application

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
SL2007/GNLP4061/HNF3 (R19 SA)	-	+	0	-	0	+	+	-	+	0	++	-	0	0	0
SL2007/GNLP4061/HNF3 (MM)	-	+	0	-	0	+	+	-	+	0	++	-	0	0	0

6.13.1 Site Policy SL2007/GNLP4061/HNF3 'Land at Abbey Farm' was assessed in the Regulation 19 SA<sup>84</sup>. The above matrix illustrates the previous findings and re-appraises the policy with the revised text according to MM138.

6.13.2 The proposed modifications to the policy include minor wording changes and a slight reduction in the site area from 4.39ha to 4.30ha. The proposed modification would not be expected to lead to any significant change to the SA findings of the previously assessed version of Policy SL2007/GNLP4061/HNF3 within the Regulation 19 SA.

**SA Objective 1 – Air Quality and Noise**

6.13.3 A proportion of Site GNLPSL2007/GNLP4016/HNF3 is located within 200m of the A140. Therefore, the proposed development at this site could potentially expose site end users to higher levels of transport associated air and noise pollution. Furthermore, the site is proposed for employment development comprising 4.3ha, and therefore, would be expected to result in an increase in local air pollution, to some extent. GNL and Local Plan policies would be expected to enhance public transport accessibility, reducing the need for private car use. However, a minor negative impact on air quality and noise cannot be ruled out.

**SA Objective 2 – Climate Change Mitigation and Adaptation**

6.13.4 Site GNLPSL2007/GNLP4016/HNF3 is located wholly within Flood Zone 1 and does not coincide with any significant areas of surface water flood risk. It is anticipated that appropriate sustainable drainage systems would be provided, where necessary, in accordance with GNL and Local Plan policies. A minor positive impact on climate change mitigation and adaptation would be expected.

<sup>84</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnl.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

---

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

6.13.5 Site GNLP4016/HNF3 is located approximately 3.4km north east of the 'River Wensum' SAC and SSSI, and approximately 4.5km south west of 'The Broads' SAC and 'Broadland' SPA and Ramsar, and 'Crostick Marsh' SSSI. The site is located within an IRZ which does not indicate the proposed use as a threat to these SSSIs, although the site does fall within a 'Nutrient Impact Area', and an area within which strategic solutions for recreational impacts on Habitats sites are in place.

6.13.6 Site GNLP4016/HNF3 is located adjacent to 'Horsham Meadows' CWS. The site policy states that potential hydrological impacts of development on this CWS would be addressed, and GNLP Policy 3 seeks to ensure development proposals do not result in "harm to designated and non-designated assets of the natural environment". Therefore, subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

### **SA Objective 4 – Landscape**

6.13.7 Site GNLP4016/HNF3 is located within the LCA 'Spixworth Wooded Estatelands'. Some key characteristics of this LCA include the landscape setting of villages, historic houses and halls, and the open skyline. The site is adjacent to an existing employment site. GNLP and Local Plan policies would be expected to ensure that development is in keeping with the surrounding landscape character.

6.13.8 Nonetheless, Site GNLP4016/HNF3 comprises previously undeveloped land and is located outside of the existing settlement of Horsham St Faith. Therefore, the proposed development at this site could potentially contribute towards the urbanisation of the countryside. Overall, a minor negative impact on the local landscape would be expected.

### **SA Objective 5 – Housing**

6.13.9 Site GNLP4016/HNF3 is proposed for employment end use, and therefore, the proposed development would not be anticipated to result in a net change in housing. A negligible impact on housing provision would be expected at this site.

### **SA Objective 6 – Populations and Community**

6.13.10 Site GNLP4016/HNF3 is located within 600m of local services, including St Faith's Post Office and Stores. GNLP and Local Plan policies would be expected to improve public transport and accessibility which could also improve access to local services in nearby settlements. Therefore, a minor positive impact would be expected.

### **SA Objective 7 – Deprivation**

6.13.11 The proposed development at Site GNLP4016/HNF3 would not be expected to have a significant impact on deprivation. The GNLP and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

---

### **SA Objective 8 – Health**

- 6.13.12 Site GNLPSL2007/GNLP4016/HNF3 is located within 600m of the PRoW network and public greenspaces. Alongside the site's rural location, this would be expected to provide site end users with good access to outdoor space for recreation, with likely physical and mental health benefits.
- 6.13.13 The site is located within 800m of St Faiths Surgery. However, the closest hospital with an A&E department is Norfolk and Norwich University Hospital, located approximately 8.6km to the south west. The criteria within the site policy, as well as GNL and Local Plan policies, would not be expected to fully mitigate the poor access to emergency healthcare.
- 6.13.14 Furthermore, Site GNLPSL2007/GNLP4016/HNF3 is located partially within 200m of the A140, and as such, the proposed development would locate site end users in areas of existing poor air quality. Overall, a minor negative impact on health would be expected.

### **SA Objective 9 – Crime**

- 6.13.15 The proposed development at Site GNLPSL2007/GNLP4016/HNF3 would not be expected to have a significant impact on crime. The GNL and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.

### **SA Objective 10 – Education**

- 6.13.16 Site GNLPSL2007/GNLP4016/HNF3 is proposed for employment use, and therefore, would be expected to have a negligible impact on education.

### **SA Objective 11 – Economy**

- 6.13.17 Site GNLPSL2007/GNLP4016/HNF3 is proposed for employment development. The proposed development at this site would be expected to result in the provision of employment opportunities in the local area, and therefore, a major positive impact on the local economy would be expected.

### **SA Objective 12 – Transport and Access to Services**

- 6.13.18 The majority of Site GNLPSL2007/GNLP4016/HNF3 is located within 400m of bus stops on Church Street, providing regular services. The closest train station is Norwich Railway Station, approximately 7.2km to the south east. The criteria within the site policy to "*enable safe active and sustainable travel to the development*", as well as GNL and Local Plan policies, could potentially improve local accessibility and public transport, but would not be expected to fully mitigate the poor access to railway stations. A minor negative impact would be expected.

### **SA Objective 13 – Historic Environment**

- 6.13.19 Site GNLPSL2007/GNLP4016/HNF3 is located approximately 80m from Horsham St Faith Conservation Area, and in close proximity to several heritage assets including the Grade I Listed Buildings 'The Priory' and 'Church of the Blessed Virgin and St Andrew' and 'St Faith Priory' SM. The site policy states that an archaeological assessment will be required. The criteria set out in the site policy, alongside the GNL and Local Plan policies, would be expected to result in a negligible impact on the historic environment.

---

**SA Objective 14 – Natural Resources, Waste and Contaminated Land**

- 6.13.20 Site GNLPSL2007/GNLP4016/HNF3 comprises previously undeveloped land. The 4.30ha site coincides with ALC Grade 3 land, which could potentially represent some of Greater Norwich's BMV land. As the site coincides with less than 20ha of BMV land, the proposed development would result in a negligible impact in terms of loss of soil.

**SA Objective 15 – Water**

- 6.13.21 A small proportion of Site GNLPSL2007/GNLP4016/HNF3 is located within 200m of a minor watercourse, however, the site policy states that "*potential impacts of development on the local hydrology and changes in drainage must be addressed through any planning application*". Therefore, the proposed development at this site would be expected to have a negligible impact on local water quality.

# 7 Main Modifications: The Sites – merged site policies

## 7.1 Preface

7.1.1 As part of the Main Modifications, the GNLP have introduced four new site policies which have resulted from combining multiple site policies from the Pre-Submission version of the GNLP:

- **New Site Policy COL1/GNLP0331BR/GNLP0331CR** – formed from three previous site policies which are proposed to be deleted from the GNLP (Policies COL1, GNLP0331BR and GNLP0331CR);
- **New Site Policy GNLP0293/CAW2** – formed from two previous site policies which are proposed to be deleted from the GNLP (Policies GNLP0293 and CAW2);
- **New Site Policy GNLP2019/COL1** – formed from two previous site policies which are proposed to be deleted from the GNLP (Policies GNLP2019 and COL1); and
- **New Site Policy GNLP0382/SWA1** – formed from two previous site policies which are proposed to be deleted from the GNLP (Policies GNLP0382 and SWA1).

7.1.2 The following **sections 7.2 to 7.5** set out the previous SA findings for each site policy individually, and re-assess the combined version of the policies in accordance with the Main Modifications.

## 7.2 Deleted Site Policies COL1, GNLP0331BR and GNLP0331CR and merging into New Site Policy COL1/GNLP0331BR/GNLP0331CR – Land adjacent to Norwich Research Park (NRP), Colney

### Proposed Main Modification: MM70

#### POLICY COL1/GNLP0331BR/GNLP0331CR

Land adjacent to Norwich Research Park (NRP), Colney (45.65 ha) is allocated principally for an E (gii) Science Park development, hospital expansion and other proposals ancillary and complementary to these main uses.

The development will achieve the following site specific requirements:

#### Uses

1. Acceptable uses will be research and development use under Class E (gii) 'research and development' of the Town and Country Planning (Use Classes) Order 2020 (as amended) plus hospital and hospital related uses. Other uses clearly ancillary to the main functions of the Norwich Research Park (NRP) and/or complementary to the main anchor institutions will also be acceptable.
2. Planning conditions will be applied to consents granted under Class E(q)(ii) to prevent changes of use within Class E in order to protect the function of the Research Park and to restrict the proliferation of town centre uses in out of centre locations.



## Proposed Main Modification: MM70

### Master plan/infrastructure plan

3. Proposals within this site allocation boundary should have regard to the existing approved illustrative masterplan or any subsequent approved revision and include phasing in relation to the delivery of infrastructure, provision of high-quality buildings and spaces; and a landscape strategy and green infrastructure plan.
4. Any revised masterplan for the allocation should be supported by a utilities/infrastructure plan which will include the necessary transport improvements detailed below.

Development will be expected to address the following specific matters:

### Transport

Measures which address the impacts of the proposed development, including where appropriate:

5. Improvements to the B1108 Watton Road junctions which access the NRP.
6. Improvements to the capacity at the B1108/A47 junction, to ensure that it does not become a constraint to development.
7. Maintaining and enhancing safe and convenient access to the Norfolk and Norwich University Hospital.
8. Public transport access and provision, to encourage significant modal shift to/from and within the wider NRP, including measures identified through the Transport for Norwich programme.
9. Safe and convenient pedestrian and cycle links within the wider NRP and to/from significant areas of housing (specifically at Cringleford, Hethersett and Threescore/Bowthorpe), including completion of the Hethersett to NRP cycleway.
10. Parking ratios of approximately 1 space per 60m<sup>2</sup> of floor area (excluding plant).
11. The developer should ensure that sufficient land is made available to deliver the required infrastructure.

### Design and Landscape

12. Landmark design quality, including a safe and attractive public realm, creating an integrated approach to existing and new development at the NRP.
13. Development contributes positively to green infrastructure and the landscape setting including retention of the existing shelter belts, hedgerows and significant trees and linking of features to the wider landscape.
14. Development density to reflect the transport constraints of the locality and the aspirations for design quality and landscaping.
15. Any development must conserve and, where opportunities arise, enhance the significance of the Old Hall and its wall and the Rectory, including any contribution made to that significance by setting. This includes but is not limited to appropriate landscaping, density and design.

### Constraints

16. Site specific flood risk assessments.
17. Layout to take account of water main and sewers crossing the site.
18. An archaeological assessment will be required prior to development.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
COL1 (R19 SA)	-	+	0	-	0	+	+	++	+	0	++	+	0	-	0
GNLP0331BR (R19 SA)	-	+	0	-	0	+	+	++	+	0	++	+	0	0	0
GNLP0331CR (R19 SA)	-	+	0	-	0	+	+	+	+	0	++	+	0	0	0
COL1/ GNLP0331BR/ GNLP0331CR (MM)	-	+	0	-	0	+	+	+	+	0	++	+	0	-	0

7.2.1 Site Policies COL1 'Land adjacent to Norwich Research Park (NRP)', GNLP0331BR 'South of NRP extension' and GNLP0331CR 'South of NRP extension' were assessed in the Regulation 19 SA<sup>85</sup>. These three individual site policies are proposed to be deleted from the GNL and are combined into a single site allocation known as COL1/GNLP0331BR/GNLP0331CR.

7.2.2 The above matrix illustrates the previous findings for each site policy individually and re-appraises the policy with the revised text combining the three sites according to MM70. The overall assessment findings are largely unchanged although where the individual assessments differed (SA Objectives 8 and 14) the 'worst-case' score applies for the merged version.

**SA Objective 1 – Air Quality and Noise**

7.2.3 A proportion of Site COL1/GNLP0331BR/GNLP0331CR is located within 200m of the A47. Therefore, the proposed development at this site could potentially expose site end users to higher levels of transport associated air and noise pollution. Furthermore, the proposed development at this site for employment uses, comprising 45.65ha, would be likely to contribute towards a reduction in local air quality to some extent.

<sup>85</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnl.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

- 7.2.4 The site policy states that improvements would be made to the road network and junctions surrounding the site, which could potentially lead to improvements in air quality by reducing congestion. Furthermore, through the requirement to incorporate “*public transport access and provision ... [and] safe and convenient pedestrian and cycle links within the wider NRP*” this policy, alongside GNLP and Local Plan policies, would help to ensure that site end users have access to sustainable transport options to reach new and existing employment opportunities, as an alternative to private car use. However, the proposed employment development would be expected to result in an increase in traffic on the local road network and increase air pollution, to some extent. A minor negative impact on air quality and noise cannot be ruled out.

### **SA Objective 2 – Climate Change Mitigation and Adaptation**

- 7.2.5 Site COL1/GNLP0331BR/GNLP0331CR is located wholly within Flood Zone 1, however, a proportion of the site coincides with areas determined to be at low, medium and high risk of surface water flooding. It is anticipated that appropriate sustainable drainage systems would be provided alongside development, in accordance with GNLP and Local Plan policies. Furthermore, the policy requires site specific flood risk assessments where necessary and seeks to ensure that “*development contributes positively to green infrastructure*”, which would be expected to reduce flood risk on site and in surrounding locations. Overall, a minor positive impact would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 7.2.6 Site COL1/GNLP0331BR/GNLP0331CR is located approximately 3.3km south west of the ‘River Wensum’ SAC and SSSI, approximately 3.1km south west of ‘Sweetbriar Road Meadows, Norwich’ SSSI, and approximately 3km north west of ‘Eaton Chalk Pit’ SSSI. Site COL1 is located within an IRZ which states that “*all planning applications (except householder) outside or extending outside existing settlements/urban areas affecting greenspace, farmland, semi natural habitats or landscape features such as trees, hedges, streams, rural buildings/structures*” should be consulted on with Natural England. The site also falls within a ‘Nutrient Impact Area’, and an area within which strategic solutions for recreational impacts on Habitats sites are in place.
- 7.2.7 A small proportion in the north of the site coincides with deciduous woodland priority habitat. The site policy seeks to ensure that the “*development contributes positively to green infrastructure and the landscape setting including retention of the existing shelter belts, hedgerows and significant trees and linking of features to the wider landscape*”. Furthermore, GNLP Policy 3 requires development to “*enhance the natural environment*”. Subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

### **SA Objective 4 – Landscape**

- 7.2.8 The north east of Site COL1/GNLP0331BR/GNLP0331CR is located within the LCA ‘Yare Valley Urban Fringe’. Some key characteristics of this LCA include the wide, flat floodplain, recreational landscape and green buffer between the river valley and Norwich City. The south west of Site COL1/GNLP0331BR/GNLP0331CR is located within the LCA ‘Yare Tributary Farmland with Parkland’. Some key characteristics of this LCA include meandering rivers, blocks of woodland, avenues of poplars and small villages with strong vernacular qualities.

7.2.9 The site policy states that “*a landscape strategy and green infrastructure plan*” would be provided. The site policy seeks to ensure development at this site provides an “*attractive public realm, creating an integrated approach to existing and new development at the NRP*” and ensures that development is of an appropriate density for the location. Furthermore, the development would be expected to retain “*existing shelter belts, hedgerows and significant trees and linking of features to the wider landscape*”. These measures, in addition to the GNL P and Local Plan policies, would be expected to ensure that development is in keeping with the surrounding landscape character.

7.2.10 Nonetheless, Site COL1/GNL P0331BR/GNL P0331CR comprises a large area of primarily undeveloped land and is located outside of existing settlements. Therefore, the proposed development at this site could potentially contribute towards the urbanisation of the countryside. Overall, a minor negative impact on the local landscape would be expected.

#### **SA Objective 5 – Housing**

7.2.11 Site COL1/GNL P0331BR/GNL P0331CR is proposed for employment end use, and therefore, the proposed development would not be anticipated to result in a net change in housing. A negligible impact on housing provision would be expected at this site.

#### **SA Objective 6 – Populations and Community**

7.2.12 Site COL1/GNL P0331BR/GNL P0331CR is located over 600m from local services. The criteria set out in the site policy, alongside GNL P and Local Plan policies, could potentially improve access to local shops in surrounding areas, through providing enhanced pedestrian and cycle links. Therefore, a minor positive impact on populations and communities would be expected.

#### **SA Objective 7 – Deprivation**

7.2.13 The proposed development at Site COL1/GNL P0331BR/GNL P0331CR would not be expected to have a significant impact on deprivation. The GNL P and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

#### **SA Objective 8 – Health**

7.2.14 A small proportion of Site COL1/GNL P0331BR/GNL P0331CR in the south is located within 200m of the A47. The proposed development at this site could potentially expose some site end users to higher levels of traffic associated emissions, resulting in an adverse impact on health and wellbeing.

7.2.15 The majority of the site is located within 600m of the PRoW network and public greenspaces. The site policy would be expected to enhance pedestrian and cycle links between residential areas and the site, as well as improved links to healthcare including the Norfolk and Norwich University Hospital. This could also potentially help to improve access to leisure centres and green spaces for outdoor recreation. Furthermore, the policy states that the proposed development at this site would include expansion of the hospital and other ancillary uses (primarily for E(gii) research and development use), which could potentially result in a benefit to health. Overall, the proposed development at this site would be expected to have a minor positive impact on health.

---

### **SA Objective 9 – Crime**

- 7.2.16 The proposed development at Site COL1/GNLP0331BR/GNLP0331CR would not be expected to have a significant impact on crime. The GNLP and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. The site policy seeks to ensure safe and convenient pedestrian links are provided to the development which could potentially help to reduce crime and the fear of crime. Therefore, a minor positive impact on crime would be anticipated.

### **SA Objective 10 – Education**

- 7.2.17 Site COL1/GNLP0331BR/GNLP0331CR is proposed for employment use including a science park and hospital expansion, and therefore, would be expected to have a negligible impact on education.

### **SA Objective 11 – Economy**

- 7.2.18 Site COL1/GNLP0331BR/GNLP0331CR comprises primarily undeveloped land and is proposed for an extension to the Norwich Research Park. The proposed development at this site would be expected to result in the provision of employment opportunities in the local area, and therefore, a major positive impact on the local economy would be expected.

### **SA Objective 12 – Transport and Access to Services**

- 7.2.19 The majority of Site COL1/GNLP0331BR/GNLP0331CR is located over 400m from bus stops, and the closest railway station to the site is Norwich Railway Station, approximately 6.2km to the east. The site policy states that the development would include *“public transport access and provision, to encourage significant modal shift to/from and within the wider NRP”*. Furthermore, by creating an attractive public realm and incorporating *“safe and convenient pedestrian and cycle links within the wider NRP and to/from significant areas of housing ... including completion of the Hethersett to NRP cycleway”* this policy could potentially encourage active travel and improve public transport connections, including to railway stations. Overall, a minor positive impact on transport and access to services would be expected.

### **SA Objective 13 – Historic Environment**

- 7.2.20 Site COL1/GNLP0331BR/GNLP0331CR is located approximately 70m from the Grade II\* Listed Building ‘Church of St Andrew’, and approximately 100m from several Grade II Listed Buildings including ‘The Old Hall’ and ‘The Old Rectory’. The site policy states that *“development must conserve and, where opportunities arise, enhance the significance of the Old Hall and its wall and the Rectory, including any contribution made to that significance by setting. This includes but is not limited to appropriate landscaping, density and design”*. Furthermore, the site policy outlines landscaping measures to ensure that development is of a high-quality design, well-related to the surrounding character and would require an archaeological assessment prior to development. The criteria set out in the site policy, alongside the GNLP and Local Plan policies, would be expected to result in a negligible impact on the historic environment overall.

### SA Objective 14 – Natural Resources, Waste and Contaminated Land

7.2.21 The majority of Site COL1/GNLP0331BR/GNLP0331CR comprises previously undeveloped land. The 45.65ha site coincides with ALC Grade 3 land, which could potentially represent some of Greater Norwich’s BMV land. The proposed development at this site could potentially result in a minor negative impact on natural resources due to the loss of more than 20ha of BMV land.

### SA Objective 15 – Water

7.2.22 Site COL1/GNLP0331BR/GNLP0331CR coincides with a groundwater SPZ (Zone I, II and III), and a small proportion in the north of the site is located within 200m of the River Yare. The north of the site also coincides with deciduous woodland priority habitat, which in line with GNLP Policy 3, would be expected to be conserved and enhanced. The site policy also states that the development would incorporate appropriate landscaping and would retain “existing shelter belts, hedgerows and significant trees”. Furthermore, GNLP and Local Plan policies would be expected to mitigate the potential adverse impacts on the groundwater SPZ. Overall, these measures would be expected to ensure the proposed development results in a negligible impact on water quality.

## 7.3 Deleted Site Policies GNLP0293 and CAW2 and merging into New Site Policy GNLP0293/CAW2 – Land East of Gayford Road, Cawston

### Proposed Main Modification: MM124

#### POLICY GNLP0293/CAW2

Land east of Gayford Road, Cawston (2.71ha) is allocated for residential development. The site is likely to accommodate approximately 60 homes.

The development will achieve the following site specific requirements:

1. Access (vehicular and pedestrian) will be provided from Aylsham Road.
2. Carriageway improvements and a new 2 metre footway connection along the site frontage that connects to the existing footpath shall be provided.
3. A pedestrian crossing facility on Aylsham Road to the primary school.
4. Adequate landscaping and green infrastructure to protect the rural setting of the village, especially to the eastern and northern boundaries.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
GNLP0293 (R19 SA)	-	+	0	-	+	+	+	-	+	+	+	-	0	0	0
CAW2 (R19 SA)	-	+	0	-	+	+	+	-	+	+	+	-	0	0	0
GNLP0293/CAW2 (MM)	-	+	0	-	+	+	+	-	+	+	+	-	0	0	0

7.3.1 Site Policies GNLP0293 'Land east of Gayford Road' and CAW2 'Land east of Gayford Road' were assessed in the Regulation 19 SA<sup>86</sup>. These two individual site policies are proposed to be deleted from the GNLP and are combined into a single site allocation known as GNLP0293/CAW2.

7.3.2 The above matrix illustrates the previous findings for each site policy individually and re-appraises the policy with the revised text combining the two sites according to MM124. The overall assessment findings are unchanged despite the slight increase in site area and housing capacity resulting from merging the sites.

### **SA Objective 1 – Air Quality and Noise**

7.3.3 Site GNLP0293/CAW2 is located over 200m from major sources of air pollution including main roads and AQMAs. The site policy seeks to ensure the site provides good access for pedestrians. GNLP and Local Plan policies would be expected to enhance public transport accessibility, reducing the need for private car use. However, the proposed development of 60 dwellings would be expected to result in an increase in traffic on the local road network and increase air pollution, to some extent. A minor negative impact on air quality and noise cannot be ruled out.

### **SA Objective 2 – Climate Change Mitigation and Adaptation**

7.3.4 Site GNLP0293/CAW2 is located wholly within Flood Zone 1, however, a small proportion in the west of the site coincides with an area determined to be at low risk of surface water flooding. It is anticipated that appropriate sustainable drainage systems would be provided, where necessary, in accordance with GNLP and Local Plan policies. The site policy seeks to provide additional green infrastructure. Therefore, a minor positive impact on climate change mitigation and adaptation would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

7.3.5 Site GNLP0293/CAW2 is located approximately 2.3km north east of 'Norfolk Valley Fens' SAC and 'Booton Common' SSSI. The site is located within an IRZ which states that "*any residential development of 50 or more houses outside existing settlements/urban areas*" should be consulted on with Natural England. The site also falls within a 'Nutrient Impact Area', and an area within which strategic solutions for recreational impacts on Habitats sites are in place. Subject to no significant effects being identified in the HRA, the proposed development of 60 dwellings at this site would be expected to result in a negligible impact on biodiversity.

### **SA Objective 4 – Landscape**

7.3.6 Site GNLP0293/CAW2 is located within the LCA 'Cawston Tributary Farmland'. Some key characteristics of this LCA include the mosaic of arable fields, woodland and parkland, and landscape setting of villages and notable buildings. The site policy would be expected to ensure "*adequate landscaping and green infrastructure to protect the rural setting of the village*". Alongside GNLP and Local Plan policies, this would be expected to ensure that development is in keeping with the surrounding landscape character.

---

<sup>86</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

- 7.3.7 Nonetheless, Site GNLP0293/CAW2 comprises previously undeveloped land and is located outside of the existing settlement of Cawston. Therefore, the proposed development at this site could potentially contribute towards the urbanisation of the countryside. Overall, a minor negative impact on the local landscape would be expected.

**SA Objective 5 – Housing**

- 7.3.8 Site GNLP0293/CAW2 is proposed for the development of 60 dwellings; therefore, a minor positive impact on housing provision would be expected at this site.

**SA Objective 6 – Populations and Community**

- 7.3.9 Site GNLP0293/CAW2 is located within 600m of local services, including Cawston Post Office and Store. Criteria set out in the site policy, alongside the GNLP and Local Plan policies, could potentially improve local accessibility through providing enhanced pedestrian links and public transport. Therefore, a minor positive impact on populations and communities would be expected.

**SA Objective 7 – Deprivation**

- 7.3.10 The proposed development at Site GNLP0293/CAW2 would not be expected to have a significant impact on deprivation. The GNLP and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

**SA Objective 8 – Health**

- 7.3.11 Site GNLP0293/CAW2 is located over 200m from main roads and AQMAs, and therefore, the proposed development would locate site end users away from major sources of air pollution which are known to be detrimental to health. The site is located within 600m of the PRow network and public greenspaces, and the site policy would be expected to improve pedestrian access. Alongside the site's rural location, this would be expected to provide site end users with good access to outdoor space for recreation, with likely physical and mental health benefits.

- 7.3.12 However, the closest hospital with an A&E department is Norfolk and Norwich University Hospital, located approximately 17km to the south west. The closest GP surgery is Reepham Surgery, located approximately 4.4km to the west. The criteria within the site policy, as well as GNLP and Local Plan policies, could potentially improve access to the GP surgery but would not be expected to fully mitigate the poor access to emergency healthcare. A minor negative impact would be expected.

**SA Objective 9 – Crime**

- 7.3.13 The proposed development at Site GNLP0293/CAW2 would not be expected to have a significant impact on crime. The GNLP and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.

**SA Objective 10 – Education**

- 7.3.14 Site GNLP0293/CAW2 is located within 800m of Cawston C of E Primary Academy, however, the site is located over 1.5km from secondary schools. GNLP and Local Plan policies would be expected to ensure the site is well connected to public transport and improve access to secondary schools. A minor positive impact on education would be expected.



### **SA Objective 11 – Economy**

- 7.3.15 Site GNLP0293/CAW2 is located within 5km of primary employment locations including Reepham town centre. The requirements of GNLP and Local Plan policies would also be expected to improve access via public transport, which may provide sustainable transport options to employment. Therefore, the proposed development at this site would be expected to have a minor positive impact on the local economy.

### **SA Objective 12 – Transport and Access to Services**

- 7.3.16 The majority of Site GNLP0293/CAW2 is located within 400m of a bus stop on Aylsham Road, providing regular services. The site policy states that footway improvements would be provided. The closest train station is North Walsham Railway Station, approximately 15.4km to the north east. The criteria within the site policy, as well as GNLP and Local Plan policies, could potentially improve public transport accessibility, but would not be expected to fully mitigate the poor access to railway stations. A minor negative impact would be expected.

### **SA Objective 13 – Historic Environment**

- 7.3.17 Site GNLP0293/CAW2 is located approximately 220m from Cawston Conservation Area, however, the site and conservation area are separated by existing built form in Cawston. GNLP and Local Plan policies would be expected to ensure that the character and setting of heritage assets is conserved. Therefore, a negligible impact on the historic environment would be expected.

### **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

- 7.3.18 Site GNLP0293/CAW2 comprises previously undeveloped land. The 2.71ha site is situated on ALC Grade 2 land, which represents some of Greater Norwich's BMV land. As the site coincides with less than 20ha of BMV land, the proposed development would result in a negligible impact in terms of loss of soil.

### **SA Objective 15 – Water**

- 7.3.19 Site GNLP0293/CAW2 coincides with a groundwater SPZ (Zone III). GNLP and Local Plan policies would be expected to mitigate the potential adverse impacts on the groundwater SPZ. Therefore, a negligible impact on water would be expected.

## **7.4 Deleted Site Policies GNLP2019 and COL1 and merging into New Site Policy GNLP2019/COL1 – Land at Rectory Road, Coltishall**

### **Proposed Main Modification: MM127**

#### **POLICY GNLP2019/COL1**

Land at Rectory Road, Coltishall (2.44 ha) is allocated for residential development. This will accommodate approximately 50 homes.

The development will achieve the following site specific requirements:

1. Access (vehicular and pedestrian) will be from Rectory Road, with off-site highway improvements to footway/cycle links and speed restrictions.
2. Due to highway constraints in the vicinity of Rectory Road, submission of a transport assessment to assess the traffic implication of the proposed development on the surrounding road network demonstrating that the proposed scale of development can be accommodated will be required.
3. Adequate landscaping and green infrastructure will be needed to protect the rural setting of the village, especially to the eastern boundary.
4. Noise and vibration issues arising from the railway line shall be addressed as part of the development proposal.

**Proposed Main Modification: MM127**

5. Pollution control measures may be required at a planning stage to mitigate heavy flood constraints. Access and egress to the site during a flood event may need to be considered.
6. Provision for informal and formal recreational open space.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
GNLP2019 (R19 SA)	-	+	0	-	+	+	+	-	+	+	+	+	0	0	0
COL1 (R19 SA)	-	0	0	-	+	+	+	-	+	+	+	+	0	0	0
GNLP2019/ COL1 (MM)	-	0	0	-	+	+	+	-	+	+	+	+	0	0	0

7.4.1 Site Policies GNLP2019 ‘South of Rail Line’ and COL1 ‘Land at Rectory Road’ were assessed in the Regulation 19 SA<sup>87</sup>. These two individual site policies are proposed to be deleted from the GNL and are combined into a single site allocation known as GNLP2019/COL1.

7.4.2 The above matrix illustrates the previous findings for each site policy individually and re-appraises the policy with the revised text combining the two sites according to MM127. The overall assessment findings are largely unchanged although where the individual assessments differed (SA Objective 2) the ‘worst-case’ score applies for the merged version.

**SA Objective 1 – Air Quality and Noise**

7.4.3 Site GNLP2019/COL1 is located adjacent to a railway line, and therefore, could potentially expose site end users to higher levels of noise pollution and disturbance. The site policy states that the development would include landscaping and green infrastructure, and that “*noise and vibration issues arising from the railway line shall be addressed as part of the development proposal*”.

7.4.4 The site policy seeks to ensure the site provides good access for pedestrians, and states that a transport assessment would be required. GNL and Local Plan policies would be expected to enhance public transport accessibility, reducing the need for private car use. However, the proposed development of 50 dwellings would be expected to result in an increase in traffic on the local road network and increase air pollution, to some extent. A minor negative impact on air quality and noise cannot be ruled out.

<sup>87</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnl.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

---

### **SA Objective 2 – Climate Change Mitigation and Adaptation**

- 7.4.5 Site GNLP2019/COL1 is located wholly within Flood Zone 1; however, a proportion of this site coincides with areas determined to be at low, medium and high risk of surface water flooding. It is anticipated that appropriate sustainable drainage systems would be provided, in accordance with GNLP and Local Plan policies. The site policy states that *“pollution control measures may be required at a planning stage to mitigate heavy flood constraints”* and that informal and formal recreational open space would be provided, which could potentially enhance green infrastructure. This would be expected to ensure surface water flooding is minimised, and therefore, a negligible impact would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

- 7.4.6 Site GNLP2019/COL1 is located approximately 3.7km north of ‘The Broads’ SAC and ‘Broadland’ SPA and Ramsar, and ‘Crostwick Marsh’ SSSI. The site is located within an IRZ which does not indicate the proposed use as a threat to this SSSI, although the site does fall within a ‘Nutrient Impact Area’, and an area within which strategic solutions for recreational impacts on Habitats sites are in place. Subject to no significant effects being identified in the HRA, a negligible impact on biodiversity would be expected.

### **SA Objective 4 – Landscape**

- 7.4.7 Site GNLP2019/COL1 is located approximately 550m north of The Broads, and within the LCA ‘Coltishall Tributary Farmland’. Some key characteristics of this land parcel include long uninterrupted views across the flat landscape, and the landscape setting of villages and buildings. The site policy states that *“adequate landscaping and green infrastructure will be needed to protect the rural setting of the village”*. Alongside GNLP and Local Plan policies, this would be expected to ensure that development is in keeping with the surrounding landscape character and protects the character and setting of The Broads.
- 7.4.8 Nonetheless, Site GNLP2019/COL1 comprises previously undeveloped land and is located outside of the existing settlement of Coltishall. Therefore, the proposed development at this site could potentially contribute towards the urbanisation of the countryside. Overall, a minor negative impact on the local landscape would be expected.

### **SA Objective 5 – Housing**

- 7.4.9 Site GNLP2019/COL1 is proposed for the development of 50 dwellings; therefore, a minor positive impact on housing provision would be expected at this site.

### **SA Objective 6 – Populations and Community**

- 7.4.10 Site GNLP2019/COL1 is located over 600m from local services in Coltishall. Criteria set out in the site policy, alongside the GNLP and Local Plan policies, could potentially improve local accessibility through providing enhanced pedestrian links and public transport. Therefore, a minor positive impact on populations and communities would be expected.

### **SA Objective 7 – Deprivation**

- 7.4.11 The proposed development at Site GNLP2019/COL1 would not be expected to have a significant impact on deprivation. The GNLP and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

---

### **SA Objective 8 – Health**

7.4.12 Site GNLP2019/COL1 is located over 200m from main roads and AQMAs, and therefore, the proposed development would locate site end users away from major sources of air pollution which are known to be detrimental to health. The site is located within 600m of the PRow network and public greenspaces, and the site policy would be expected to improve pedestrian and cycle access. Alongside the site's rural location, this would be expected to provide site end users with good access to outdoor space for recreation, with likely physical and mental health benefits.

7.4.13 Site GNLP2019/COL1 is located within 800m of Coltishall Surgery. However, the closest hospital with an A&E department is Norfolk and Norwich University Hospital, located approximately 16km to the south west. The criteria within the site policy, as well as GNLP and Local Plan policies, would not be expected to fully mitigate the poor access to emergency healthcare. A minor negative impact would be expected.

### **SA Objective 9 – Crime**

7.4.14 The proposed development at Site GNLP2019/COL1 would not be expected to have a significant impact on crime. The GNLP and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.

### **SA Objective 10 – Education**

7.4.15 Site GNLP2019/COL1 is located within 800m of Coltishall Primary School, however, the site is located over 1.5km from secondary schools. GNLP and Local Plan policies would be expected to ensure the site is well connected to public transport and improve access to secondary schools. A minor positive impact on education would be expected.

### **SA Objective 11 – Economy**

7.4.16 Site GNLP2019/COL1 is located within 5km of primary employment locations including Station Business Park in Hoveton. The requirements of GNLP and Local Plan policies would also be expected to improve access via public transport, which may provide sustainable transport options to employment. Therefore, the proposed development at this site would be expected to have a minor positive impact on the local economy.

### **SA Objective 12 – Transport and Access to Services**

7.4.17 Site GNLP2019/COL1 is located within 400m of bus stops on Westbourne Road, providing regular services. The site policy states that footway improvements would be provided. The closest train station is Hoveton and Wroxham Railway Station, approximately 3.5km to the south east. GNLP and Local Plan policies would be expected to improve public transport provision and could potentially improve connections to the train station. Overall, a minor positive impact would be expected.

### **SA Objective 13 – Historic Environment**

7.4.18 Site GNLP2019/COL1 is located approximately 200m from the Grade II Listed Building 'The Beeches', 260m from 'Limekiln about 140m east of The Railway Public House' and 300m from Coltishall and Horstead Conservation Area. The site policy states that "*adequate landscaping and green infrastructure will be needed to protect the rural setting of the village*". The criteria set out in the site policy, alongside the GNLP and Local Plan policies, would be expected to result in a negligible impact on the historic environment.

### SA Objective 14 – Natural Resources, Waste and Contaminated Land

7.4.19 Site GNLP2019/COL1 comprises previously undeveloped land. The 2.44ha site is situated on ALC Grade 3 land, which could potentially represent some of Greater Norwich’s BMV land. As the site coincides with less than 20ha of BMV land, the proposed development would result in a negligible impact in terms of loss of soil.

### SA Objective 15 – Water

7.4.20 Site GNLP2019/COL1 is located over 200m from a watercourse and does not coincide with a groundwater SPZ. Therefore, the proposed development at this site would be expected to have a negligible impact on local water quality.

## 7.5 Deleted Site Policies GNLP0382 and SWA1 and merging into New Site Policy GNLP0382/SWA1 – Land North of Chamery Hall Lane and Rear of Burlingham Road/St Mary’s Close, South Walsham

### Proposed Main Modification: MM147

#### POLICY GNLP0382/SWA1

Land north of Chamery Hall Lane and rear of Burlingham Road/St Marys Close, South Walsham (1.80ha) is allocated for residential development. The site is likely to accommodate approximately 45 homes

More homes may be accommodated, subject to an acceptable design and layout as well as infrastructure constraints.

The development will be expected to address the following specific matters:

1. Access (vehicular and pedestrian) to be from Burlingham Road.
2. A review of walking routes to school and implementation of any approved measures that have been identified.
3. A sustainable drainage system (SUDS) should be provided. If this is not possible then restricted discharge to watercourse or surface water sewer may be required.
4. Compensatory provision for the loss of recreational space shall be required.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
GNLP0382 (R19 SA)	-	+	0	-	+	0	+	-	+	+	+	-	0	0	0
SWA1 (R19 SA)	-	+	0	-	+	0	+	-	+	+	+	-	0	0	0
GNLP0382/SWA1 (MM)	-	+	0	-	+	0	+	-	+	+	+	-	0	0	0

7.5.1 Site Policies GNLP0382 'Land north of Chamery Hall Lane' and SWA1 'Land north of Chamery Hall Lane' were assessed in the Regulation 19 SA<sup>88</sup>. These two individual site policies are proposed to be deleted from the GNLP and are combined into a single site allocation known as GNLP0382/SWA1.

7.5.2 The above matrix illustrates the previous findings for each site policy individually and re-appraises the policy with the revised text combining the two sites according to MM147. The overall assessment findings are unchanged despite the slight increase in site area and housing capacity resulting from merging the sites.

### **SA Objective 1 – Air Quality and Noise**

7.5.3 Site GNLP0382/SWA1 is located over 200m from major sources of air pollution including main roads and AQMAs. The site policy seeks to ensure the site provides good access for pedestrians. GNLP and Local Plan policies would be expected to enhance public transport accessibility, reducing the need for private car use. However, the proposed development of 45 dwellings would be expected to result in an increase in traffic on the local road network and increase air pollution, to some extent. A minor negative impact on air quality and noise cannot be ruled out.

### **SA Objective 2 – Climate Change Mitigation and Adaptation**

7.5.4 Site GNLP0382/SWA1 is located wholly within Flood Zone 1 and does not coincide with any significant areas of surface water flood risk. The site policy states that "*a sustainable drainage system (SUDS) should be provided*", in accordance with GNLP and Local Plan policies. A minor positive impact on climate change mitigation and adaptation would be expected.

### **SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure**

7.5.5 Site GNLP0382/SWA1 is located approximately 1.7km south of 'The Broads' SAC and 'Broadland' SPA and Ramsar, and 'Bure Broads and Marshes' SSSI. Site GNLP0382 is located within an IRZ which states that "*any residential development of 50 or more houses outside existing settlements*" should be consulted on with Natural England. The site also falls within a 'Nutrient Impact Area', and an area within which strategic solutions for recreational impacts on Habitats sites are in place. Subject to no significant effects being identified in the HRA, the proposed development of 45 dwellings would be expected to result in a negligible impact on biodiversity.

### **SA Objective 4 – Landscape**

7.5.6 Site GNLP0382/SWA1 is located approximately 500m from The Broads, and within the LCA 'South Walsham to Reedham Marshes Fringe'. Some key characteristics of this LCA include the mosaic of arable fields, sparse settlement and substantial blocks of woodland. GNLP and Local Plan policies would be expected to help protect and enhance the character and setting of The Broads and ensure that development is in keeping with the surrounding landscape character.

---

<sup>88</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

7.5.7 Nonetheless, Site GNLP0382/SWA1 comprises previously undeveloped land and is located outside of the existing settlement of South Walsham. Therefore, the proposed development at this site could potentially contribute towards the urbanisation of the countryside. Overall, a minor negative impact on the local landscape would be expected.

#### **SA Objective 5 – Housing**

7.5.8 Site GNLP0382/SWA1 is proposed for the development of 45 dwellings; therefore, a minor positive impact on housing provision would be expected at this site.

#### **SA Objective 6 – Populations and Community**

7.5.9 Site GNLP0382/SWA1 is located over 600m from local services. The site policy would be expected to enhance local pedestrian accessibility, and GNLP and Local Plan policies would be expected to improve public transport which could improve access to local services in nearby settlements, such as Blofield Heath and Acle. However, the bus service in South Walsham is limited. On balance, a negligible impact on access to services would be expected.

#### **SA Objective 7 – Deprivation**

7.5.10 The proposed development at Site GNLP0382/SWA1 would not be expected to have a significant impact on deprivation. The GNLP and Local Plan policies would be expected to promote inclusive development, and therefore, a minor positive impact would be expected.

#### **SA Objective 8 – Health**

7.5.11 Site GNLP0382/SWA1 is located over 200m from main roads and AQMAs, and therefore, the proposed development would locate site end users away from major sources of air pollution which are known to be detrimental to health. The site policy would be expected to improve pedestrian access. Alongside the site's rural location, this would be expected to provide site end users with good access to outdoor space for recreation, with likely physical and mental health benefits.

7.5.12 However, the closest hospital with an A&E department is Norfolk and Norwich University Hospital, located approximately 18km to the south west. The closest GP surgery is Blofield Surgery, located approximately 3.7km to the south west. The criteria within the site policy, as well as GNLP and Local Plan policies, could potentially improve access to the GP surgery but would not be expected to fully mitigate the poor access to emergency healthcare. A minor negative impact would be expected.

#### **SA Objective 9 – Crime**

7.5.13 The proposed development at Site GNLP0382/SWA1 would not be expected to have a significant impact on crime. The GNLP and Local Plan policies would be expected to promote development designs which address crime prevention and seek to create safe communities. Therefore, a minor positive impact on crime would be anticipated.

---

### **SA Objective 10 – Education**

- 7.5.14 Site GNLP0382/SWA1 is located over 800m from primary schools and over 1.5km from secondary schools. The site policy states that the development would provide “*a review of walking routes to school and implementation of any agreed measures that have been identified*”, which would be expected to improve sustainable access to schools such as Fairhaven CE VA Primary School. GNLP and Local Plan policies would be expected to ensure the site is well connected to public transport and improve access to nearby secondary schools such as Acle Academy. Therefore, a minor positive impact on education would be expected.

### **SA Objective 11 – Economy**

- 7.5.15 Site GNLP0382/SWA1 is located within 5km of primary employment locations including Acle town centre. The requirements of GNLP and Local Plan policies would also be expected to improve access via public transport, which may provide sustainable transport options to employment. Therefore, the proposed development at this site would be expected to have a minor positive impact on the local economy.

### **SA Objective 12 – Transport and Access to Services**

- 7.5.16 Site GNLP0382/SWA1 is located over 400m from a bus stop providing regular services, and approximately 4.4km from Lingwood Railway Station. The site policy would be expected to improve access to the site, including pedestrian access, with “*a review of walking routes*” to be undertaken. GNLP and Local Plan policies could potentially improve public transport provision and connections to the train station. However, the bus service in South Walsham is limited, and it is likely that residents would be largely reliant on private car use for travel. Overall, a minor negative impact would be expected.

### **SA Objective 13 – Historic Environment**

- 7.5.17 Site GNLP0382/SWA1 is located approximately 290m from the Grade II Listed Buildings ‘Chamery Hall’, ‘Old Hall Farmhouse’ and ‘Barn approximately 20m south of Old Hall Farmhouse’. GNLP and Local Plan policies would be expected to ensure that the character and setting of Listed Buildings are conserved. Therefore, a negligible impact on the historic environment would be expected.

### **SA Objective 14 – Natural Resources, Waste and Contaminated Land**

- 7.5.18 Site GNLP0382/SWA1 comprises previously undeveloped land. The 1.80ha site coincides with ALC Grade 1 land, which represents some of Greater Norwich’s BMV land. As the site coincides with less than 20ha of BMV land, the proposed development would result in a negligible impact in terms of loss of soil.

### **SA Objective 15 – Water**

- 7.5.19 Site GNLP0382/SWA1 is located over 200m from a watercourse and does not coincide with a groundwater SPZ. Therefore, the proposed development at this site would be expected to have a negligible impact on local water quality.



## 8 Main Modifications: The Sites – deleted site policies

### 8.1 Deleted Site Policies CC2, CC13, R2, HEL4/GNL1019, BRU2, BRU3, GNL10503, GNL12143, GNL13003 and GNL10581/GNL12043

8.1.1 The following ten site policies are proposed to be deleted from the GNL through the Main Modifications:

- CC2 '147-153 Ber Street, Norwich' (MM38);
- CC13 'Land at Lower Clarence Road' (MM46);
- R2 'Ipswich Road Community Hub' (MM53);
- HEL4/GNL1019 'Land north east of Reepham Road' (MM84);
- BRU2 'Land north of Berryfields, Brundall' (MM108);
- BRU3 'Land east of the Memorial Hall, Brundall' (MM109);
- GNL10503 'Land north of Springfield Way' (MM112);
- GNL12143 'Land south of Le Neve Road' (MM141);
- GNL13003 'Mill Road' (MM143); and
- GNL10581/GNL12043 'Land off Bawburgh Lane and New Road (Costessey Contingency Site)' (MM149).

8.1.2 Policies for these ten site allocations were assessed in the Regulation 19 SA<sup>89</sup>. The below assessment matrix table illustrates the previous findings for each site policy.

GNLP Policy	1 Air Quality & Noise	2 Climate Change Mitigation & Adaptation	3 Biodiversity, Geodiversity & GI	4 Landscape	5 Housing	6 Population & Communities	7 Deprivation	8 Health	9 Crime	10 Education	11 Economy	12 Transport & Access to Services	13 Historic Environment	14 Natural Resources, Waste & Contaminated	15 Water
CC2 (R19 SA)	-	+	0	+	+	+	+	-	+	++	+	++	0	+	0
CC13 (R19 SA)	-	+	0	0	+	+	+	-	+	++	+	++	0	+	0
R2 (R19 SA)	-	+	0	0	+	++	+	-	+	++	+	+	0	+	0
HEL4/GNL1019 (R19 SA)	0	+	0	+	0	0	0	+	0	0	0	0	0	0	0
BRU2 (R19 SA)	0	+	0	+	0	0	0	+	0	0	0	+	0	0	0
BRU3 (R19 SA)	0	+	0	+	0	0	0	+	0	0	0	+	0	0	0

<sup>89</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnl.org.uk/regulation-19-publication/evidence-base> [Date accessed: 21/08/23]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Policy	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
GNLP0503 (R19 SA)	-	0	0	-	+	+	+	-	+	+	+	-	0	0	0
GNLP2143 (R19 SA)	-	+	0	-	+	+	+	-	+	+	+	-	0	0	0
GNLP3003 (R19 SA)	-	+	0	0	+	+	+	-	+	+	+	+	0	0	-
GNLP0581/ GNLP2043 (R19 SA)	-	-	0	-	++	++	+	+	+	++	++	+	0	-	0

8.1.3 Three of the site policies to be deleted were previously proposed for new recreational open space: HEL4/GNLP1019, BRU2 and BRU3. By deleting these three allocations from the GNLP, there may be less certainty that these spaces would be available for community use as a recreational resource, and reduced potential for multi-functional benefits for climate change adaptation and landscape, meaning the identified positive effects of these site policies against SA Objectives 2, 4, 8 and 12 would be removed.

8.1.4 The remaining seven site policies to be deleted were previously proposed for new residential development. Policies CC2, CC13, R2, GNLP0503, GNLP2143 and GNLP3003 previously set out the delivery of between 15 – 45 dwellings. Policy GNLP0581/GNLP2043 previously set out the potential delivery of 800 dwellings, if required as a contingency site. By deleting these seven policies from the GNLP, the potential adverse effects identified associated with the construction and occupation of new dwellings would be removed. Conversely, the identified positive effects associated with the delivery of new housing development in areas with good access to services and facilities would also be removed.

## 9 Additional Modifications

### 9.1 Updated Vision for Greater Norwich

#### Proposed Additional Modification: AM98

##### The Vision for Greater Norwich in 2038

424. By promoting this Greater Norwich Local Plan our aim is that it will support growth of a diverse low carbon economy which will compete globally through its world class knowledge-intensive jobs in the Cambridge Norwich Tech Corridor.

425. As a result, by 2038 Greater Norwich will have vibrant, healthy, inclusive and growing communities supported by the delivery of new homes, infrastructure and an enhanced environment. Growth will make the best of Greater Norwich's distinct built, natural and historic ~~assets~~ environments, whilst protecting and enhancing them.

426. To achieve this, growth will be clean and resource efficient, with significantly reduced emissions to ensure that Greater Norwich plays a full part in meeting national commitments on tackling climate change and is moving towards a post-carbon economy. The focus on three high growth sectors: clean energy, agri-food and ICT/digital, along with the high environmental standards and significant further improvements to our extensive green infrastructure network promoted through this plan, will support Norfolk and Suffolk as the United Kingdom's clean growth region.

#### Economy

427. Generating the right levels of growth in the right places will help our local economy by stimulating economic investment, new infrastructure, new technologies and environmental improvements. This will improve access across Greater Norwich to services and jobs, and lead to better environmental quality.

428. Our plan will stimulate economic recovery leading to the creation of a strong, enterprising, productive and broad-based economy, and the growth of a wide range of economic sectors, supported by an increasingly skilled workforce. We will see a focus on our local strengths in knowledge intensive sectors. This will include significant growth in digital creative industries in the city centre and in health, life sciences, agri- and bio-technology at the Norwich Research Park and the Food Enterprise Park at Honingham, along with advanced manufacturing and engineering at Hethel. This clean growth will place Greater Norwich at the forefront of tackling the global challenges and opportunities of energy, environment, life sciences, genetics and climate change. Together these will strengthen our leading role nationally and internationally in these sectors which will be critical to moving towards the post-carbon economy.

429. Most of the jobs growth we expect to see will be delivered on key strategic sites in and around Norwich with good access to public transport, the major road network and a comprehensive cycling network. This will contribute to the growing national importance of the Cambridge Norwich Tech Corridor and strengthen Norwich's role as the regional capital.

430. The city centre will continue to play a significant role as the economic dynamo of the area by providing excellent retail and leisure facilities along with a broad range of cultural and tourism attractions and new jobs needed to support housing growth across the Greater Norwich area.

434. Parallel to this, the role of smaller scale employment sites elsewhere in the urban area, market towns and villages will help to deliver good access to jobs for all. New technologies and improved broadband and mobile phone infrastructure will also facilitate changes to the way we work, including the growth of small-scale businesses, more working from home and remote working.

#### Communities

432. The growth of mixed, inclusive, resilient and sustainable communities will mean that our new communities will be well integrated with our existing communities and will be safe and attractive places to live. People of all ages will have good access to services and facilities including schools, health care, shops, leisure and community facilities and libraries – which will in turn reduce the need to travel. This will also help create communities in which people can interact socially, be independent and have the opportunity for healthy

### Proposed Additional Modification: AM98

and active lifestyles. New technologies will provide more ways of travelling and accessing services and our new communities will be designed to make active travel and public transport the easiest travel choices.

#### Homes

433. High quality new homes will be built to meet the growing and changing needs of Greater Norwich. There will be a variety of type, tenure and sizes of homes in the mixed and inclusive communities, catering for the needs of all as they change over time and providing both market and affordable homes to meet different needs in our urban and rural areas.

434. Our plan envisages delivering the right number of homes to meet a variety of housing needs for those living and working in Greater Norwich. These include the rising ageing population, families and younger people, single occupants and those looking to share a home with others. The needs of groups in our community such as Gypsies and Travellers, Travelling Show People and those who live in residential caravans will be provided for in accessible locations.

435. We plan to concentrate the building of new homes in and around Norwich and in the Cambridge Norwich Tech Corridor. In Norwich city centre and other highly accessible and sustainable locations, higher density homes including flats will be built, providing particularly for the needs of younger people and including purpose-built student accommodation, whilst also meeting the needs of other members of our community. This will ~~have helped~~ help to create lively and vibrant city and district centres, enabling people to access services and jobs easily and to travel sustainably.

436. Our suburbs, market towns and villages will also be vibrant places to live with good access to services and facilities, supported by new housing and jobs and changing technologies. Homes here will be built at appropriate densities to respect and enhance local character and to meet the needs of all in mixed communities.

437. New homes will be large enough to provide a good quality of life, with adaptable homes built to meet the varied and changing needs of our communities. Many homes across Greater Norwich will also be self and custom-built, along with live-work units.

#### Infrastructure

438. By 2038 our transport system will be enhanced by a combination of infrastructure improvements and new technologies. Connectivity will improve both within Greater Norwich and to other parts of the country and beyond. This will include better rail services to London, Cambridge, Stansted, Milton Keynes, Oxford and the West, growth at Norwich International Airport and road improvements to the A11, A47, the Norwich Western Link and the A140.

439. Together these will provide greater travel choices and allow people to make the best use of evolving sustainable transport networks, particularly in the urban area. They will also continue to support Norwich's role as the regional capital and improve access to our rural areas.

440. The coming decades will see significant changes in how much and how people travel. This plan will help to reduce the impact of travel both by concentrating activities close to centres of population and by assisting an increase in home and remote working. Combined with technological improvements including the addition of new and different transport infrastructure, emissions from transport consequently will be significantly reduced.

441. For journeys that are still needed there will be a radical shift away from the use of the private car, with many people walking, cycling or using clean public transport. This will be especially evident in the Norwich urban area and the main towns with safe, attractive and well-designed routes for pedestrians and cyclists and fast, frequent and reliable public transport services. Electric vehicles will predominate throughout Greater Norwich and connected and autonomous vehicles (CAVs) will become more commonplace, initially with taxis and shared demand responsive buses and ultimately for buses, deliveries and private vehicles.

442. In addition, the delivery of improved telecommunications, broadband and utilities infrastructure throughout the area will both support businesses development, home working, carbon reductions and access to services while also reducing transport emissions.

443. Existing schools and health facilities will be expanded, and new facilities provided to serve growing communities, with greater use of technology to access some types of health care.

## Proposed Additional Modification: AM98

### Delivery

444. We will achieve our vision for sustainable and inclusive growth by a variety of means. These include our proactive approach to co-ordinating development providers, organisations and agencies as well as through interventions in cases where the market cannot deliver infrastructure. The protection and enhancement of a high-quality environment will also have assisted delivery by attracting inward investment. Our GNLP will meet housing need by providing choice and flexibility so that homes will be delivered on allocated and windfall<sup>90</sup> housing sites.

### Environment

445. Greater efficiency in water and energy usage will minimise the need for new infrastructure, and further reductions in carbon emissions will be delivered through the increased use of sustainable local energy sources. New water efficient buildings will also contribute to the protection of our water resources and water quality, helping to ensure the protection of our rivers, the Broads and our other wetland habitats. Development will be carried out in such locations and ways so that rivers and other protected water sites are protected from pollution to ensure water quality does not deteriorate.

446. Air pollution levels will be reduced through a combination of better design and location of development, supported by technological changes. Improved air quality will mean that there will no longer be any Air Quality Management Areas in Greater Norwich.

447. This GNLP will protect and enhance the distinctive local characteristics of our city, towns and villages and their separate identities. The distinctive characteristics of our landscapes will also be protected and enhanced. This will be achieved by shaping high quality, well designed and beautiful new development with green infrastructure, with homes large enough to provide for a good quality of life.

448. Development will make efficient use of brownfield sites and minimise the loss of greenfield land.

449. The development of a multi-functional green infrastructure network will continue across Greater Norwich. This enhanced network will help our communities mitigate and adapt to the effects of climate change, by providing for biodiversity gain through improved and linked habitats, reducing flood risk and improving opportunities for active travel and leisure. Improved access to the countryside will be provided and the quality of our environmental assets will be enhanced. Visitor pressure on the Broads and other internationally and nationally protected sites will be reduced by new and improved green infrastructure both on and linked to developments, including delivery of the ~~North West Woodland~~ Broadland Country Park in Horsford.

450. Critically, our plan will have helped to achieve reductions in our greenhouse gas emissions to contribute to the national target to reduce all greenhouse gas emissions by 78% by 2035 compared to 1990 levels and the zero emission target by 2050.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
GNLP Vision	Air Quality & Noise	Climate Change Mitigation & Adaptation	Biodiversity, Geodiversity & GI	Landscape	Housing	Population & Communities	Deprivation	Health	Crime	Education	Economy	Transport & Access to Services	Historic Environment	Natural Resources, Waste & Contaminated	Water
Vision (R18C SA)	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Vision (AM)	++	++	++	++	++	++	+	++	+	++	++	++	+	+	++

<sup>90</sup> Windfall sites are those which gain planning permission without having been allocated in a local or neighbourhood plan.

- 9.1.1 The GNLP Vision was previously assessed within the Regulation 18C SA Report<sup>91</sup>. The proposed modification clarifies the text that is included within the Vision of the GNLP, which adds more detail compared to the version assessed to date in the SA. The updated Vision has been assessed below in accordance with AM98.
- 9.1.2 The Vision sets out the GNLP's goal to conserve and enhance important aspects of the Plan area's built and natural environment, whilst striving for improvements in infrastructure and economic growth. This Vision would be expected to help ensure that the Councils' decision-making process maximises opportunities for protecting and enhancing the natural and built environment. This Vision would help to ensure that the needs of communities are met in a timely and sustainable manner, in order to provide support for the growth of a vibrant, healthy population. Positive effects would be expected across all SA Objectives, however the proposed modification clarifies that further specific text is to be included within the Vision, which would be likely to lead to stronger positive effects for some SA Objectives.
- 9.1.3 The Vision seeks to ensure that economic growth is sought in appropriate areas to stimulate investment and economic recovery, providing accessible jobs and improving skills for the local workforce, supporting growth particularly within science, environment and technology sectors. A major positive impact on the economy would be likely (SA Objective 11).
- 9.1.4 The Vision sets out the aim for all residents to have good access to services and facilities to meet their needs, including schools, healthcare, local services and community facilities, reducing the need to travel and encouraging local journeys via active travel, whilst improving community cohesion. Furthermore, the Vision seeks to improve the connectivity of transport infrastructure across the Plan area, encouraging the use of sustainable transport networks, active travel and low emission vehicles. Therefore, the Vision would be expected to lead to a major positive impact on population and communities, health, education, and transport and access to services (SA Objectives 6, 8, 10 and 12).
- 9.1.5 A varied mix of high quality housing will be delivered, to meet the needs of current and future residents of Greater Norwich, including a supply of affordable homes, and accommodation for Gypsies, Travellers and Travelling Showpeople. A major positive impact on housing provision would be likely (SA Objective 5).
- 9.1.6 The Vision supports improved water and energy efficiency, and reductions in carbon emissions and air pollution, to ensure that the natural environment is conserved and enhanced and that Net Zero emissions is achieved by 2050. The Vision emphasises the importance of a strong multi-functional Green Infrastructure network to improve biodiversity, reduce flood risk and help to mitigate and adapt to the impacts of climate change, whilst also improving people's connections with the countryside and nature. Therefore, the Vision could result in major positive impacts for air quality, climate change mitigation and adaptation, biodiversity, landscape and water (SA Objectives 1, 2, 3, 4 and 15).

---

<sup>91</sup> Lepus Consulting (2020) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan – Regulation 18C January 2020. Available at: [https://gnlp.oc2.uk/docfiles/46/GNLP\\_SA\\_Reg18\(C\)\\_Final.pdf](https://gnlp.oc2.uk/docfiles/46/GNLP_SA_Reg18(C)_Final.pdf) [Date Accessed: 21/08/23]

# 10 Conclusions

## 10.1 Main Modifications

10.1.1 The Main Modifications to the GNLN as proposed by the GNDP have been screened in **Appendix B** of this report to determine whether the proposed modifications are likely to lead to changes in the sustainability performance of the related part of the plan.

10.1.2 GNDP have proposed a total of 157 Main Modifications to the GNLN. Of these, the following matters have been assessed in the main body of this SA report:

- **11 updated GNLN strategic policies:**
  - Policy 1 – The Sustainable Growth Strategy;
  - Policy 2 – Sustainable Communities;
  - Policy 3 – Environmental Protection and Enhancement;
  - Policy 4 – Strategic Infrastructure;
  - Policy 5 – Homes;
  - Policy 6 – The Economy;
  - Policy 7.1 – The Norwich Urban Area Including the Fringe Parishes;
  - Policy 7.2 – The Main Towns;
  - Policy 7.3 – The Key Service Centres;
  - Policy 7.4 – Village Clusters; and
  - Policy 7.5 – Self-Build and Custom Build Windfall Housing Development Outside Defined Settlement Boundaries.
- **One deleted GNLN strategic policy:** Policy 7.6 Preparing for New Settlements.
- **13 updated site policies:**
  - Policy GNLN0360/3053/R10: East Norwich Strategic Regeneration Area (ENSRA);
  - Policy GNLN1061R – Land known as 'Site 4', Norwich Airport;
  - Policy R1 – The Neatmarket, Hall Road;
  - Policy R37 – The Norwich Community Hospital site, Bowthorpe Road;
  - Policy R38 – Three Score, Bowthorpe;
  - Policy GNLN0307/GNLN0327 (Part of Cringleford Neighbourhood Plan HOU1);
  - Policy EAS1 – Land south and east of Easton;
  - Policy GNLN0132 – Land off Salhouse Road, White House Farm;
  - Policy GNLN0337R – Land between Fir Covert Road and Reepham Road;
  - Policy GNLN0159R – Land off Beech Avenue;
  - Policy GNLN0264 – Dog Lane, Horsford;
  - Policy HNF2/GNLN0466R – East of the A140 / north of Norwich International Airport; and
  - Policy SL2007/GNLN4061/HNF3 – Land at Abbey Farm.
- **Four merged site policies:**
  - Deleted Site Policies COL1, GNLN0331BR and GNLN0331CR and merging into New Site Policy COL1/GNLN0331BR/GNLN0331CR – Land adjacent to Norwich Research Park (NRP), Colney;
  - Deleted Site Policies GNLN0293 and CAW2 and merging into New Site Policy GNLN0293/CAW2 – Land East of Gayford Road, Cawston;

- Deleted Site Policies GNLP2019 and COL1 and merging into New Site Policy GNLP2019/COL1 – Land at Rectory Road, Coltishall; and
  - Deleted Site Policies GNLP0382 and SWA1 and merging into New Site Policy GNLP0382/SWA1 – Land North of Chamery Hall Lane and Rear of Burlingham Road/St Mary’s Close, South Walsham.
  - **Ten deleted site policies:**
    - Policy CC2 – 147-153 Ber Street, Norwich;
    - Policy CC13 – Land at Lower Clarence Road;
    - Policy R2 – Ipswich Road Community Hub;
    - Policy HEL4/GNLP1019 – Land north east of Reepham Road;
    - Policy BRU2 – Land north of Berryfields, Brundall;
    - Policy BRU3 – Land east of the Memorial Hall, Brundall;
    - Policy GNLP0503 – Land north of Springfield Way;
    - Policy GNLP2143 – Land south of Le Neve Road;
    - Policy GNLP3003 – Mill Road; and
    - Policy GNLP0581/GNLP2043 – Land off Bawburgh Lane and New Road (Costessey Contingency Site).
  - **One Additional Modification:** Updated Vision for Greater Norwich.
- 10.1.3 The appraisal has identified that the majority of these modified or new policies are unlikely to result in any significant effects.
- 10.1.4 However, the proposed modifications to GNLP Policy 2 (Sustainable Communities) resulted in reduced potential for positive effects overall against SA Objective 14 (Natural Resources, Waste and Contaminated Land), with a negligible impact on this objective identified as a result of the modification.
- 10.1.5 Similarly, the proposed modifications to GNLP Policy 7.5 (Self-Build and Custom Build Windfall Housing Development Outside Defined Settlement Boundaries) resulted in reduced potential for positive effects against SA Objectives 3 (Biodiversity, Geodiversity and Green Infrastructure), 4 (Landscape) and 14 (Natural Resources, Waste and Contaminated Land), with a negligible impact on SA Objectives 3 and 4 and a minor negative impact on SA Objective 14 identified as a result of the modification. These potential adverse effects are not considered to be significant.
- 10.1.6 The proposed modifications to GNLP Policy 3 (Environmental Protection and Enhancement) and Site Policy R37 (The Norwich Community Hospital site, Bowthorpe Road) have resulted in positive effects on sustainability, with one or more identified major positive effects as a result of the modifications.
- 10.1.7 The proposed modifications which have resulted in merged site policies have not been identified to perform significantly differently to the sites individually, where the ‘worst-case’ score applies for the merged version.
- 10.1.8 Overall, the new and amended policies introduced through the Main Modifications to the GNLP would be expected to improve the sustainability performance of the GNLP, or result in no significant change with regard to sustainability. The modifications would not be expected to alter the overall residual effects of the GNLP identified in the Regulation 19 SA report.



---

## **10.2 Next Steps**

- 10.2.1 Once the GNLP has been adopted, a post-adoption (environmental) statement must be published. This statement will provide information on how the sustainability considerations have been incorporated into the GNLP, how the SA report consultation responses have been taken into account and an outline of the reasons for choosing the Local Plan as adopted.

## Appendix A: SA Framework

Theme	Over-arching Objective	Decision making criteria for site allocations and general polices	Suggested indicators
<b>Air Quality and Noise (ref: SA1)</b>	Minimise air, noise and light pollution to improve wellbeing.	<ul style="list-style-type: none"> <li>Will it have a significant impact on AQMAs in Norwich city central and Hoveton?</li> <li>Will it minimise impact on air quality?</li> <li>Will it minimise the impact of light and noise pollution?</li> </ul>	<ul style="list-style-type: none"> <li>Concentration of selected air pollutants:               <ol style="list-style-type: none"> <li>NO<sub>2</sub></li> <li>PM<sub>10</sub> (particulate matter)</li> </ol> </li> </ul>
<b>Climate Change Mitigation and Adaptation (ref: SA2)</b>	Continue to reduce carbon emissions, adapting to and mitigating against the effects of climate change.	<ul style="list-style-type: none"> <li>Will it minimise CO<sub>2</sub> emissions?</li> <li>Will it support decentralised and renewable energy generation?</li> <li>Will it minimise the risk of fluvial or surface water flooding?</li> </ul>	<ul style="list-style-type: none"> <li>CO<sub>2</sub> emissions per capita</li> <li>Sustainable and renewable energy capacity permitted by type</li> <li>Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence or water quality grounds</li> </ul>
<b>Biodiversity, Geodiversity and Green Infrastructure (ref: SA3)</b>	Protect and enhance the area's biodiversity and geodiversity assets and expand the provision of green infrastructure.	<ul style="list-style-type: none"> <li>Will it minimise impact on designated sites and important species and habitats?</li> <li>Could it provide opportunities for bio- or geo-diversity enhancement?</li> <li>Could it contribute to green infrastructure networks?</li> <li>Will it help minimise the impact on air quality at designated sites?</li> <li>Will it ensure that current ecological networks are not compromised and future improvements in habitat connectivity are not prejudiced?</li> </ul>	<ul style="list-style-type: none"> <li>Net change in Local Sites in "Positive Conservation Management"</li> <li>Percentage of SSSIs in:               <ol style="list-style-type: none"> <li>favourable condition;</li> <li>unfavourable recovering;</li> <li>unfavourable no change;</li> <li>unfavourable declining; or</li> <li>destroyed/ part destroyed.</li> </ol> </li> <li>Number of Planning Approvals granted contrary to the advice of Natural England or Norfolk Wildlife Trust (on behalf of the County Wildlife Partnership) or the Broads Authority on the basis of adverse impact on site of acknowledged biodiversity importance.</li> </ul>
<b>Landscape (ref: SA4)</b>	Promote efficient use of land, while respecting the variety of landscape types in the area.	<ul style="list-style-type: none"> <li>Will it minimise impact on the landscape character of the area, including the setting of the Broads?</li> <li>Will it enable development of previously developed land?</li> <li>Will it make efficient use of land?</li> </ul>	<ul style="list-style-type: none"> <li>Percentage of new and converted dwellings on Previously Developed Land</li> <li>Number of Planning Approvals granted contrary to the advice of the Broads Authority on the basis of adverse impact on the Broads Landscape</li> </ul>

Theme	Over-arching Objective	Decision making criteria for site allocations and general polices	Suggested indicators
<b>Housing (ref: SA5)</b>	Ensure that everyone has good quality housing of the right size and tenure to meet their needs.	<ul style="list-style-type: none"> <li>Will it ensure delivery of housing to meet needs in appropriate locations?</li> <li>Will it deliver affordable housing and other tenures to meet needs?</li> <li>Will it ensure a variety in the size and design of dwellings, to meet a range of circumstances and needs?</li> </ul>	<ul style="list-style-type: none"> <li>Net housing completions</li> <li>Affordable housing completions</li> <li>House completions by bedroom number, based on the proportions set out in the most recent Sub-regional Housing Market Assessment</li> <li>Starter Homes completions</li> </ul>
<b>Population and Communities (ref: SA6)</b>	Maintain and improve the quality of life of residents.	<ul style="list-style-type: none"> <li>Will it enhance existing, or provide new community facilities?</li> <li>Will it promote integration with existing communities?</li> </ul>	<ul style="list-style-type: none"> <li>Distance and accessibility to key services and amenities</li> <li>Hectares of accessible open space per 1,000 population</li> </ul>
<b>Deprivation (ref: SA7)</b>	To reduce deprivation.	<ul style="list-style-type: none"> <li>Will it help to reduce deprivation?</li> </ul>	<ul style="list-style-type: none"> <li>Indices of Multiple Deprivation/Lower Super Output Areas</li> <li>Health indicators</li> </ul>
<b>Health (ref: SA8)</b>	To promote access to health facilities and promote healthy lifestyles.	<ul style="list-style-type: none"> <li>Will it maximise access to health services, taking into account the needs of an ageing population?</li> <li>Will it promote healthy lifestyles?</li> <li>Will it avoid impact on the quality and extent of existing assets, such as formal and informal footpaths?</li> </ul>	<ul style="list-style-type: none"> <li>Total hectares of accessible public open space (cumulative) provided as a consequence of a planning condition, S106 obligation or CIL investment within the plan period</li> <li>Percentage of physically active adults</li> <li>Access to health facilities</li> <li>Local air quality</li> </ul>
<b>Crime (ref: SA9)</b>	To reduce crime and the fear of crime.	<ul style="list-style-type: none"> <li>Will it help design out crime from new development?</li> </ul>	<ul style="list-style-type: none"> <li>Indices of Multiple Deprivation/Lower Super Output Areas</li> <li>Rates of crime</li> </ul>
<b>Education (ref: SA10)</b>	To improve skills and education.	<ul style="list-style-type: none"> <li>Will it enable access to education and skills training?</li> </ul>	<ul style="list-style-type: none"> <li>Local educational attainment levels</li> <li>Proximity to primary and secondary schools</li> <li>Capacity of primary and secondary schools</li> <li>Access to higher education opportunities</li> </ul>
<b>Economy (ref: SA11)</b>	Encourage economic development covering a range of sectors and skill levels to improve employment opportunities for residents and maintain and enhance town centres.	<ul style="list-style-type: none"> <li>Will it promote Greater Norwich as a regional economic centre?</li> <li>Will it promote employment land provision to support existing and future growth sectors?</li> </ul>	<ul style="list-style-type: none"> <li>Amount of land developed for employment by type</li> <li>Annual count of jobs by BRES across the Plan area</li> <li>Employment rate of economically active population</li> <li>Percentage of workforce employed in higher occupations</li> </ul>

Theme	Over-arching Objective	Decision making criteria for site allocations and general polices	Suggested indicators
		<ul style="list-style-type: none"> <li>Will it promote a range of employment opportunities?</li> <li>Will it promote vibrant town centres?</li> <li>Will it promote the rural economy?</li> </ul>	
<b>Transport and Access to Services (ref: SA12)</b>	Reduce the need to travel and promote the use of sustainable transport modes.	<ul style="list-style-type: none"> <li>Does it reduce the need to travel?</li> <li>Does it promote sustainable transport use?</li> <li>Does it promote access to local services?</li> <li>Does it promote road safety?</li> <li>Does it promote strategic access to and within the area?</li> </ul>	<ul style="list-style-type: none"> <li>Percentage of residents who travel to work:               <ol style="list-style-type: none"> <li>By private motor vehicle;</li> <li>By public transport;</li> <li>By foot or cycle; or</li> <li>Work at, or mainly at, home.</li> </ol> </li> <li>IMD Access to services and housing</li> </ul>
<b>Historic Environment (ref: SA13)</b>	Conserve and enhance the historic environment, heritage assets and their setting, other local examples of cultural heritage, preserving the character and diversity of the area’s historic built environment.	<ul style="list-style-type: none"> <li>Does it enable the protection and enhancement of heritage assets, including their setting?</li> <li>Does it provide opportunities to reveal and conserve archaeological assets?</li> <li>Could it benefit heritage assets currently ‘at risk’?</li> </ul>	<ul style="list-style-type: none"> <li>Percentage of Conservation Areas with appraisals</li> <li>Heritage at risk – number and percentage of               <ol style="list-style-type: none"> <li>Listed buildings; and</li> <li>Scheduled Ancient Monuments.</li> </ol>               on Heritage at Risk register             </li> </ul>
<b>Natural Resources, Waste and Contaminated Land (ref: SA14)</b>	<p>Minimise waste generation, promote recycling and avoid the sterilisation of mineral resources.</p> <p>Remediate contaminated land and minimise the use of the best and most versatile agricultural land.</p>	<ul style="list-style-type: none"> <li>Does it contribute to the minimisation of waste production and to recycling?</li> <li>Does it safeguard existing and planned mineral and waste operations?</li> <li>Will it help to remediate contaminated land?</li> <li>Does it avoid loss of the best and most versatile agricultural land (grades 1-3a)?</li> <li>Will there be adequate provision for waste and recycling facilities?</li> </ul>	<ul style="list-style-type: none"> <li>Number of planning permissions granted on non-allocated sites on class 1, 2 or 3a agricultural land</li> <li>Percentage of land allocated for development, or subject to an extant planning permission of 5 or more dwellings that is identified as Grade 1 or 2 agricultural land value.</li> <li>Minerals and waste indicators and targets should be informed by the outputs of the adopted Minerals and Waste Plans for Norfolk.</li> </ul>
<b>Water (ref: SA15)</b>	Maintain and enhance water quality and ensure the most efficient use of water.	<ul style="list-style-type: none"> <li>Will it maximise water efficiency?</li> <li>Will it minimise impact on water quality?</li> <li>Will it impact on water discharges that affect designated sites?</li> <li>Will it contribute to achieving the River Basin Management Plan actions and objectives?</li> </ul>	<ul style="list-style-type: none"> <li>Water efficiency in new homes</li> <li>See also flood section (Number of planning permissions contrary to the advice of the Environment Agency on either flood defence or water quality grounds)</li> </ul>

---

# Appendix B: Schedules of Main Modifications

---

# Appendix B: Schedules of Main Modifications

## Appendix B Contents

B.1	Introduction.....	B1
B.2	The Strategy.....	B3
B.3	The Sites .....	B54
B.4	Additional Modifications .....	B222

## B.1 Introduction

### B.1.1 Overview

- B.1.1.1 This appendix includes the proposed Main Modifications to the Pre-Submission Version of the Greater Norwich Local Plan (GNLP) (2018-2038), which was submitted for Examination in July 2021.
- B.1.1.2 The tables within this appendix replicate the Schedules of Proposed Main Modifications to the GNLP prepared by the GNLP, whereby the modifications are expressed in the form of ~~striketrough~~ for deletions and underlining for additions of text. An additional column has been included in the table as presented within this appendix to allow an assessment or 'screening' of the Schedules of Proposed Main Modifications in the context of the SA.
- B.1.1.3 All of the proposed Main Modifications to the GNLP are set out in the Schedules of Proposed Main Modifications for the Strategy, the Sites and Additional Modifications. The findings of the Regulation 19 SA Report (2021)<sup>1</sup> and subsequent SA Addendums (September 2021<sup>2</sup>, December 2021<sup>3</sup>, June 2022<sup>4</sup> and June 2023<sup>5</sup>) remain valid where the changes proposed in the GNLP do not require amendment. Where those proposed changes do require amendment, these have been assessed through the SA process within the main body of this Main Modifications SA Report.
- B.1.1.4 The purpose of this Appendix is to screen the proposed modifications to assess whether the modification would be likely to lead to a new potentially significant adverse effect or where the modification may lead to a change in the SA assessment of residual effects identified in the SA to date. The screening process also seeks to identify any potential

---

<sup>1</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan (Volumes 1-3) January 2021. Available at: <https://www.gnlp.org.uk/regulation-19-publication/evidence-base> [Date accessed: 06/08/21]

<sup>2</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan – Consultation response: Addendum to the Regulation 19 SA/SEA Report, September 2021. Available at: [https://www.gnlp.org.uk/sites/gnlp/files/2021-10/LC-663\\_GNLP\\_SA\\_Addendum\\_11\\_270921LB.pdf](https://www.gnlp.org.uk/sites/gnlp/files/2021-10/LC-663_GNLP_SA_Addendum_11_270921LB.pdf) [Date accessed: 21/08/23]

<sup>3</sup> Lepus Consulting (2021) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan – Addendum to the Regulation 19 SA Report: Inspectors' Initial Questions: Reasonable Alternatives for Housing Number Options, December 2021. Available at: [https://www.gnlp.org.uk/sites/gnlp/files/2021-12/LC-663\\_GNLP\\_SA\\_Addendum\\_7\\_031221ND.pdf](https://www.gnlp.org.uk/sites/gnlp/files/2021-12/LC-663_GNLP_SA_Addendum_7_031221ND.pdf) [Date accessed: 21/08/23]

<sup>4</sup> Lepus Consulting (2022) Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan - Note in response to Inspectors' questions relating to the SA of reasonable alternative sites: Addendum to the Regulation 19 SA/SEA Report, June 2022. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-01/Addendum%20to%20the%20Regulation%2019%20SA%20SEA%20Report.pdf> [Date accessed: 21/08/23]

<sup>5</sup> Lepus Consulting (2023) Sustainability Appraisal of the Greater Norwich Local Plan Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report, June 2023. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-06/H4.2%20G%2BT%20Sustainability%20Appraisal%20June%202023%20with%20ERRATUM%209.6.23.pdf> [Date accessed: 21/08/23]

---

beneficial effects of the proposed modifications. Where no new significant effects are identified, the conclusions in the Regulation 19 SA Report and SA Addendums remain valid.



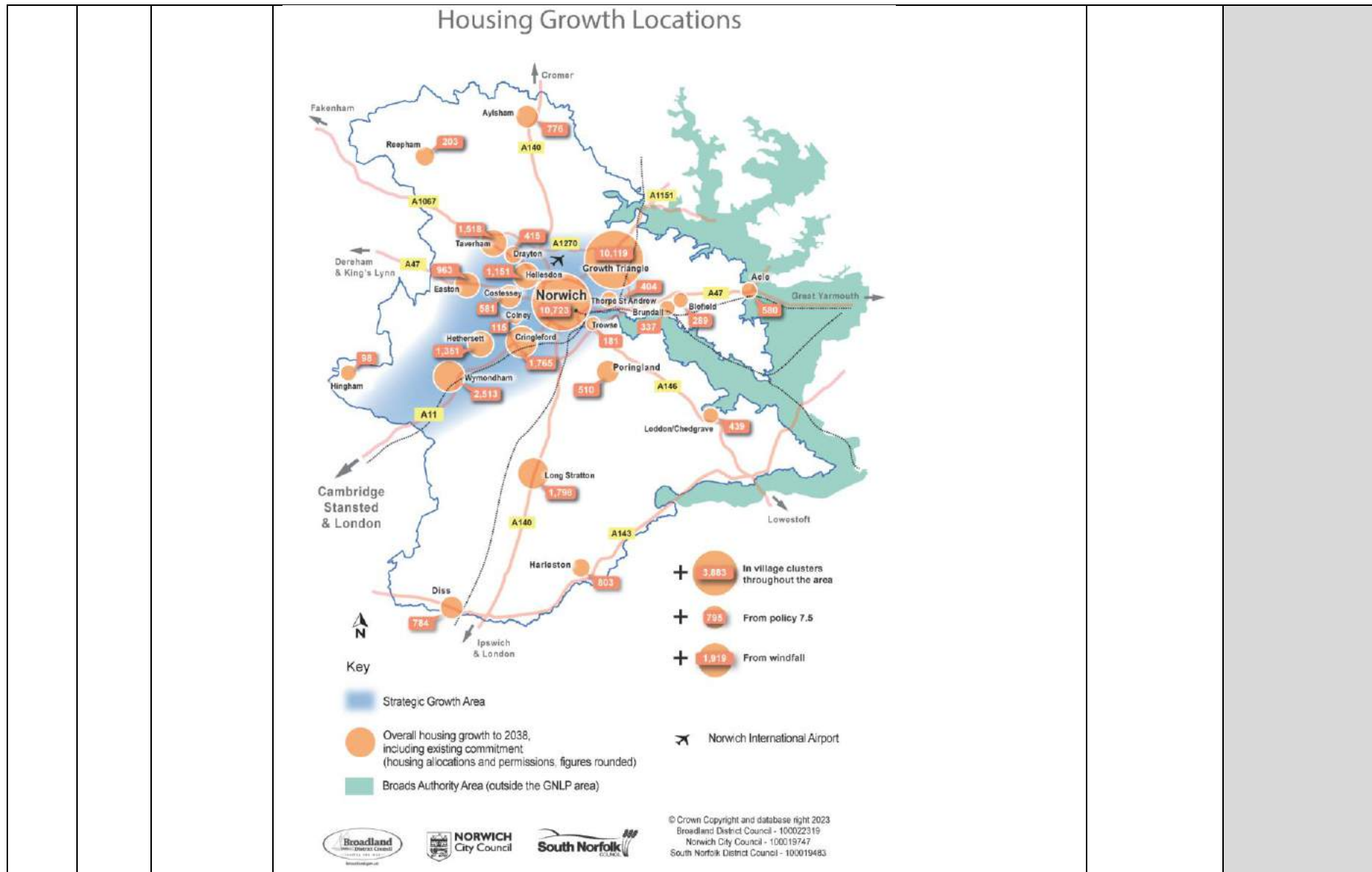
## B.2 The Strategy

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?																
<b>Policy 1 The Growth Strategy</b>																					
MM1	47	Paragraph 177	Amend the final sentence of paragraph 177 to read:  This local housing need is the <del>target</del> <u>plan requirement</u> against which land supply will be measured (see appendix <del>64</del> ).	To ensure the plan is justified and effective.	No – the proposed modification clarifies the housing growth needs within the introductory text.																
MM2	48	Table 6	Amend Table 6 read:  <b>Table 6 Establishing the Plan’s total housing potential figure</b> <table border="1"> <thead> <tr> <th></th> <th>Number of Homes</th> <th></th> <th>Explanation</th> </tr> </thead> <tbody> <tr> <td><b>A</b></td> <td><b>Local housing need requirement (2018 to 2038)</b></td> <td><b>40,541</b></td> <td>The minimum local housing need figure has been identified using the Government’s standard methodology using 2014-based projections. <u>This figure forms the housing requirement for the plan.</u></td> </tr> <tr> <td><b>B</b></td> <td><b>Delivery 2018/2019 and 2019/20 to 2021/2022</b></td> <td><b><del>5,240</del> 8,728</b></td> <td>The number of homes built in 2018/2019, <del>and 2019/20, 2020/21 and 2021/22</del> (including student accommodation and housing for the elderly).</td> </tr> <tr> <td><b>C</b></td> <td><b>Existing commitment (at April <del>2020</del> 2022) to be delivered to 2038 (including uplift on allocated sites)</b></td> <td><b><del>31,452</del> 34,668</b></td> <td>The existing commitment is the undelivered sites which are already allocated and/or permitted <u>at 01/04/2022 with parts of or whole sites unlikely to be delivered by 2038 excluded. Uplifts on existing allocations are included here.</u></td> </tr> </tbody> </table>		Number of Homes		Explanation	<b>A</b>	<b>Local housing need requirement (2018 to 2038)</b>	<b>40,541</b>	The minimum local housing need figure has been identified using the Government’s standard methodology using 2014-based projections. <u>This figure forms the housing requirement for the plan.</u>	<b>B</b>	<b>Delivery 2018/2019 and 2019/20 to 2021/2022</b>	<b><del>5,240</del> 8,728</b>	The number of homes built in 2018/2019, <del>and 2019/20, 2020/21 and 2021/22</del> (including student accommodation and housing for the elderly).	<b>C</b>	<b>Existing commitment (at April <del>2020</del> 2022) to be delivered to 2038 (including uplift on allocated sites)</b>	<b><del>31,452</del> 34,668</b>	The existing commitment is the undelivered sites which are already allocated and/or permitted <u>at 01/04/2022 with parts of or whole sites unlikely to be delivered by 2038 excluded. Uplifts on existing allocations are included here.</u>	To ensure the plan is justified and effective.	No – the proposed modification sets out updated information relating to establishing the GNLP’s total housing potential figure taking into account moderated supply figures, within the introductory text. The updated figures are set out in the proposed modification to
	Number of Homes		Explanation																		
<b>A</b>	<b>Local housing need requirement (2018 to 2038)</b>	<b>40,541</b>	The minimum local housing need figure has been identified using the Government’s standard methodology using 2014-based projections. <u>This figure forms the housing requirement for the plan.</u>																		
<b>B</b>	<b>Delivery 2018/2019 and 2019/20 to 2021/2022</b>	<b><del>5,240</del> 8,728</b>	The number of homes built in 2018/2019, <del>and 2019/20, 2020/21 and 2021/22</del> (including student accommodation and housing for the elderly).																		
<b>C</b>	<b>Existing commitment (at April <del>2020</del> 2022) to be delivered to 2038 (including uplift on allocated sites)</b>	<b><del>31,452</del> 34,668</b>	The existing commitment is the undelivered sites which are already allocated and/or permitted <u>at 01/04/2022 with parts of or whole sites unlikely to be delivered by 2038 excluded. Uplifts on existing allocations are included here.</u>																		

Ref	Page	Policy/ Paragraph	Main Modification			Reasons	Could the Proposed Main Modification give rise to new SA work?
						It includes forecast development from <u>small sites of 9 or fewer homes and other windfall sites over the period 2023/24 to 2027/28. Delivery from allocated sites in this figure includes allocations made by this plan, the South Norfolk Village Clusters Housing Site Allocations Local Plan (1,200 dwellings) and the Diss and area Neighbourhood Plan (250 dwellings) and adopted development plan documents and area action plans.</u>	Policy 1 (see MM7) which has been assessed within the Main Modifications SA Report.
			<b>D</b>	<b>New allocations</b>	<b>10,704</b>	These are the homes to be provided on <u>new sites allocated through the GNLP (9,254), the South Norfolk Village Clusters Housing Sites Allocation Plan (1,200) and the Diss and area Neighbourhood Plan (250)</u>	
			<b><u>E</u></b>	<b>Homes delivered through policy 7.5</b>	<b><u>-800-795</u></b>	Policy 7.5 provides for delivery of 3 to 5 <u>self or custom build homes on small scale sites within or adjacent to settlement boundaries or on small sites within recognisable groups of dwellings.</u>	
			<b><u>F</u></b>	<b>Windfall allowance</b>	<b><u>1,296-830</u></b>	There is a limited reliance on windfall sites. Evidence provides an estimated 4,450 homes resulting from windfall development during the remainder of the plan period. As windfall delivery is likely to remain robustly high it is appropriate to include a limited proportion as part of total potential delivery.	

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?				
			<table border="1"> <tr> <td><del>G = B +</del> <del>C + D +</del> <del>E + F</del> <del>F = B +</del> <del>C + D +</del> <del>E</del></td> <td><b>Total Forecast Supply housing potential</b></td> <td><b>49,492</b> <b>45,041</b></td> <td>The total housing potential forecast housing supply for the plan consists of delivery (B), commitments and allocations (C), new allocations (D), homes delivered through policy 7.5 (E D) and the windfall allowance (FE). This provides a <b>buffer of 22% 11%</b> to cater for <u>on</u> the potential for higher growth rates. It also mitigates local housing requirement to mitigate any risk of non-delivery of sites to ensure delivery of local housing need.</td> </tr> </table>	<del>G = B +</del> <del>C + D +</del> <del>E + F</del> <del>F = B +</del> <del>C + D +</del> <del>E</del>	<b>Total Forecast Supply housing potential</b>	<b>49,492</b> <b>45,041</b>	The total housing potential forecast housing supply for the plan consists of delivery (B), commitments and allocations (C), new allocations (D), homes delivered through policy 7.5 (E D) and the windfall allowance (FE). This provides a <b>buffer of 22% 11%</b> to cater for <u>on</u> the potential for higher growth rates. It also mitigates local housing requirement to mitigate any risk of non-delivery of sites to ensure delivery of local housing need.		
<del>G = B +</del> <del>C + D +</del> <del>E + F</del> <del>F = B +</del> <del>C + D +</del> <del>E</del>	<b>Total Forecast Supply housing potential</b>	<b>49,492</b> <b>45,041</b>	The total housing potential forecast housing supply for the plan consists of delivery (B), commitments and allocations (C), new allocations (D), homes delivered through policy 7.5 (E D) and the windfall allowance (FE). This provides a <b>buffer of 22% 11%</b> to cater for <u>on</u> the potential for higher growth rates. It also mitigates local housing requirement to mitigate any risk of non-delivery of sites to ensure delivery of local housing need.						
MM3	49	Paragraph 179	<p>Amend paragraph 179 to read:</p> <p>179. In line with the above figures, policy 1 provides for around <del>49,500</del> <u>45,000</u> new homes. This is the total provision in the plan and is <b>not</b> the need or <del>target</del> <u>requirement</u> against which land supply will be measured (see appendix 64). <del>The residual annual target for the 18 years of the remainder of the period, taking account of delivery between 2018 and 2020, is 40,541 (Row A) minus 5,240 (Row B) divided by 18 which equals 1,961 per annum.</del></p>	To ensure the plan is justified and effective.	No – the proposed modification clarifies the housing growth needs within the introductory text.				
MM4	49	Paragraph 187	<p>Amend paragraph 187 to read:</p> <p><del>187. A significant element of any further growth required in the next plan under the new planning system will be at a new settlement or settlements (see policy 7.6).</del></p> <p><u>187. National policy requires reviews of local plans to be completed no later than five years from their adoption, meaning that a rolling programme of plan making takes place. It currently seems likely that there will be a need to plan for further growth through the next local plan.</u></p> <p>Insert new paragraph after existing paragraph 187 to read:</p> <p><u>This plan identifies enough sustainable sites within and on the edge of settlements to meet currently assessed need for the plan period. A review of the local plan will need to assess options for longer term growth, including the potential for a sustainable new settlement or settlements.</u></p>	To ensure the plan is justified and effective.	No – the proposed modification clarifies the approach to planning for growth in line with national policy, within the introductory text.				

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?																																			
MM5	51	Table 7	<p>Amend Table 7 to read:</p> <p><b>Table 7 Housing growth 2018 to 2038 (figures rounded)</b></p> <table border="1"> <thead> <tr> <th>Area</th> <th>Homes 2018</th> <th>Homes 2038 (and increase)</th> <th>Increase %</th> <th>% of total housing growth</th> </tr> </thead> <tbody> <tr> <td>Norwich urban area</td> <td>106,100</td> <td><del>138,791</del> 134,058 (+32,691) (+27,958)</td> <td><del>31</del> 26</td> <td><del>66</del> 62</td> </tr> <tr> <td>The Main Towns</td> <td>19,400</td> <td><del>26,206</del> 26,074 (+ 6,806) (+6,674)</td> <td><del>35</del> 34</td> <td>14 15</td> </tr> <tr> <td>The Key Service Centres</td> <td>15,900</td> <td><del>19,579</del> 19,712 (+ 3,679) (+ 3,812)</td> <td><del>23</del> 24</td> <td>7 8</td> </tr> <tr> <td>Village clusters</td> <td>46,100</td> <td><del>50,320</del> 49,983 (+ 4,220) (+ 3,883)</td> <td>9 8</td> <td>9</td> </tr> <tr> <td>Windfall + homes from policy 7.5 + small sites + forecast development from small sites of 9 or fewer homes</td> <td>NA</td> <td><del>2,096</del> 2,714</td> <td>NA</td> <td>4 6</td> </tr> <tr> <td><b>Total</b></td> <td><b>187,500</b></td> <td><del>236,992</del> 232,541 (+ 49,492) (+ 45,041)</td> <td><del>26</del> 24</td> <td></td> </tr> </tbody> </table>	Area	Homes 2018	Homes 2038 (and increase)	Increase %	% of total housing growth	Norwich urban area	106,100	<del>138,791</del> 134,058 (+32,691) (+27,958)	<del>31</del> 26	<del>66</del> 62	The Main Towns	19,400	<del>26,206</del> 26,074 (+ 6,806) (+6,674)	<del>35</del> 34	14 15	The Key Service Centres	15,900	<del>19,579</del> 19,712 (+ 3,679) (+ 3,812)	<del>23</del> 24	7 8	Village clusters	46,100	<del>50,320</del> 49,983 (+ 4,220) (+ 3,883)	9 8	9	Windfall + homes from policy 7.5 + small sites + forecast development from small sites of 9 or fewer homes	NA	<del>2,096</del> 2,714	NA	4 6	<b>Total</b>	<b>187,500</b>	<del>236,992</del> 232,541 (+ 49,492) (+ 45,041)	<del>26</del> 24		To ensure the plan is justified and effective.	No – the proposed modification clarifies the housing growth figures in accordance with the settlement hierarchy within the introductory text.
Area	Homes 2018	Homes 2038 (and increase)	Increase %	% of total housing growth																																				
Norwich urban area	106,100	<del>138,791</del> 134,058 (+32,691) (+27,958)	<del>31</del> 26	<del>66</del> 62																																				
The Main Towns	19,400	<del>26,206</del> 26,074 (+ 6,806) (+6,674)	<del>35</del> 34	14 15																																				
The Key Service Centres	15,900	<del>19,579</del> 19,712 (+ 3,679) (+ 3,812)	<del>23</del> 24	7 8																																				
Village clusters	46,100	<del>50,320</del> 49,983 (+ 4,220) (+ 3,883)	9 8	9																																				
Windfall + homes from policy 7.5 + small sites + forecast development from small sites of 9 or fewer homes	NA	<del>2,096</del> 2,714	NA	4 6																																				
<b>Total</b>	<b>187,500</b>	<del>236,992</del> 232,541 (+ 49,492) (+ 45,041)	<del>26</del> 24																																					
MM6	54	Map 7	<p>Update Housing Growth Locations map to reflect changes in housing numbers:</p> <p>Delete current map and insert new map as below:</p>		No – the proposed modification provides visual context for the proposed housing growth.																																			



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM7	55	Policy 1	<p>Amend Policy 1 to read:</p> <p><b><u>POLICY 1 – THE SUSTAINABLE GROWTH STRATEGY</u></b>(underlined in original)</p> <p><b>Sustainable development and inclusive growth are supported by delivery of the following between 2018 and 2038:</b></p> <ul style="list-style-type: none"> <li>• <del>to</del> <b>To meet the need requirement</b> for around 40,550 new homes, provision is made for a minimum of <del>49,492</del> <b>45,041</b> new homes;</li> <li>• <del>To</del> <b>To aid delivery of around</b> 33,000 additional jobs and support key economic sectors, around 360 hectares of employment land is allocated, and employment opportunities are promoted at the local level;</li> <li>• <del>supporting</del> <b>Supporting</b> infrastructure will be provided in line with policies 2 and 4;</li> <li>• <del>environmental</del> <b>Environmental</b> protection and enhancement measures including further improvements to the green infrastructure network will be delivered.</li> </ul> <p>The sustainable growth strategy is illustrated in the Key Diagram.</p> <p><b><u>SETTLEMENT HIERARCHY</u></b> (underlined in original)</p> <p>The settlement hierarchy is:</p> <ol style="list-style-type: none"> <li>1. Norwich urban area (Norwich and Norwich Fringe<sup>65</sup>) (see <u>glossary for definition</u>).</li> <li>2. Main towns.</li> <li>3. Key service centres.</li> <li>4. Village clusters.</li> </ol> <p>Growth is distributed in line with the settlement hierarchy to provide good access to services, employment and infrastructure. It is provided through urban and rural regeneration, along with sustainable urban and village extensions.</p> <p>Most of the housing, employment and infrastructure growth is focussed in the Strategic Growth Area illustrated on the Key Diagram. This includes Greater Norwich’s part of the Cambridge Norwich Tech Corridor, including the Norwich urban area, Hethersett and</p>	To ensure the plan is justified and effective.	Yes – the proposed modification to Policy 1 reduces the total amount of housing growth to be delivered. Policy 1 has been assessed in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?																				
			<p>Wymondham and key strategic jobs sites at Hethel and the Norwich Research Park. Growth is also focussed in towns and villages to support vibrant rural communities.</p> <p><u>HOUSING</u> (underlined in original)</p> <p>Housing commitments are located to meet the need for homes across the area, providing good access to services, facilities and jobs, supporting sustainable urban and rural living. Accordingly, housing commitments are distributed as follows:</p> <table border="1"> <thead> <tr> <th>Area</th> <th>Existing deliverable commitment planning permissions (including uplift and delivery completions 2018/19 and 2019/20 – 2021/22)</th> <th>New allocations Homes forecast to be delivered from allocated sites by March 2038</th> <th>Total minimum deliverable housing commitment 2018 - 2038</th> </tr> </thead> <tbody> <tr> <td>Norwich urban area</td> <td>26,019 <u>20,976</u></td> <td>6,672 <u>6,982</u></td> <td>32,691 <u>27,958</u></td> </tr> <tr> <td>The main towns of Wymondham, Aylsham, Diss (with part of Roydon), Harleston and Long Stratton</td> <td>5,151 <u>5,035</u></td> <td>1,655 <u>1,639</u></td> <td>6,806 <u>-6,674</u></td> </tr> <tr> <td>The key service centres of Acle, Blofield, Brundall, Hethersett, Hingham, Loddon / Chedgrave, Poringland / Framingham Earl, Reepham and Wroxham</td> <td>2,984 <u>3,137</u></td> <td>695 <u>675</u></td> <td>3,679 <u>3,812</u></td> </tr> <tr> <td>Village clusters</td> <td>In the remaining parts of 1,146 <u>1,054</u></td> <td>482 <u>442</u></td> <td>Village clusters</td> </tr> </tbody> </table>	Area	Existing deliverable commitment planning permissions (including uplift and delivery completions 2018/19 and 2019/20 – 2021/22)	New allocations Homes forecast to be delivered from allocated sites by March 2038	Total minimum deliverable housing commitment 2018 - 2038	Norwich urban area	26,019 <u>20,976</u>	6,672 <u>6,982</u>	32,691 <u>27,958</u>	The main towns of Wymondham, Aylsham, Diss (with part of Roydon), Harleston and Long Stratton	5,151 <u>5,035</u>	1,655 <u>1,639</u>	6,806 <u>-6,674</u>	The key service centres of Acle, Blofield, Brundall, Hethersett, Hingham, Loddon / Chedgrave, Poringland / Framingham Earl, Reepham and Wroxham	2,984 <u>3,137</u>	695 <u>675</u>	3,679 <u>3,812</u>	Village clusters	In the remaining parts of 1,146 <u>1,054</u>	482 <u>442</u>	Village clusters		
Area	Existing deliverable commitment planning permissions (including uplift and delivery completions 2018/19 and 2019/20 – 2021/22)	New allocations Homes forecast to be delivered from allocated sites by March 2038	Total minimum deliverable housing commitment 2018 - 2038																						
Norwich urban area	26,019 <u>20,976</u>	6,672 <u>6,982</u>	32,691 <u>27,958</u>																						
The main towns of Wymondham, Aylsham, Diss (with part of Roydon), Harleston and Long Stratton	5,151 <u>5,035</u>	1,655 <u>1,639</u>	6,806 <u>-6,674</u>																						
The key service centres of Acle, Blofield, Brundall, Hethersett, Hingham, Loddon / Chedgrave, Poringland / Framingham Earl, Reepham and Wroxham	2,984 <u>3,137</u>	695 <u>675</u>	3,679 <u>3,812</u>																						
Village clusters	In the remaining parts of 1,146 <u>1,054</u>	482 <u>442</u>	Village clusters																						

Ref	Page	Policy/ Paragraph	Main Modification				Reasons	Could the Proposed Main Modification give rise to new SA work?	
			(see appendix 5 details of the clusters)	Broadland (see policy 7.4 and the GNLP Sites Plan for specific sites)			(see appendix 5 details of the clusters) <b>3,883</b>		
				In South Norfolk (see policy 7.4 and the South Norfolk Village Clusters Housing Site Allocations Local Plan for specific allocations)	<b>1,392</b> <b>1,187</b>	A minimum of 1,200			
			<u>Forecast development from small sites of 9 or fewer homes and other windfall sites over the period 2023/24 to 2027/28</u>		<b>1,089</b>	<u>N/A</u>	<b>1,089</b>		
			<b>Allocations Total</b>		<b>36,692-32,478</b>	<b>10,704-10,938</b>	<b>47,396-43,416</b>		
			Homes delivered through policy 7.5		NA		<b>800</b> <b>-795</b>		
			<u>Windfall allowance for the period 2028/29 to 2037/38</u>		NA		<b>1,296</b> <b>830</b>		
			<b>Overall Total</b>				<b>49,492</b> <b>45,041</b>		
			Policies 7.1 to 7.5 provide details on distribution and the Sites document provides individual site policies. Individual site policies for villages in South Norfolk will be in the South Norfolk Village Clusters Housing Site Allocations Local Plan.						



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>To provide choice and aid delivery of housing, proposals for additional “windfall” housing growth will be considered acceptable in principle at appropriate scales and locations where they would not have a negative impact on the character and scale of the settlement, and subject to other local plan policies:</p> <ol style="list-style-type: none"> <li>1. Within settlement boundaries in accordance with the above settlement hierarchy;</li> <li>2. Elsewhere in village clusters, subject to the requirements of policy 7.4.</li> <li>3. On sites of up to 3 <del>to 5</del> <u>self or custom build</u> dwellings in all parishes, subject to the requirements of policy 7.5.</li> </ol> <p><u>Plan review and five-year housing land supply</u> (underlined in original)</p> <p>This plan will be reviewed in line with the requirements on the new plan-making system. Five-year housing land supply will be calculated across the whole of the three districts. <del>The Appendix 4 shows that the plan provides enough allocations to provide a five-year housing land supply on adoption</del><sup>66</sup>.</p> <p><u>ECONOMY</u> (underlined in original)</p> <p>Key Strategic employment locations in the Key Diagram are protected from other forms of development and will support both a broad range of employment and key economic sectors as set out in policy 6. The key strategic locations are:</p> <ul style="list-style-type: none"> <li>• <del>Norwich city centre;</del> <u>City Centre.</u></li> <li>• the Norwich Airport area;</li> <li>• Browick Interchange, Wymondham;</li> <li>• Longwater;</li> <li>• Rackheath;</li> <li>• Broadland Business Park;</li> <li>• Broadland Gate;</li> <li>• Norwich Research Park;</li> <li>• Hethel and</li> <li>• The Food Enterprise Park at Easton/Honingham.</li> </ul>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>In addition, smaller scale employment sites are allocated in urban areas, towns and large villages to provide local job opportunities, supporting small businesses and vibrant urban and rural economies.</p> <p><u>INFRASTRUCTURE</u> (underlined in original)</p> <p>The sustainable growth strategy will be supported by improvements to the transport system, green infrastructure and services as set out in policies 2, 3 and 4.</p>		
<b>Policy 2 Sustainable Communities</b>					
MM8	64	Policy 2	<p>Amend the policy to read:</p> <p><u>POLICY 2 – SUSTAINABLE COMMUNITIES</u> (underlined in original)</p> <p><del>Development must be high quality, contributing to delivering inclusive growth in mixed, resilient and sustainable communities, to enhancing the environment, and to mitigating and adapting to climate change, assisting in meeting national greenhouse gas emissions targets<sup>76</sup>. To achieve this, development proposals are required, as appropriate, to</del> <u>To contribute to the achievement of sustainable communities, development proposals should, where relevant, address the following matters:</u></p> <ol style="list-style-type: none"> <li>1. <del>Ensure safe, and convenient and sustainable access for all, including by non-car modes, to on-site and local services and facilities including such as schools, health care, shops, recreation/ leisure/community/faith facilities and libraries; encourage walking, cycling and public transport through the layout of development; and integrate parking to avoid it dominating the streetscape or being a hazard.</del></li> <li>2. <del>Make provision for delivery of new and changing technologies (including accommodating technology-based services such as broadband, fibre optic networks, telecommunications, construction methods and electric vehicles); charging.</del></li> <li>3. <del>Contribute</del> <u>Create and contribute to multi-functional green infrastructure links, whether provided on-site or off-site, including through landscaping, street trees and other tree planting, to make best use of site characteristics and integrate into the surroundings, having regard to relevant taking account of local green infrastructure strategies and delivery plans;</u></li> </ol>	To ensure the plan is effective and justified, and consistent with national policy.	Yes – the proposed modification to Policy 2 sets out amended wording including text regarding design codes, energy efficiency and water efficiency, reflecting the new Building Regulations. Policy 2 has been assessed in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>4. <del>Make efficient use of land with densities dependent on site characteristics, with higher densities and car free housing in the most sustainably accessible locations in Norwich. Indicative minimum net densities are 25 dwellings per hectare across the plan area and 40 in Norwich<sup>77</sup>, with development densities taking account of accessibility and local character consideration. For residential development, it is expected that there will be minimum net densities of 40 dwellings per hectare in Norwich and 25 dwellings per hectare elsewhere in the Plan area. Higher densities are encouraged in and close to defined district and town centres, and in particular in the city centre. In the most accessible locations in Norwich, regard should be given to providing low or car-free housing in accordance with Policy DM32 of the Norwich Development Management Policies Local Plan.</del></p> <p>5. <del>Respect, protect and enhance local character and aesthetic quality (including landscape, townscape, and the historic environment), taking account of landscape or historic character assessments, design guides and codes, and maintain strategic gaps and landscape settings, including river valleys, undeveloped approaches and the character and setting of the Broads;</del></p> <p>6. <del>Provide safe and suitable access for all users, manage travel demand and promote public transport and active travel within a clearly legible public realm including public art where appropriate, with layouts that encourage walking and cycling, whilst also integrating parking in a manner that does not dominate the streetscape and providing a high standard of amenity through planting and the careful choice of materials;</del></p> <p>5. <u>Create beautiful, well-designed places and buildings which respect the character of the local area and seek to enhance it through appropriate design, having regard to any local design guidance (including design codes).</u></p> <p>7. <del>Create inclusive, resilient and safe communities in which people of all ages have good access to services and local job opportunities, can interact socially, be independent and have the opportunity for healthy and active lifestyles;</del></p> <p>6. <u>Promote an inclusive, resilient and safe community through the provision of facilities and services commensurate with the scale and type of the development; and the design and layout of development reflecting best practice to deter crime.</u></p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>8. Be resource efficient, support sustainable waste management, reduce overheating, protect air quality, minimise pollution and take account of ground conditions;</del></p> <p><u>7. Avoid risks of unacceptable levels of soil, air, water and noise pollution and/or land instability.</u></p> <p><u>8. Avoid locating inappropriate development in areas at risk of flooding by applying the sequential and exceptions tests and ensuring that flood risk is not increased elsewhere. Sustainable drainage systems should be incorporated unless there is clear evidence that this would be inappropriate.</u></p> <p>9. <del>Support efficient water management. Flood risk should be minimised, including avoiding inappropriate development in areas at significant risk of flooding, reducing the causes and impacts of flooding, supporting a catchment approach to water management and using sustainable drainage. Development must protect water quality, both surface and groundwater, and be water efficient. To achieve the latter</del> <u>Ensure a high level of water efficiency. To achieve this: :</u></p> <p style="padding-left: 40px;">a. <u>(i) Housing development will meet the Building Regulations part G (amended 2016) water efficiency higher optional standard, or any equivalent successor;</u></p> <p style="padding-left: 40px;">b. <u>(ii) Non-housing development will meet the BREEAM “Very Good” water efficiency standard, or any equivalent successor;</u></p> <p><del>If the potential to set more demanding standards locally is established by the Government, the highest potential standard will be applied in Greater Norwich.</del></p> <p><del>10. Minimise energy demand through the design and orientation of development and maximise the use of sustainable energy, local energy networks and battery storage to assist growth delivery. This will include:</del></p> <p style="padding-left: 40px;">c. <del>All new development will provide a 19% reduction against Part L of the 2013 Building Regulations (amended 2016);</del></p> <p style="padding-left: 40px;">d. <del>Appropriate non-housing development of 500 square metres or above will meet the BREEAM “Very Good” energy efficiency standard, or any equivalent successor;</del></p> <p><del>except where a lower provision is justified because the requirement would make the development unviable.</del></p> <p><u>10. Ensure a low level of energy consumption. To achieve this development proposals should:</u></p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ul style="list-style-type: none"> <li>i. <u>Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption and the risk of overheating;</u></li> <li>ii. <u>Provide for the use of sustainable energy, local energy networks and battery storage where appropriate.</u></li> </ul> <p>Proposals for free standing decentralised, renewable and/or low carbon energy networks, except for wind energy schemes, will be supported subject to the acceptability of wider impacts.</p> <p>Wind energy schemes will be supported where the proposal is in <del>a suitable area as identified in a neighbourhood plan or other local plan documents or</del> <u>an area identified as suitable for wind energy development in the Development Plan i.e. within a Neighbourhood Plan or Development Plan Document; or in a Supplementary Planning Document, and consultation has been undertaken to identify planning impacts, these have been addressed, and the scheme has been demonstrated to have the support of the local community.</u></p> <p>To assist this broad-based approach:</p> <ul style="list-style-type: none"> <li>i. Planning applications for major developments will be required to be accompanied by a Sustainability Statement (including Health Impact Assessments as appropriate)<sup>78</sup> <del>showing how development will support the above requirements, with housing will address the above matters that are relevant to the proposal.</del> <u>Housing development taking should take account of the National Design Guide (and any subsequent related publications) and optionally making use of tools such as Building for a Healthy Life (or any successor). Other developments will meet the policy requirements as appropriate dependent on site characteristics and proposed uses.</u> Flood risk assessments will be provided separately as required by <del>Government guidance in</del> <u>accordance with the NPPF.</u></li> <li>ii. <u>Master-planning using a recognised community engagement process, as agreed with the local planning authority, will be encouraged on larger sites and particularly for proposed developments of 200 dwellings or 20,000 square metres plus.</u></li> <li>iii. <u>Delivery plans are required with planning applications for 100 dwellings plus to set out the expected timing of the delivery of developments. Where delivery cannot be demonstrated to be in accordance with agreed delivery plans for individual sites, the authorities may make use, where necessary, of their legal powers to bring about strategically significant development, including compulsory purchase. In</u></li> </ul>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>considering the use of such powers regard will be had to any change of circumstances that might affect delivery, particularly economic factors, <u>and the Delivery Plan will need to be updated accordingly.</u></p> <p><del>iv. Potential applicants for planning permission for major developments are advised to contact Anglian Water Services in the early stages of producing a development scheme in order to ensure that there is adequate capacity, or capacity can be made available, in the wastewater network. The provision of capacity could affect the timing of development. In locations where there are known to be capacity issues the local authority will expect this engagement to have taken place and for it to be demonstrated that adequate capacity will be available to serve the development (see Appendix 1 Infrastructure Requirements for currently known locations with capacity issues).</del></p> <p>Consequential change:                      Under the section "To assist this broad-based approach delete section (iv). and move to become a new paragraph of supporting text to follow current paragraph 200 and renumber as appropriate.</p>		
<b>Policy 3 Environmental Protection and Enhancement</b>					
MM9	72	Policy 3	<p>Amend the policy to read:</p> <p><b><u>POLICY 3 – ENVIRONMENTAL PROTECTION AND ENHANCEMENT</u></b> (underlined in the original)</p> <p><b><u>The Built and Historic Environment</u></b> (underlined in the original)</p> <p>The development strategy of the plan and the sites proposed for development reflect the area’s settlement structure of the city, towns and villages, retaining the separate identities of individual settlements.</p> <p>Development proposals <del>will be required to conserve and</del> <u>should</u> enhance the built and historic environment through:</p> <ul style="list-style-type: none"> <li><del>being</del> <u>Being</u> designed to create a distinct sense of place and enhance local character, taking account of local <del>design and other</del> guidance, <del>undertaking a heritage impact assessment if significant impacts might arise, and providing measures such as heritage interpretation to further the understanding of local heritage issues; such as conservation area appraisals and historic landscape character assessments;</del></li> </ul>	To ensure the plan is effective and justified and consistent with national policy.	Yes – the proposed modification to Policy 3 amends wording relating to the enhancement of the historic environment and the protection of Habitats sites from adverse effects associated with nutrients and visitor pressure. Policy 3 has been assessed

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ul style="list-style-type: none"> <li>• <del>avoiding</del> <b>Avoiding</b> harm to designated and non-designated heritage assets and historic character, <del>unless there are overriding benefits from the development that outweigh that harm or loss and the harm has been minimised, including their setting, having regard to their level of significance in accordance with the requirements of the NPPF and relevant policies in other Development Plan Documents and Neighbourhood Plans ;</del></li> <li>• <del>providing</del> <b>Providing</b> a continued or new use for heritage assets whilst retaining their historic significance.;</li> <li>• <b>Undertaking a heritage impact assessment if significant impacts to a heritage asset might arise;</b></li> <li>• <b>Where relevant, heritage interpretation measures should be provided to enhance the appreciation and understanding of local heritage assets;</b></li> <li>• <b>Respecting landscape character and retaining important views and features, having regard to Landscape Character Assessments and sensitive areas such as landscape settings, strategic gaps and green spaces identified in Local or Neighbourhood Plans, and to the importance of the nationally designated Broads Authority Area and its setting.</b></li> </ul> <p><del>In applying the above, regard will be given to the level of importance of the heritage asset.</del></p> <p><u>The Natural Environment</u> (underlined in the original)</p> <p><del>Development proposals will be required to conserve and should enhance the natural environment (including valued landscapes, biodiversity including priority habitats, networks and species, ancient trees and woodlands, goodiversity, high quality agricultural land and soils) through:</del></p> <ul style="list-style-type: none"> <li>• <del>being</del> <b>Being</b> designed to respect and, retain, and add to, natural assets; taking account of local design and other guidance, <del>and undertaking landscape, biodiversity or other appropriate assessments if significant impacts might arise such as</del> <b>Landscape Character Assessment;</b></li> <li>• <del>avoiding</del> <b>Avoiding</b> harm to designated and non-designated assets of the natural environment <del>unless there are overriding benefits from the development and the harm has been minimised, having regard to their level of significance (local, national and interntional) in accordance with the requirements of the NPPF and relevant policies in other Development Plan Documents and Neighbourhood Plans;</del></li> </ul>		<p>in the Main Modifications SA Report.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ul style="list-style-type: none"> <li>• <u>Undertaking a relevant assessment (such as a landscape or ecological assessment) if impacts to a natural asset might arise;</u></li> <li>• <u>Provision or enhancement of green infrastructure to contribute (directly or indirectly) to the strategic green infrastructure network having regard to local green infrastructure strategies (identified indicatively in Maps 8A and 8B).</u></li> </ul> <p>In applying the above, regard will be given to the level of importance of the natural element <u>asset</u>.</p> <p>In addition, development will deliver net biodiversity gain through the provision of on-site or off-site natural features, creating new or enhancing existing green infrastructure networks that have regard to <del>and help to achieve the</del> local green infrastructure strategies. It <del>will need to</del> <u>should</u> be demonstrated that the gain to biodiversity is a significant enhancement (at least a 10% gain) <del>or compared to</del> the existing situation.</p> <p>All residential development will address the potential visitor pressure, caused by residents of the development, that would detrimentally impact on sites protected under the Habitats Regulations <del>Directive</del> through:</p> <ul style="list-style-type: none"> <li>• <del>the</del> <u>The</u> payment of a contribution towards the cost of mitigation measures at the protected sites <del>(as determined under the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy plus an allowance for inflation); and</del></li> <li>• <del>the</del> <u>The</u> provision or enhancement of adequate green infrastructure, either on the development site or nearby, to provide for the informal recreational needs of the residents as an alternative to visiting the protected sites. This will equate to a minimum of 2 hectares per 1,000 population and will reflect Natural England’s Accessible Natural Greenspace Standard.</li> </ul> <p><u>Any development that would be likely to have a significant effect on a European site, either alone or in combination with other plans or projects, will be subject to assessment under the Habitat Regulations at application stage. If it cannot be ascertained that there would be no adverse effects on site integrity the application will be refused unless it passes the tests set out in Regulation 62, and any necessary compensatory measures will need to be secured.</u></p>		



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b><u>Within the catchments of the River Wensum Special Area of Conservation (SAC), The Broads SAC and the Braodland Ramsar:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Residential development that results in an increase in the level of overnight stays and</u></b></li> <li>• <b><u>Non-residential development that</u></b> <ul style="list-style-type: none"> <li>• <b><u>by virtue of its scale and type may draw people from outside the catchments of the SACs;</u></b></li> <li>• <b><u>and/or may generate unusual quantities of surface water;</u></b></li> <li>• <b><u>and/or, by virtue of the processes undertaken, may contain unusual pollutants within surface water run-off;</u></b></li> </ul> </li> </ul> <p><b><u>must provide evidence to enable the Local Planning Authority to conclude through a Habitats Regulations Assessment that the proposal will not adversely affect the integrity of sites in an unfavourable condition.</u></b></p>		
<b>Policy 4 Strategic Infrastructure</b>					
MM10	80	Policy 4	<p>Amend the policy to read:</p> <p><b><u>POLICY 4 - STRATEGIC INFRASTRUCTURE</u></b> (underlined in the original)</p> <p><b>Strategic infrastructure improvements will be undertaken to support timely delivery of the Greater Norwich Local Plan and the wider growth needs of the area. Key elements will be:</b></p> <p><b><u>Transport</u></b> (underlined in the original)</p> <p><b>Transport improvements will support and embrace new technologies and develop the role of Norwich as the regional capital, support strategic growth in the Cambridge Norwich Tech Corridor, improve access to market towns and rural areas and promote sustainable and active transport.</b></p> <p><b>Transport infrastructure will be brought forward to support the development aims of this plan. A considerable shift towards non-car modes will be promoted in the Norwich urban area over the plan period. High density growth will be focussed in locations with good access to improved sustainable transport networks and interchanges in Norwich, creating a virtuous cycle where clean transport is prioritised, less use is made of cars and space is used more efficiently and attractively.</b></p> <p><b>This will be achieved by:</b></p>	To ensure the plan is effective and justified.	Yes – the proposed modification to Policy 4 amends wording relating to highways upgrades and recognising Norfolk County Council’s role in this. Policy 4 has been assessed in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ul style="list-style-type: none"> <li>• <del>Implementation of</del> <u>Having regard to the Transport for Norwich Strategy including consideration of its aims to:</u> <ul style="list-style-type: none"> <li>○ <u>Reduce carbon emissions and improve air quality,</u></li> <li>○ <u>Significantly improve significant improvements to the bus, cycling and walking networks to promote modal shift;</u></li> <li>○ <del>developing</del> <u>Develop</u> the role of the park and ride system;</li> <li>○ <del>changing</del> <u>Change</u> attitudes to travel;</li> <li>○ <del>delivery of the Norwich Western Link road.</del></li> </ul> </li> <li>• <del>Enhancement of the Major Road Network including provision of the A140 Long Stratton bypass.</del></li> <li>• <del>Protection of the function of strategic transport routes (corridors of movement).</del></li> <li>• <u>Continuing to improve public transport accessibility to and between main towns and key service centres, taking account of Norfolk County Council’s market towns network improvement strategies.</u></li> </ul> <p><u>And promoting regional connectivity recognising the work already underway on:</u></p> <ul style="list-style-type: none"> <li>• <del>Supporting improvements to the A47, including delivery of the Blofield to North Burlingham, Thickthorn and Easton to East Tuddenham improvements being progressed by Highways England.</del></li> <li>• <u>Promoting enhancement</u> <u>Enhancement</u> of rail services, including improved journey times and reliability to London and Cambridge, supporting the East-West Rail link and innovative use of the local rail network.</li> <li>• <u>Improvements to the A47, including delivery of the Blofield to North Burlingham, Thickthorn and North Tuddenham to Easton improvements being progressed by National Highways.</u></li> <li>• <u>The Norwich Western Link being progressed by Norfolk County Council.</u></li> <li>• <u>Enhancement of the Major Road Network including provision of the A140 Long Stratton bypass being progressed by Norfolk County Council.</u></li> <li>• <u>Protection of the function of strategic transport routes (corridors of movement).</u></li> <li>• Continued investigation of and support for rail freight opportunities.</li> <li>• Supporting the growth and regional significance of Norwich Airport for both leisure and business travel to destinations across the UK and beyond.</li> <li>• <del>Continuing to improve public transport accessibility to and between main towns and key service centres, taking account of Norfolk County Council’s market towns network improvement strategies.</del></li> </ul>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>Other Strategic Infrastructure</u> (underlined in the original)</p> <p>The Greater Norwich local authorities and partners including utility companies will work together in relation to the timely delivery of improvements to infrastructure, including that set out in appendix 1 and to:</p> <ul style="list-style-type: none"> <li>• The energy supply network including increased capacity at primary substations at Cringleford, Peachman Way, Sprowston and Earlham Grid Local and/or innovative smart solutions to off-set the need for reinforcement;</li> <li>• Water supply and sewerage network improvements including the waste-water network at Whitlingham water recycling centre, the Yare Valley sewer and elsewhere to protect water quality and designated habitats;</li> <li>• <u>health Health</u> care infrastructure.</li> <li>• <u>Police infrastructure.</u></li> </ul> <p>School capacity will be increased to provide for growth by improvements to existing schools and the provision of new schools as required, including primary schools on strategic development sites and a new high school in the North East growth area as identified in appendix 1.</p> <p>In line with other policies in this plan, a multi-functional strategic green infrastructure network will be further developed as set out in maps 8A and B.</p> <p><u>On-site and local infrastructure, services and facilities</u> (underlined in the original)</p> <p>Development proposals will provide on-site services and facilities and support local infrastructure capacity improvements through on-site provision, providing land and developer contributions.</p>		
<b>Policy 5 Homes</b>					
MM11	85	Policy 5	<p>Amend Policy 5 to read:</p> <p><u>POLICY 5 – HOMES</u> (underlined in the original)</p> <p>Residential proposals should address the need for homes for all sectors of the community having regard to the latest housing evidence, including a variety of homes in terms of tenure and cost. New homes should provide for a good quality of life in mixed and inclusive</p>	To ensure the plan is effective and justified	Yes – the proposed modification to Policy 5 amends wording relating to student accommodation, affordable

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>communities and major development proposals should provide adaptable homes to meet varied and changing needs.</p> <p>This will be achieved as follows:</p> <p><u>Affordable Housing</u> (underlined in the original)</p> <p>Major residential development proposals<sup>98</sup> and <del>purpose-built student accommodation</del> will provide:</p> <ul style="list-style-type: none"> <li>• <del>at</del> <b>At least 33% affordable housing on-site across the plan area, except in Norwich City Centre (as defined in map 10) where the requirement is at least 28%, or where</b> <ol style="list-style-type: none"> <li>a) the site is allocated in a Neighbourhood Plan for a different percentage of affordable housing, or</li> <li>b) <del>for brownfield sites where</del> the applicant can demonstrate that particular circumstances justify the need for a viability assessment at decision-making stage;</li> </ol> </li> <li>• <del>affordable</del> <b><u>Affordable</u> housing on-site except where exceptional circumstances justify off-site provision;</b></li> <li>• <b>a mix of affordable housing sizes, types, and tenures in agreement with the local authority, taking account of the most up-to-date local evidence of housing need. This will include 10% of the affordable homes being available for affordable home ownership where this meets local needs;</b></li> <li>• <del>affordable</del> <b><u>Affordable</u> housing of at least equivalent quality to the market homes on-site.</b></li> </ul> <p>The sub-division of a site to avoid affordable housing provision will not be permitted.</p> <p><u>Space Standards</u> (underlined in the original)</p> <p>All housing development proposals must meet the Government’s Nationally Described Space Standard for internal space or any successor.</p> <p><u>Accessible and Specialist Housing</u> (underlined in the original)</p>		<p>housing delivery, allowing for viability testing at the planning application stage for residential sites, and providing details on Gypsy and Traveller allocations. Policy 5 has been assessed in the Main Modifications SA Report.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?										
			<p>Development proposals providing specialist housing options for older people’s accommodation and others with support needs, including sheltered housing, supported housing, extra care housing and residential/nursing care homes will be <del>supported</del> <u>permitted on sites with good access to local services including on sites allocated for residential use unless there are significant adverse impacts that justify a refusal of planning permission. Irrespective of C2 or C3 use class classification, specialist older people’s housing will provide 33% affordable housing or 28% in the city centre.</u></p> <p><del>Proposals are particularly encouraged where Norfolk County Council identifies a strategic need for extra care housing.</del>  <u>The identification by Norfolk County Council of a strategic need for specialist housing which the proposal can address will be a material consideration.</u></p> <p>To meet changing needs by providing accessible and adaptable homes, proposals for major housing development are required to provide at least 20% of homes to the Building Regulation M4(2){4} standard or any successor.</p> <p><u>Gypsies and Travellers, Travelling Show People and Residential Caravans</u> (underlined in the original)</p> <p><u>Planning applications that result in the loss of authorised pitches or plots will not be permitted unless:</u></p> <ul style="list-style-type: none"> <li>• <u>Replacement pitches or plots are provided: or</u></li> <li>• <u>It is demonstrated that the pitches or plots are no longer needed.</u></li> </ul> <p><u>The need for 52 pitches for Gypsies and Travellers will be provided for by:</u></p> <ul style="list-style-type: none"> <li>• <u>Allocations in the Sites Plan for a minimum of 30 deliverable pitches:</u></li> </ul> <table border="1" data-bbox="607 1209 1592 1364"> <thead> <tr> <th>Sites</th> <th>Pitches</th> </tr> </thead> <tbody> <tr> <td><u>Land north of Shortthorn Road, Stratton Strawless</u></td> <td><u>4</u></td> </tr> <tr> <td><u>Romany Meadow, The Turnpike, Carleton Rode</u></td> <td><u>6</u></td> </tr> <tr> <td><u>Land off Uppgate Street, Carleton Rode</u></td> <td><u>4</u></td> </tr> <tr> <td><u>Land at the Oaks, Reepham Road, Foulsham</u></td> <td><u>5</u></td> </tr> </tbody> </table>	Sites	Pitches	<u>Land north of Shortthorn Road, Stratton Strawless</u>	<u>4</u>	<u>Romany Meadow, The Turnpike, Carleton Rode</u>	<u>6</u>	<u>Land off Uppgate Street, Carleton Rode</u>	<u>4</u>	<u>Land at the Oaks, Reepham Road, Foulsham</u>	<u>5</u>		
Sites	Pitches														
<u>Land north of Shortthorn Road, Stratton Strawless</u>	<u>4</u>														
<u>Romany Meadow, The Turnpike, Carleton Rode</u>	<u>6</u>														
<u>Land off Uppgate Street, Carleton Rode</u>	<u>4</u>														
<u>Land at the Oaks, Reepham Road, Foulsham</u>	<u>5</u>														

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?								
			<table border="1" data-bbox="607 368 1592 496"> <tr> <td><u>Land at Strayground Lane, Wymondham</u></td> <td><u>12</u></td> </tr> <tr> <td><u>Land off Brick Kiln Road, Hevingham</u></td> <td><u>5</u></td> </tr> <tr> <td><u>Land off Buxton Road, Eastgate, Cawston</u></td> <td><u>2</u></td> </tr> <tr> <td><b>Total Pitches</b></td> <td><b>38</b></td> </tr> </table> <ul style="list-style-type: none"> <li>• <u>An allocation for approximately 10 developable pitches at Ketteringham Depot; and</u></li> <li>• <u>The anticipated delivery of at least 12 windfall pitches.</u></li> </ul> <p><u>The need for 43 Travelling Showpeople plots will be provided through windfall proposals.</u></p> <p><u>Development for Gypsy and Traveller sites, Travelling Show People sites and residential caravans will be acceptable where proposals</u> <u>Windfall proposals for new Travelling Showpeople plots, pitches for Gypsies and Travellers and for residential caravans can be within or outside settlement boundaries. Subject to meeting other policies in the development plan, proposals will be permitted where the site:</u></p> <ul style="list-style-type: none"> <li>• <u>have safe and sustainable access to schools and facilities; Is within reasonable travelling distance of schools, services and shops, preferably by foot, cycle or public transport;</u></li> <li>• <u>have Has suitable vehicular access;</u></li> <li>• <u>provide for ancillary uses and Provides for appropriate landscaping;</u></li> <li>• <u>are Is of a scale which is in keeping with its surroundings, including small-scale extensions to existing sites; and</u></li> <li>• <u>For Travelling Showpeople plots, provides necessary storage for equipment.</u></li> </ul> <p><u>For transit pitches providing temporary accommodation the following additional criteria apply:</u></p> <ul style="list-style-type: none"> <li>• <u>the The site is conveniently accessible to the main ‘A’ and ‘B’ class road network; and,</u></li> <li>• <u>an An agreement is in place for satisfactory site management, including the maximum period and frequency of stay.</u></li> </ul> <p><u>Purpose-built Student Accommodation</u> (underlined in the original)</p> <p><u>Development proposals for purpose-built student accommodation will be supported at the UEA campus where they are in accordance with will have regard to the UEA Development Framework Strategy (DFS) or any successor documents. Purpose-built student</u></p>	<u>Land at Strayground Lane, Wymondham</u>	<u>12</u>	<u>Land off Brick Kiln Road, Hevingham</u>	<u>5</u>	<u>Land off Buxton Road, Eastgate, Cawston</u>	<u>2</u>	<b>Total Pitches</b>	<b>38</b>		
<u>Land at Strayground Lane, Wymondham</u>	<u>12</u>												
<u>Land off Brick Kiln Road, Hevingham</u>	<u>5</u>												
<u>Land off Buxton Road, Eastgate, Cawston</u>	<u>2</u>												
<b>Total Pitches</b>	<b>38</b>												

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>accommodation within the boundaries of the UEA campus will not be required to provide an onsite or commuted sum contribution to affordable housing.</del></p> <p>Away from the UEA campus, proposals for purpose-built student accommodation will be supported where the need for the development is justified by the current or proposed size of Norwich’s higher educational institutions and the proposal will:</p> <ul style="list-style-type: none"> <li><del>be</del> <u>Be</u> in a location otherwise suitable for residential development with sustainable access to the institutions served;</li> <li><del>be</del> <u>Be</u> of a scale large enough <del>to provide for high standards so that services and amenities are provided on-site to ensure high standards</del> of student welfare;</li> <li><del>contribute</del> <u>Contribute</u> to a mixed and inclusive neighbourhood, not dominating existing residential communities;</li> <li><del>provide</del> <u>Provide</u> a mix of accommodation types <del>for a wide range of students to meet a range of needs in the student accommodation market;</del> and</li> <li><del>make provision for a policy compliant proportion of affordable housing that would be expected if the site were developed for general needs housing. Such provision may be made off-site through a commuted sum as set out in supplementary planning documents</del> <u>Be required to pay a commuted sum sufficient to provide an off-site policy compliant level of affordable housing for which a supplementary planning document will give more detailed guidance on the methodology for calculating equivalent dwellings from student accommodation.</u></li> </ul> <p>All consents will be restricted so the use of the accommodation is secured for students only.</p> <p><u>Self/Custom-Build</u> (underlined in the original)</p> <p>Except for flats <del>and in other schemes where it would be clearly impractical,</del> at least 5% of plots on residential proposals of 40 dwellings or more should provide serviced self/custom-build plots unless:</p> <ul style="list-style-type: none"> <li><del>a</del> <u>A</u> lack of need for such plots can be demonstrated; <u>or</u></li> <li><del>plots</del> <u>Plots</u> have been marketed for 12 months and have not been sold.</li> </ul>		
<b>Policy 6 The Economy (including retail)</b>					
MM12	91	Policy 6	Amend Policy 6 to read:	To ensure the plan is	Yes – the proposed

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b><u>POLICY 6 - THE ECONOMY</u></b> (underlined in the original)</p> <ol style="list-style-type: none"> <li>1. Sufficient employment land is allocated in accessible locations to meet identified need and <u>to provide for choice</u>. Opportunities for sustainable access to sites should be maximised through development proposals and infrastructure investment.</li> <li>2. The needs of small, medium and start-up businesses are addressed through:                             <ul style="list-style-type: none"> <li>• <del>the</del> <u>The allocation and retention of smaller scale employment sites across the area, with limited expansion where this can be justified;</u></li> <li>• <del>encouraging</del> <u>Encouraging the provision of small-scale business opportunities in all significant residential and commercial developments and through the appropriate use of rural buildings;</u></li> <li>• <u>Support for rural enterprises through the conversion of rural buildings, the development and diversification of agricultural and other land based rural businesses and well-designed new build. If new build development is proposed to meet local business and community needs in rural areas the use of previously developed land and sites that are physically well-related to existing settlements should be encouraged where suitable opportunities exist. For sites beyond existing settlements and in locations not well served by public transport then development should be well designed and sensitive to its surroundings, should not have an unacceptable impact on local roads and should exploit any opportunities to make the location more sustainable.</u></li> <li>• Encouraging flexible building design and innovative approaches in new and existing residential developments to encourage local working and business opportunities.</li> </ul> </li> <li>3. Larger scale needs are addressed through the allocation of sufficient land to provide a choice and range of sites, including key <sup>40</sup>strategic sites targeted at specific sectors. Investment strategies will ensure that a readily available supply of land is maintained throughout the plan period.</li> <li>4. Land identified for employment uses in this local plan will only be considered for other uses that are ancillary to and supportive of its employment role.</li> <li>5. Tourism, leisure, environmental and cultural industries will be promoted and assisted by:</li> </ol>	<p>effective and justified.</p>	<p>modification to Policy 6 introduces new wording regarding the promotion of small-scale rural enterprises, the operation of the sequential test and the use of conditions to control the character of development, and supporting town centre vitality and viability. Policy 6 has been assessed in the Main Modifications SA Report.</p>



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?												
			<ul style="list-style-type: none"> <li>• <del>the</del> <b>The</b> general emphasis in this local plan on achieving high quality design, resource efficiency, environmental enhancement and retention of local distinctiveness;</li> <li>• <del>protection</del> <b>Protection</b>, enhancement and expansion of the green infrastructure network;</li> <li>• <del>encouragement</del> <b>Encouragement</b> for sustainable tourism initiatives and development that supports cultural industries;</li> <li>• <del>promotion</del> <b>Promotion</b> of the creative industries cluster focussed on the city centre.</li> </ul> <p>6. Opportunities for innovation, skills and training will be expanded through facilitating the expansion of, and access to, vocational, further and higher education provision.</p> <p><u>Key strategic employment areas</u> (underlined in the original)</p> <p>Key strategic employment areas and their main uses are:</p> <table border="1" data-bbox="568 847 1641 1369"> <thead> <tr> <th data-bbox="568 847 1122 1042">Strategic Employment area and their primary uses</th> <th data-bbox="1122 847 1299 1042">Existing undeveloped land available (hectares, April 2018)</th> <th data-bbox="1299 847 1462 1042">New allocations (hectares)</th> <th data-bbox="1462 847 1641 1042">Total employment allocations (hectares)</th> </tr> </thead> <tbody> <tr> <td data-bbox="568 1042 1122 1139">Norwich city centre with a focus on expansion of office, digital and creative industries, retail and leisure provision</td> <td data-bbox="1122 1042 1299 1139">30.8 (all part of mixed-use sites)</td> <td data-bbox="1299 1042 1462 1139">0</td> <td data-bbox="1462 1042 1641 1139">30.8</td> </tr> <tr> <td data-bbox="568 1139 1122 1369">                     The Norwich Airport area and in particular:                     <ul style="list-style-type: none"> <li>• a new site on the northern edge of the airport accessed directly from the Broadland Northway of 46.5ha and focussed on aviation related activities; and</li> <li>• a site of around 35ha at the A140/Broadland Northway junction</li> </ul> </td> <td data-bbox="1122 1139 1299 1369">35</td> <td data-bbox="1299 1139 1462 1369">46.5</td> <td data-bbox="1462 1139 1641 1369">81.5</td> </tr> </tbody> </table>	Strategic Employment area and their primary uses	Existing undeveloped land available (hectares, April 2018)	New allocations (hectares)	Total employment allocations (hectares)	Norwich city centre with a focus on expansion of office, digital and creative industries, retail and leisure provision	30.8 (all part of mixed-use sites)	0	30.8	The Norwich Airport area and in particular: <ul style="list-style-type: none"> <li>• a new site on the northern edge of the airport accessed directly from the Broadland Northway of 46.5ha and focussed on aviation related activities; and</li> <li>• a site of around 35ha at the A140/Broadland Northway junction</li> </ul>	35	46.5	81.5		
Strategic Employment area and their primary uses	Existing undeveloped land available (hectares, April 2018)	New allocations (hectares)	Total employment allocations (hectares)														
Norwich city centre with a focus on expansion of office, digital and creative industries, retail and leisure provision	30.8 (all part of mixed-use sites)	0	30.8														
The Norwich Airport area and in particular: <ul style="list-style-type: none"> <li>• a new site on the northern edge of the airport accessed directly from the Broadland Northway of 46.5ha and focussed on aviation related activities; and</li> <li>• a site of around 35ha at the A140/Broadland Northway junction</li> </ul>	35	46.5	81.5														

Ref	Page	Policy/ Paragraph	Main Modification				Reasons	Could the Proposed Main Modification give rise to new SA work?																																
			<p>and focussed on uses benefiting from an airport location</p> <table border="1" data-bbox="568 368 1641 1182"> <tr> <td>Browick Interchange, Wymondham (for general employment uses)</td> <td>22</td> <td>0</td> <td>22</td> </tr> <tr> <td>Longwater - consolidation of activity through intensification of employment uses and completion of the existing allocation</td> <td>12</td> <td>0</td> <td>12</td> </tr> <tr> <td>Rackheath (for general employment uses)</td> <td>25.6</td> <td>0</td> <td>25.6</td> </tr> <tr> <td>The complex of general business parks at Thorpe St Andrew (Broadland Business Park, St Andrews Business Park and Broadland Gate);</td> <td>33.1</td> <td>0</td> <td>33.1</td> </tr> <tr> <td>Norwich Research Park including the Norfolk and Norwich University Hospital and the University of East Anglia; providing for significant expansion of health, higher education and science park activity</td> <td>32.7</td> <td>6.9</td> <td>39.6</td> </tr> <tr> <td>Hethel including a technology park of around 20ha managed to focus on advanced engineering and the growth of technology capabilities</td> <td>20</td> <td>0.8</td> <td>20.8</td> </tr> <tr> <td>The Food Enterprise Park at Easton/Honingham supporting the agri-food sector</td> <td>18.7</td> <td>0</td> <td>18.7</td> </tr> <tr> <td><b>Total</b></td> <td><b>229.9</b></td> <td><b>54.2</b></td> <td><b>284.1</b></td> </tr> </table>				Browick Interchange, Wymondham (for general employment uses)	22	0	22	Longwater - consolidation of activity through intensification of employment uses and completion of the existing allocation	12	0	12	Rackheath (for general employment uses)	25.6	0	25.6	The complex of general business parks at Thorpe St Andrew (Broadland Business Park, St Andrews Business Park and Broadland Gate);	33.1	0	33.1	Norwich Research Park including the Norfolk and Norwich University Hospital and the University of East Anglia; providing for significant expansion of health, higher education and science park activity	32.7	6.9	39.6	Hethel including a technology park of around 20ha managed to focus on advanced engineering and the growth of technology capabilities	20	0.8	20.8	The Food Enterprise Park at Easton/Honingham supporting the agri-food sector	18.7	0	18.7	<b>Total</b>	<b>229.9</b>	<b>54.2</b>	<b>284.1</b>		
Browick Interchange, Wymondham (for general employment uses)	22	0	22																																					
Longwater - consolidation of activity through intensification of employment uses and completion of the existing allocation	12	0	12																																					
Rackheath (for general employment uses)	25.6	0	25.6																																					
The complex of general business parks at Thorpe St Andrew (Broadland Business Park, St Andrews Business Park and Broadland Gate);	33.1	0	33.1																																					
Norwich Research Park including the Norfolk and Norwich University Hospital and the University of East Anglia; providing for significant expansion of health, higher education and science park activity	32.7	6.9	39.6																																					
Hethel including a technology park of around 20ha managed to focus on advanced engineering and the growth of technology capabilities	20	0.8	20.8																																					
The Food Enterprise Park at Easton/Honingham supporting the agri-food sector	18.7	0	18.7																																					
<b>Total</b>	<b>229.9</b>	<b>54.2</b>	<b>284.1</b>																																					
			<p><u>Town Centres</u> (underlined in the original)</p> <p>The development of new retailing, leisure, offices and other main town centre uses will be subject to the sequential approach and <del>out-of-centre impact assessment</del>, as defined by Government policy and guidance, and will be encouraged at a scale appropriate to the form and functions of the following hierarchy of defined centres:</p>																																					

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>1. Norwich city centre;</li> <li>2. The town centres of Aylsham, Diss, Harleston and Wymondham, and within the Norwich urban area, the large district centres at Anglia Square/Magdalen Street and Riverside;</li> <li>3. The large village and district centres of: Acle, Coltishall, Hethersett, Hingham, Loddon, Long Stratton, Poringland and Reepham, and within the Norwich urban area at Aylsham Road, Drayton Road, Bowthorpe, Dereham Road, Eaton centre, Earlham House, Harford Place (Hall Road/Sandy Lane), Larkman centre, Plumstead Road, Sprowston Road, Old Catton and Dussindale (Thorpe St Andrew). New district centres to be established in accordance with the Growth Triangle Area Action Plan;</li> <li>4. Local centres, including new and enhanced local centres serving major growth locations.</li> </ol> <p><u>Proposals for retail and leisure development outside town centres will also be subject to an impact assessment where necessary, as defined by Government policy and guidance. In order to prevent the proliferation of town centre uses in out-of-centre and edge-of-centre locations and to control their character, conditions will be used to restrict permissions granted for office, light industrial or research and development changing to other uses within Class E.</u></p> <p>Development and investment consistent in scale with the function of the centre are encouraged at all levels of the hierarchy to enhance the range of businesses and facilities available locally. Development should seek to enhance the environment and economy of centres, and of villages with more dispersed services, to protect their function and <del>avoid the loss of commercial premises or local services</del> <u>provide a range of uses and active frontages to support the centre's vitality and viability.</u></p> <p><u>Local Retail and Leisure</u> (new title – to be underlined)</p> <p><del>Small scale retail and leisure developments serving local needs are encouraged</del> <u>will be permitted to serve new residential developments and existing residential areas, subject to compliance with other development plan policies</u> <del>impact on local amenity, in existing residential areas and to support village life and promote active travel.</del></p>		
<b>Strategy for the areas of growth</b>					
<b>Policy 7.1 Norwich urban area including the fringe parishes</b>					

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?												
MM13	102	Policy 7.1	<p>Amend Policy 7.1 to read:</p> <p><b><u>POLICY 7.1 – The Norwich Urban Area including the fringe parishes</u></b> (underlined in the original)</p> <p><b>Norwich and the fringe parishes<sup>497</sup> will be the area’s major focus for jobs, homes and service development to enhance its regional centre role and to promote major regeneration, the growth of strategic and smaller scale extensions and redevelopment to support neighbourhood renewal. The area will provide <del>30,500</del> 27,960 additional homes and sites for a significant increase in jobs, including around 257 hectares of undeveloped land allocated for employment use.</b></p> <p><b>To achieve this, development sites will be focussed in the city centre, in strategic regeneration areas in East Norwich and the Northern City Centre and at strategic urban extensions<sup>498</sup> in the north-east and west as well as other locations across the urban area as follows:</b></p> <p><b><u>Housing</u></b> (underlined in the original)</p> <table border="1"> <thead> <tr> <th>Part of Norwich Urban area</th> <th>Existing deliverable commitment (including uplift + delivery 2018/19)</th> <th>New allocations</th> <th>Total deliverable housing commitment 2018 – 2038</th> </tr> </thead> <tbody> <tr> <td></td> <td>Existing planning permissions (including completions 2018/19 - 2021/22).</td> <td>-Homes forecast to be delivered from allocated sites by March 2038</td> <td></td> </tr> <tr> <td>City centre</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Part of Norwich Urban area	Existing deliverable commitment (including uplift + delivery 2018/19)	New allocations	Total deliverable housing commitment 2018 – 2038		Existing planning permissions (including completions 2018/19 - 2021/22).	-Homes forecast to be delivered from allocated sites by March 2038		City centre				To ensure the plan is effective and justified.	Yes – the proposed modification to Policy 7.1 introduces new wording relating to the East Norwich Strategic Regeneration Area, as well as amendments to the housing numbers and timing of delivery at some sites, which will result in a reduction in housing delivery through the GNLP over the plan area within the Norwich Urban Area. Policy 7.1 has been assessed in the Main Modifications SA Report.
Part of Norwich Urban area	Existing deliverable commitment (including uplift + delivery 2018/19)	New allocations	Total deliverable housing commitment 2018 – 2038														
	Existing planning permissions (including completions 2018/19 - 2021/22).	-Homes forecast to be delivered from allocated sites by March 2038															
City centre																	

Ref	Page	Policy/ Paragraph	Main Modification				Reasons	Could the Proposed Main Modification give rise to new SA work?	
			Northern City Centre Strategic Regeneration Area	1,533 584	25 1,023	4,558 1,607			
			Other city centre sites	2,724 2,664	200 610	2,924 3,124			
			<b>City centre total</b>	<b>4,257 3,248</b>	<b>225 1,633</b>	<b>4,482 4,731</b>			
			<b>East Norwich</b>						
			East Norwich Strategic Regeneration Area	770	-3,230 2,230	4,000 3,000			
			<b>Elsewhere in the urban area (* denotes strategic urban extensions)</b>						
			Colney	4	200 111	204 115			
			Costessey	529 581	0	529 581			
			Cringleford*	1,774 1,257	0 508	1,774 1,765			
			Drayton	404 415	0	404 415			
			Easton*	1,046 -963	0	1,046 963			
			Hellesdon*	1,354 1,151	0	1,354 1,151			

Ref	Page	Policy/ Paragraph	Main Modification				Reasons	Could the Proposed Main Modification give rise to new SA work?	
			Other sites in Norwich	<del>2,160</del> <u>1,624</u>	<del>480</del> <u>315</u>	<del>2,340</del> <u>2,089</u>			
			Three Score, Bowthorpe*	<del>908</del> <u>903</u>	0	<del>908</del> <u>903</u>			
			Taverham*	<del>424</del> <u>93</u>	<del>4,417</del> <u>1,425</u>	<del>4,538</del> <u>-1,1518</u>			
			The Growth Triangle*	<del>12,087</del> <u>9,359</u>	<del>1,420</del> <u>760</u>	<del>13,507</del> <u>10,119</u>			
			Thorpe St. Andrew	<del>386</del> <u>404</u>	0	<del>386</del> <u>404</u>			
			Trowse	181	0	181			
			Other sites in urban area (Old Catton, Keswick, Sprowston)	<del>44</del> <u>23</u>	0	<del>44</del> <u>23</u>			
			<b>Elsewhere in urban area total</b>	<del><b>20,992</b></del> <u><b>16,958</b></u>	<del><b>3,217</b></del> <u><b>3,119</b></u>	<del><b>24,209</b></del> <u><b>20,227</b></u>			
			<b>Norwich Urban Area Total</b>	<del><b>26,049</b></del> <u><b>20,976</b></u>	<del><b>6,672</b></del> <u><b>6,982</b></u>	<del><b>32,694</b></del> <u><b>-27,958</b></u>			
			<b>Employment</b> (underlined in the original)						

Ref	Page	Policy/ Paragraph	Main Modification				Reasons	Could the Proposed Main Modification give rise to new SA work?
			<b>Part of Norwich Urban Area</b>	<b>Existing undeveloped employment allocations (hectares, April 2018)</b>	<b>New allocations (hectares)</b>	<b>Total undeveloped employment allocations (hectares)</b>		
			<b>See policies 1 and 6 for the strategic sites in the Norwich Urban Area</b>	187.9	46.9	245.8		
			<b>Hellesdon</b>	1.4	0	1.4		
			<b>Taverham</b>	5.6	0	5.6		
			<b>Harford Bridge</b>	4	0	4		
			<b>Norwich urban area total</b>	198.9	46.9	256.8		
			<p>Other small-scale housing and employment development will be acceptable in principle elsewhere in the Norwich urban area subject to meeting other policies in the development plan.</p>					
			<p><u>The City Centre</u> (underlined in the original)</p>					
			<p>Norwich city centre’s strategic role as key driver for the Greater Norwich economy will be strengthened. Development in the city centre will provide a high density mix of employment, housing, leisure and other uses. Intensification of uses within the city centre to strengthen its role as a main regional employment, retail, cultural and visitor centre, providing a vibrant and diverse experience for all, will be supported.</p>					
			<p>Comprehensive redevelopment of the large district centre at Anglia Square and surrounding vacant land will provide a viable, high density, housing-led mixed-use development including retailing, employment, community and leisure facilities. The redevelopment of Anglia Square will be the catalyst for change in the wider Northern City Centre strategic regeneration area identified on the Key Diagram and defined in map 910.</p>					

			<p><b>1. Economy</b></p> <p>To ensure a strong employment base, development should provide a range of floorspace, land and premises as part of mixed-use developments. Development should promote more intensive use of land to meet identified needs for start-up and grow-on space for small and medium sized enterprises including the digital creative industries, technology, financial and cultural and leisure services clusters.</p> <p>To support this, loss of existing office floorspace will be resisted:</p> <p><b>a) <u>Within the areas defined under the ‘Article 4 direction relating to the conversion of offices to residential’;</u></b></p> <p><b>b) <u>For all statutory listed office buildings situated within the city centre (as defined by map 10); unless it can be demonstrated that its loss will not be of detriment to Norwich’s office economy.</u></b></p> <p>Development of buildings for further and higher education, training and lifelong learning will be supported in the city centre. The development of purpose-built student accommodation will be accepted where it accords with the criteria in policy 5.</p> <p><b>2. Retail and main town centre uses</b></p> <p><b><u>The centre’s retail function of the City Centre’s primary and secondary retail areas and the large district centres will be supported as part of a complementary range of uses. Provision for any additional comparison retail floorspace will primarily be met through the intensification of retail use on existing sites be focused on these centres in accordance with the sequential approach and improvements to the quality of existing retail provision will be supported.</u></b></p> <p>Proposals for new development and change of use in <u>the City Centre’s</u> primary and secondary retail areas and <u>the</u> large district centres (as defined in policy 6) will be <del>accepted</del> <b>permitted</b> where they:</p> <ul style="list-style-type: none"> <li><del>• contribute to meeting identified needs for new retail floorspace and other main town centre uses, including speciality and independent shopping and small scale retailing;</del></li> <li><del>or</del></li> <li>• <b>promote <u>Promote</u></b> diversification of services and facilities to ensure that vitality and vibrancy can be maintained throughout the day and evening; or</li> <li>• <b>provide <u>Provide</u></b> mixed-use development including housing, high quality employment, flexible working, education, leisure, culture and entertainment, where this supports and complements the function of the centre; or</li> </ul>		
--	--	--	---	--	--



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ul style="list-style-type: none"> <li>• <del>secure</del> <u>Secure</u> the beneficial redevelopment and adaptation of disused and underused land and premises including redundant retail floorspace <u>and adaptation of upper floors to residential uses.</u></li> </ul> <p>3. Leisure, culture and entertainment and the visitor economy</p> <p>The city centre’s leisure cultural and entertainment offer will be supported and expanded. Development of new leisure and cultural facilities, hotels and other visitor accommodation to strengthen the city centre’s role as a visitor and cultural destination will be accepted in accessible locations well related to centres of activity and transport hubs. Leisure uses, including uses supporting the early evening economy, will be accepted within the defined city centre <del>leisure area where noise and disturbance issues can be mitigated and where they do not have detrimental effect on the retail offering, especially in the primary retail area. A sequential approach will be used to determine applications for leisure uses outside the defined leisure area. where they:</del></p> <ul style="list-style-type: none"> <li>• <u>Are compatible with the surrounding uses;</u></li> <li>• <u>Would not give rise to unacceptable amenity and environmental impacts which could not be overcome by the imposition of conditions; and</u></li> <li>• <u>Would not have a detrimental impact upon the character and function of the city centre or undermine its vitality and vibrancy.</u></li> </ul> <p>Late-night uses will only be accepted in the designated Late-Night Activity Zone.</p> <p>4. Housing</p> <p>To maximise the potential of the city centre to deliver new homes, housing <del>will</del> <u>shall</u> be <del>required</del> <u>provided</u> on the <del>specific</del> allocated sites detailed in the Sites document.</p> <p>5. The Built, Natural and Historic Environment</p> <p>To protect and enhance the distinctive natural and built environment and heritage assets of the city centre:</p> <ul style="list-style-type: none"> <li>• A programme of improvements to public spaces, as illustrated in a public realm infrastructure plan, will be implemented through a combination of public investment on the highway / publicly owned land and private investment in association with development proposals;</li> </ul>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ul style="list-style-type: none"> <li>• New development proposals will respect the character of the city centre conservation area and address the principles set out in the City Centre Conservation Area Appraisal (or any successor), providing innovative and sustainable design; in particular in relation to scale, mass, height, layout and materials.</li> <li>• Riverside development will <del>assist in delivering</del> <u>have regard to</u> the policies/ priorities of the River Wensum Strategy (or any successor), including provision of a riverside walk. <del>Riverside development should support and enable achievement of the strategy's longer-term plans.</del></li> </ul> <p><b>6. Access and Transportation</b></p> <p>Development will be required to contribute to measures promoted by Transport for Norwich to improve accessibility, connectivity, legibility and permeability within the city centre.</p> <p><u>East Norwich</u> (underlined in the original)</p> <p>Development of sites allocated in the East Norwich <del>Strategic Regeneration Area (ENSRA)</del> identified on the Key Diagram and defined on map 910 including Carrow Works (which includes Carrow House), the Deal Ground (including the former May Gurney site), and the Utilities Site <u>and Land in front of ATB Laurence Scott</u> will create a highly sustainable mixed-use gateway quarter accommodating substantial housing growth and optimising economic benefits. <del>Development across the sites</del> <u>It will provide in the region of 4,000 additional 3,362 homes in the plan period and significant new employment opportunities for around 6,000 4,100 jobs. East Norwich also has the potential to act as a long-term catalyst for regeneration of the wider area, potentially including the following sites if they become available:</u></p> <p><u>Redevelopment of the ENSRA will be guided by an area-wide Supplementary Planning Document (SPD). The SPD will promote development of a locally distinctive, high density and high quality sustainable residential-led mixed-use community which takes full account of its setting and makes the most of its riverside location.</u></p> <p><u>The SPD will provide the framework for seeking new transport infrastructure (through integrated access and transportation) which emphasises sustainable accessibility and traffic restraint and allows for connectivity and permeability within and between the sites and beyond), social infrastructure, jobs and services.</u></p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>Development must also protect and enhance biodiversity and green infrastructure; provide for sustainable energy provision and its management; conserve, and where opportunities arise, enhance the significance of heritage assets; and address local issues including the active railway, the protected minerals railhead, noise, contamination and flood risk issues.</u></p> <p><u>Whilst proposals within the ENSRA may come forward on different timescales, it is important that development is guided and informed by the SPD and should meet the site wide and site specific requirements set out within site allocations policy GNLP0360/3053/R10.</u></p> <ul style="list-style-type: none"> <li>○ <del>Redevelopment of land adjoining the railway between the Deal Ground and Carrow Works as part of the wider East Norwich strategic growth area masterplan supplementary planning document;</del></li> <li>○ <del>Land east of Norwich City F.C.;</del></li> <li>○ <del>Land owned by Network Rail on Lower Clarence Road and Koblenz Avenue</del></li> <li>○ <del>Intensification of uses at Riverside and</del></li> <li>○ <del>Regeneration in the Rouen Road area.</del></li> </ul> <p><del>Site proposals within the East Norwich strategic regeneration area will meet the requirements of an area-wide masterplan to ensure co-ordinated development. This will include:</del></p> <ul style="list-style-type: none"> <li>● <del>an exemplar design approach, building at high densities and maximising the riverside regeneration potential to create a distinct, highly sustainable mixed-use community and new gateway quarter for the city, taking account of its setting adjacent to the Broads;</del></li> <li>● <del>creating an inclusive, resilient and safe community in which people of all ages have good access to high quality homes that meet housing needs the provision of area-wide economic and social infrastructure and services, including (but not limited to) the creation of new employment opportunities, a new local centre, and a new primary school should need be established;</del></li> <li>● <del>establishing an integrated access and transportation strategy which emphasises sustainable accessibility and traffic restraint, and allows for connectivity and permeability within and between the sites in the strategic regeneration area and beyond, including north-south links between Trowse and Bracondale and the north bank of the Wensum and Thorpe Road / Yarmouth Road, and east-west between the city centre, the railway station and Whittingham Country Park and the Broads</del></li> </ul>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>including an extended riverside walk on the north and south banks of the Wensum. Proposals should be designed for ease of access to, and by, public transport, with appropriate bridge provision to ensure the sites are fully permeable by sustainable transport modes;</del></p> <ul style="list-style-type: none"> <li><del>• planning development effectively to manage and mitigate the impact of vehicular traffic from the site/s on the local highway network including the Martineau Lane roundabout, Bracondale and King Street;</del></li> <li><del>• protecting and enhancing green infrastructure assets, corridors and open spaces within the area, including enhancing linkages from the city centre to the Broads, Carrow Abbey County Wildlife Site the wider rural area and elsewhere in Norwich, to include pedestrian/cycle links between Whitlingham Country Park and the city centre;</del></li> <li><del>• providing for sustainable energy generation, including a local energy network serving the area as a whole;</del></li> <li><del>• protecting and enhancing the sites' and wider city's rich heritage assets and their settings;</del></li> <li><del>• achieving high quality, locally distinctive, energy efficient and flood resilient design which addresses identified risks from river and surface water flooding and mitigates against potential sources of noise and air pollution and establishes strong built frontages along the River Wensum and the defining network of streets and spaces with the sites;</del></li> <li><del>• addressing and remediating site contamination; and</del></li> <li><del>• planning to allow scope for greater use of the Rivers Wensum and Yare for water-based recreation, leisure and tourism including the potential inclusion of marinas and riverside moorings and access for waterborne freight subject to not impeding navigation of either river.</del></li> </ul> <p><u>Elsewhere in the urban area including the fringe parishes</u> (underlined in the original)</p> <p>The remainder of the urban area including the fringe parishes will provide for a significant proportion of the total growth in Greater Norwich. Development will provide a range of sites for different types of housing, employment and community uses that are accessible and integrate well with the existing communities. It will provide necessary infrastructure, with a focus on public transport, walking and cycling, as well as social and green infrastructure.</p> <p>Growth will include:</p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ul style="list-style-type: none"> <li>• Development of strategic and smaller scale urban extensions at existing locations committed for housing and employment uses as set out in the tables above (including that within the adopted Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle Area Action Plan), with uplift on existing allocated sites in Cringleford, Easton and Three Score (Bowthorpe);</li> <li>• Significant new development proposals (including the expansion of the Norwich Research Park, and a large new allocation for homes in the Growth Triangle in Sprowston);</li> <li>• Development at the University of East Anglia to cater for up to 5,000 additional students by 2038 through intensification of uses within the campus and its limited expansion;</li> <li>• Development sites in the Sites document which will support neighbourhood-based renewal on brownfield sites, with densities highest in the most accessible locations; and</li> <li>• Enhancements to the green infrastructure network which will include links to and within the Wensum, Yare, Tud and Tas Valleys, Marriott’s Way and from Mousehold through the north-east growth triangle as set out in maps 8A and B, along with local networks.</li> </ul> <p><del>In addition, a large contingency site is identified in Costessey to be brought forward if delivery of housing in the GNLP area does not meet local plan targets.</del></p>		
<b>Policy 7.2 The main towns</b>					
MM14	111	Policy 7.2	<p>Amend Policy 7.2 to read:</p> <p><b><u>POLICY 7.2 – THE MAIN TOWNS</u></b> (underlined in the original)</p> <p>The Main Towns of Aylsham, Diss (with part of Roydon), Harleston, Long Stratton and Wymondham will continue to be developed to enhance their function as attractive places to live and providers of employment and services to serve the towns and their hinterlands, with substantial levels of development expected to take place. This will provide for around <del>6,850</del> <b>6,674</b> additional homes and sites for employment and commercial land and related infrastructure.</p> <p>The identified levels of development, including growth committed in the Long Stratton and Wymondham Area Action Plans, are:</p>	To ensure the plan is effective and justified.	Yes – the proposed modification to Policy 7.2 introduces amendments to the housing numbers and timing of delivery at some sites, which will result in a reduction in housing delivery

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?																												
			<p><u>Housing</u> (underlined in the original)</p> <table border="1"> <thead> <tr> <th>Main Town</th> <th>Existing deliverable commitment (including uplift + delivery 2018/19 and 2019/20 Existing planning permissions (including completions 2018/19 -2021/22).</th> <th>New allocations Homes forecast to be delivered from allocated sites by March 2038</th> <th>Total deliverable housing commitment 2018 - 2038</th> </tr> </thead> <tbody> <tr> <td>Aylsham</td> <td>229 <u>226</u></td> <td>550</td> <td>779 <u>776</u></td> </tr> <tr> <td>Diss (with part of Roydon)</td> <td>363 <u>400</u></td> <td>400 <u>384</u></td> <td>763 <u>-784</u></td> </tr> <tr> <td>Harleston</td> <td>472 <u>248</u></td> <td>555</td> <td>727 <u>803</u></td> </tr> <tr> <td>Long Stratton</td> <td>1,922 <u>1,798</u></td> <td>0</td> <td>1,922 <u>1,798</u></td> </tr> <tr> <td>Wymondham</td> <td>2,465 <u>2,363</u></td> <td>150</td> <td>2,615 <u>2,513</u></td> </tr> <tr> <td><b>Total</b></td> <td><b>5,151</b> <b><u>5,035</u></b></td> <td><b>1,655</b> <b><u>1,639</u></b></td> <td><b>6,806</b> <b><u>6,674</u></b></td> </tr> </tbody> </table> <p><del>Other residential development will be acceptable elsewhere within settlement boundaries subject to meeting the criteria of other policies in the development plan.</del></p> <p><u>Additional sites may be provided in Main Towns by:</u></p> <ol style="list-style-type: none"> <li><u>Development within settlement boundaries; or</u></li> </ol>	Main Town	Existing deliverable commitment (including uplift + delivery 2018/19 and 2019/20 Existing planning permissions (including completions 2018/19 -2021/22).	New allocations Homes forecast to be delivered from allocated sites by March 2038	Total deliverable housing commitment 2018 - 2038	Aylsham	229 <u>226</u>	550	779 <u>776</u>	Diss (with part of Roydon)	363 <u>400</u>	400 <u>384</u>	763 <u>-784</u>	Harleston	472 <u>248</u>	555	727 <u>803</u>	Long Stratton	1,922 <u>1,798</u>	0	1,922 <u>1,798</u>	Wymondham	2,465 <u>2,363</u>	150	2,615 <u>2,513</u>	<b>Total</b>	<b>5,151</b> <b><u>5,035</u></b>	<b>1,655</b> <b><u>1,639</u></b>	<b>6,806</b> <b><u>6,674</u></b>		<p>through the GNLP over the plan area within the Main Towns. Wording has also been added to provide clarification that the exceptions approach to affordable housing applies to Main Towns. Policy 7.2 has been assessed in the Main Modifications SA Report.</p>
Main Town	Existing deliverable commitment (including uplift + delivery 2018/19 and 2019/20 Existing planning permissions (including completions 2018/19 -2021/22).	New allocations Homes forecast to be delivered from allocated sites by March 2038	Total deliverable housing commitment 2018 - 2038																														
Aylsham	229 <u>226</u>	550	779 <u>776</u>																														
Diss (with part of Roydon)	363 <u>400</u>	400 <u>384</u>	763 <u>-784</u>																														
Harleston	472 <u>248</u>	555	727 <u>803</u>																														
Long Stratton	1,922 <u>1,798</u>	0	1,922 <u>1,798</u>																														
Wymondham	2,465 <u>2,363</u>	150	2,615 <u>2,513</u>																														
<b>Total</b>	<b>5,151</b> <b><u>5,035</u></b>	<b>1,655</b> <b><u>1,639</u></b>	<b>6,806</b> <b><u>6,674</u></b>																														

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?																																
			<p>2. <u>Affordable rural exception sites, which may include an element of market housing (including self/custom build) if necessary for viability. These sites should be adjacent or well related to settlement boundaries with good access to services, including safe routes to schools, subject to other policies of the local plan.</u></p> <p><u>Employment</u> (underlined in the original)</p> <table border="1" data-bbox="607 563 1641 1094"> <thead> <tr> <th>Main Town</th> <th>Existing undeveloped employment allocations (hectares, April 2018)</th> <th>New employment allocations (hectares)</th> <th>Total employment allocations (hectares)</th> </tr> </thead> <tbody> <tr> <td>See polices 1 and 6 for the strategic site in Wymondham</td> <td>22</td> <td>0</td> <td>22</td> </tr> <tr> <td>Aylsham</td> <td>4</td> <td>0</td> <td>4</td> </tr> <tr> <td>Diss (with part of Roydon)</td> <td>10.8</td> <td>0</td> <td>10.8</td> </tr> <tr> <td>Harleston</td> <td>6.8</td> <td>0</td> <td>6.8</td> </tr> <tr> <td>Long Stratton</td> <td>12.5</td> <td>0</td> <td>12.5</td> </tr> <tr> <td>Wymondham</td> <td>2.1</td> <td>0</td> <td>2.1</td> </tr> <tr> <td><b>Total</b></td> <td><b>58.2</b></td> <td><b>0</b></td> <td><b>58.2</b></td> </tr> </tbody> </table> <p>Other small-scale employment development will be acceptable in principle elsewhere in the towns subject to meeting other policies in the development plan.</p> <p>Retail and other town centre type uses should be located in or adjoining the town centres. Proposals which support speciality and independent shopping, small-scale retailing and diversification of services and facilities will be encouraged.</p> <p>Enhancements to the multi-functional green infrastructure network will be provided by development to contribute to the strategic network as set out in maps 8A and B and to linking local networks.</p>	Main Town	Existing undeveloped employment allocations (hectares, April 2018)	New employment allocations (hectares)	Total employment allocations (hectares)	See polices 1 and 6 for the strategic site in Wymondham	22	0	22	Aylsham	4	0	4	Diss (with part of Roydon)	10.8	0	10.8	Harleston	6.8	0	6.8	Long Stratton	12.5	0	12.5	Wymondham	2.1	0	2.1	<b>Total</b>	<b>58.2</b>	<b>0</b>	<b>58.2</b>		
Main Town	Existing undeveloped employment allocations (hectares, April 2018)	New employment allocations (hectares)	Total employment allocations (hectares)																																		
See polices 1 and 6 for the strategic site in Wymondham	22	0	22																																		
Aylsham	4	0	4																																		
Diss (with part of Roydon)	10.8	0	10.8																																		
Harleston	6.8	0	6.8																																		
Long Stratton	12.5	0	12.5																																		
Wymondham	2.1	0	2.1																																		
<b>Total</b>	<b>58.2</b>	<b>0</b>	<b>58.2</b>																																		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?																
<b>Policy 7.3 The key service centres</b>																					
MM15	114	Policy 7.3	<p>Amend Policy 7.3 to read:</p> <p><b><u>POLICY 7.3 – THE KEY SERVICE CENTRES</u></b> (underlined in the original)</p> <p>The Key Service Centres of Acle, Blofield, Brundall, Hethersett, Hingham, Loddon / Chedgrave, Poringland / Framingham Earl, Reepham and Wroxham will continue to be developed to enhance their function as places to live and providers of employment and services to serve the settlement and its hinterland, with significant levels of development expected to take place in the majority of centres. This will provide for a minimum of <del>3,679</del> <b>3,812</b> additional homes and sites for 11.8 hectares of employment / commercial land and related infrastructure.</p> <p>The main areas for development are:</p> <p><b><u>Housing</u></b> (underlined in the original)</p> <table border="1"> <thead> <tr> <th>Key Service Centre</th> <th><del>Existing deliverable commitment (including uplift + delivery 2018/19)</del> <b><u>Existing planning permissions (including completions 2018/19 -2021/22).</u></b></th> <th><b><u>New allocations Homes forecast to be delivered from allocated sites by March 2038</u></b></th> <th><b>Total deliverable housing commitment 2018 – 2038</b></th> </tr> </thead> <tbody> <tr> <td>Acle</td> <td><del>200</del> <b><u>240</u></b></td> <td>340</td> <td><del>540</del> <b><u>580</u></b></td> </tr> <tr> <td>Blofield</td> <td><del>304</del> <b><u>274</u></b></td> <td>15</td> <td><del>316</del> <b><u>289</u></b></td> </tr> <tr> <td>Brundall</td> <td><del>175</del> <b><u>337</u></b></td> <td>0</td> <td><del>175</del> <b><u>337</u></b></td> </tr> </tbody> </table>	Key Service Centre	<del>Existing deliverable commitment (including uplift + delivery 2018/19)</del> <b><u>Existing planning permissions (including completions 2018/19 -2021/22).</u></b>	<b><u>New allocations Homes forecast to be delivered from allocated sites by March 2038</u></b>	<b>Total deliverable housing commitment 2018 – 2038</b>	Acle	<del>200</del> <b><u>240</u></b>	340	<del>540</del> <b><u>580</u></b>	Blofield	<del>304</del> <b><u>274</u></b>	15	<del>316</del> <b><u>289</u></b>	Brundall	<del>175</del> <b><u>337</u></b>	0	<del>175</del> <b><u>337</u></b>	To ensure the plan is effective and justified	Yes – the proposed modification to Policy 7.3 introduces amendments to the housing numbers and timing of delivery at some sites, which will result in an increase in housing delivery through the GNLP over the plan area within the Key Service Centres. Wording has also been added to provide clarification that the exceptions approach to affordable housing applies to Key Service Centres. Policy 7.3 has been assessed in the Main
Key Service Centre	<del>Existing deliverable commitment (including uplift + delivery 2018/19)</del> <b><u>Existing planning permissions (including completions 2018/19 -2021/22).</u></b>	<b><u>New allocations Homes forecast to be delivered from allocated sites by March 2038</u></b>	<b>Total deliverable housing commitment 2018 – 2038</b>																		
Acle	<del>200</del> <b><u>240</u></b>	340	<del>540</del> <b><u>580</u></b>																		
Blofield	<del>304</del> <b><u>274</u></b>	15	<del>316</del> <b><u>289</u></b>																		
Brundall	<del>175</del> <b><u>337</u></b>	0	<del>175</del> <b><u>337</u></b>																		



Ref	Page	Policy/ Paragraph	Main Modification				Reasons	Could the Proposed Main Modification give rise to new SA work?									
			Hethersett	1,375 1,351	0	1,375 1,351		Modifications SA Report.									
			Hingham	20 18	400 80	420 98											
			Loddon / Chedgrave	206 199	240	446 439											
			Poringland / Framingham Earl	547 510	0	547 510											
			Reepham	155 203	0	155 203											
			Wroxham	5	0	5											
			<b>Total</b>	<b>2,984 3,137</b>	<b>695 -675</b>	<b>3,679 3,812</b>											
<p>The sites to meet the above targets are in the GNLP Sites document.</p> <p><del>Other residential development will be acceptable elsewhere within settlement boundaries subject to meeting the criteria of other policies in the development plan.</del></p> <p><u>Additional sites may be provided in Key Service Centres by:</u></p> <ol style="list-style-type: none"> <li><u>Development within settlement boundaries; or</u></li> <li><u>Affordable rural exception sites, which may include an element of market housing (including self/custom build) if necessary for viability. These sites should be adjacent or well related to settlement boundaries with good access to services, including safe routes to schools, subject to other policies of the local plan.</u></li> </ol> <p><u>Employment</u> (underlined in the original)</p> <table border="1"> <thead> <tr> <th>Key Service Centre</th> <th>Existing undeveloped employment</th> <th>New allocations (hectares)</th> <th>Total employment allocations (hectares)</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>									Key Service Centre	Existing undeveloped employment	New allocations (hectares)	Total employment allocations (hectares)					
Key Service Centre	Existing undeveloped employment	New allocations (hectares)	Total employment allocations (hectares)														

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?																												
			<table border="1"> <thead> <tr> <th></th> <th>allocations (hectares, April 2018)</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>Acle</td> <td>0.7</td> <td>0</td> <td>0.7</td> </tr> <tr> <td>Hingham</td> <td>2.2</td> <td>0</td> <td>2.2</td> </tr> <tr> <td>Loddon / Chedgrave</td> <td>1.8</td> <td>0</td> <td>1.8</td> </tr> <tr> <td>Poringland / Framingham Earl</td> <td>4.3</td> <td>0</td> <td>4.3</td> </tr> <tr> <td>Reepham</td> <td>2.8</td> <td>0</td> <td>2.8</td> </tr> <tr> <td><b>Total</b></td> <td><b>11.8</b></td> <td><b>0</b></td> <td><b>11.8</b></td> </tr> </tbody> </table> <p>Other small-scale employment development will be acceptable in principle elsewhere in the key service centres subject to meeting other policies in the development plan.</p> <p>Enhancements to the multi-functional green infrastructure network will be provided by development to contribute to the strategic network as set out in maps 8A and B and to linking local networks.</p>		allocations (hectares, April 2018)			Acle	0.7	0	0.7	Hingham	2.2	0	2.2	Loddon / Chedgrave	1.8	0	1.8	Poringland / Framingham Earl	4.3	0	4.3	Reepham	2.8	0	2.8	<b>Total</b>	<b>11.8</b>	<b>0</b>	<b>11.8</b>		
	allocations (hectares, April 2018)																																
Acle	0.7	0	0.7																														
Hingham	2.2	0	2.2																														
Loddon / Chedgrave	1.8	0	1.8																														
Poringland / Framingham Earl	4.3	0	4.3																														
Reepham	2.8	0	2.8																														
<b>Total</b>	<b>11.8</b>	<b>0</b>	<b>11.8</b>																														
<b>Policy 7.4 Village clusters</b>																																	
MM16	117	Policy 7.4	<p>Amend Policy 7.4 to read:</p> <p><b><u>POLICY 7.4 – VILLAGE CLUSTERS</u></b> (underlined in the original)</p> <p><b><u>Housing</u></b> (underlined in the original)</p> <p><b>To provide a minimum of <del>4,220</del> 3,883 homes as set out in policy 1 and to support village services, provide choice for the market and promote delivery of a variety of housing types and tenures, housing development will be supported in principle on a range of sites within the village clusters.</b></p> <p><b>To achieve this:</b></p> <ol style="list-style-type: none"> <li><b>New sites in village clusters to provide a minimum of 1,200 homes will be allocated through a South Norfolk Village Clusters Housing Allocations Local Plan;</b></li> </ol>	To ensure the plan is effective and justified.	Yes – the proposed modification to Policy 7.4 introduces a table providing housing numbers and forecast delivery within each Village Cluster within Broadland, including detail on existing																												

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?								
			<p>2. <u>Existing consented commitments on major sites and housing delivered in the years 2018/19 to 2021/22 in Village clusters in South Norfolk to provide 1,187 homes.</u></p> <p>3. <u>New sites in Village clusters in Broadland to provide 482 442 homes are allocated in the Greater Norwich Local Plan Sites Plan on unconsented sites.</u></p> <p>4. <u>Existing consented commitments on major sites and housing delivered in the years 2018/19 to 2021/22 in Village clusters in Broadland to provide 1,054 homes.</u></p> <p>Additional sites may be provided in village clusters by:</p> <ol style="list-style-type: none"> <li>1. <del>Infill</del> <u>Development within settlement boundaries;</u></li> <li>2. Affordable housing led development, which may include an element of market housing (including self/custom build) if necessary, for viability, up to a maximum of 15 dwellings in total. These sites should be adjacent or well related to settlement boundaries with good access to services, including safe routes to schools, subject to other policies of the local plan.</li> </ol> <p>The cumulative amount of windfall development permitted during the plan period should not have a negative impact on the character and scale of settlements in any village cluster.</p> <p><u>The main areas for housing development in village clusters are:</u></p> <table border="1" data-bbox="566 1099 1641 1375"> <thead> <tr> <th data-bbox="566 1099 943 1318"><u>Village Cluster</u></th> <th data-bbox="943 1099 1171 1318"><u>Existing planning permissions (including completions 2018/19 -2021/22).</u></th> <th data-bbox="1171 1099 1395 1318"><u>Homes forecast to be delivered from allocated sites by March 2038</u></th> <th data-bbox="1395 1099 1641 1318"><u>Total deliverable housing commitment 2018 – 2038</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="566 1318 943 1375"><u>(Aylsham) Blickling, Burgh &amp; Tuttington and Oulton</u></td> <td data-bbox="943 1318 1171 1375"><u>4</u></td> <td data-bbox="1171 1318 1395 1375"><u>0</u></td> <td data-bbox="1395 1318 1641 1375"><u>4</u></td> </tr> </tbody> </table>	<u>Village Cluster</u>	<u>Existing planning permissions (including completions 2018/19 -2021/22).</u>	<u>Homes forecast to be delivered from allocated sites by March 2038</u>	<u>Total deliverable housing commitment 2018 – 2038</u>	<u>(Aylsham) Blickling, Burgh &amp; Tuttington and Oulton</u>	<u>4</u>	<u>0</u>	<u>4</u>		<p>consented commitments, and has resulted in a reduction in housing delivery through the GNLP over the plan area within the Village Clusters as a whole. Policy 7.4 has been assessed in the Main Modifications SA Report.</p>
<u>Village Cluster</u>	<u>Existing planning permissions (including completions 2018/19 -2021/22).</u>	<u>Homes forecast to be delivered from allocated sites by March 2038</u>	<u>Total deliverable housing commitment 2018 – 2038</u>										
<u>(Aylsham) Blickling, Burgh &amp; Tuttington and Oulton</u>	<u>4</u>	<u>0</u>	<u>4</u>										

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?			
			<u>Blofield Heath and Hemblington</u>	<u>56</u>	<u>20</u>	<u>76</u>		
			<u>(Brundall) Postwick with Witton</u>	<u>15</u>	<u>0</u>	<u>15</u>		
			<u>Buxton with Lamas and Brampton</u>	<u>6</u>	<u>60</u>	<u>66</u>		
			<u>Cantley</u>	<u>2</u>	<u>0</u>	<u>2</u>		
			<u>Cawston with Brandiston and Swannington</u>	<u>15</u>	<u>60</u>	<u>75</u>		
			<u>Coltishall with Horstead Belaugh</u>	<u>82</u>	<u>0</u>	<u>82</u>		
			<u>Foulsham and Themelthorpe</u>	<u>7</u>	<u>15</u>	<u>22</u>		
			<u>Freethorpe, Halvergate and Wickhampton</u>	<u>36</u>	<u>40</u>	<u>76</u>		
			<u>Frettenham</u>	<u>2</u>	<u>0</u>	<u>2</u>		
			<u>Great and Little Plumstead</u>	<u>155</u>	<u>0</u>	<u>155</u>		
			<u>Great Witchingham, Lenwade, Weston Lonvgville, Alderford, Attlebridge, Little Witchingham and Morton on the Hill</u>	<u>17</u>	<u>20</u>	<u>37</u>		
			<u>Hainford and Stratton Strawless</u>	<u>1</u>	<u>0</u>	<u>1</u>		
			<u>Hevingham</u>	<u>3</u>	<u>0</u>	<u>3</u>		
			<u>(Easton) Honingham</u>	<u>1</u>	<u>0</u>	<u>1</u>		
			<u>Horsford, Felthorpe and Haveringland</u>	<u>429</u>	<u>30</u>	<u>459</u>		
			<u>Horsham and Newton St Faith</u>	<u>94</u>	<u>50</u>	<u>144</u>		
			<u>Lingwood &amp; Burlingham, Strumpshaw and Beighton</u>	<u>62</u>	<u>60</u>	<u>122</u>		
			<u>Marsham</u>	<u>0</u>	<u>0</u>	<u>0</u>		
			<u>Reedham</u>	<u>27</u>	<u>30</u>	<u>57</u>		

Ref	Page	Policy/ Paragraph	Main Modification				Reasons	Could the Proposed Main Modification give rise to new SA work?																														
			<u>Reepham, Booton, Guestwick, Heydon, Salle and Wood Dalling</u>	<u>6</u>	<u>0</u>	<u>6</u>																																
			<u>Salhouse, Woodbastwick and Ranworth</u>	<u>5</u>	<u>12</u>	<u>17</u>																																
			<u>South Walsham and Upton with Fishley</u>	<u>3</u>	<u>45</u>	<u>48</u>																																
			<u>Spixworth and Crostwick</u>	<u>25</u>	<u>0</u>	<u>25</u>																																
			<u>(Taverham) and Ringland</u>	<u>1</u>	<u>0</u>	<u>1</u>																																
			<b><u>TOTAL</u></b>	<b><u>1,054</u></b>	<b><u>442</u></b>	<b><u>1,496</u></b>																																
			<b><u>Employment</u></b> (underlined in the original)																																			
			The allocated Employment Areas are:																																			
			<table border="1"> <thead> <tr> <th>Location</th> <th>Existing undeveloped employment allocations (hectares, April 2018)</th> <th>New allocations (hectares)</th> <th>Total employment allocations (hectares)</th> </tr> </thead> <tbody> <tr> <td>See policies 1 and 6 for the strategic site at Hethel</td> <td>20</td> <td>0.8</td> <td>20.8</td> </tr> <tr> <td>Brooke</td> <td>4.8</td> <td>0</td> <td>4.8</td> </tr> <tr> <td>Foulsham</td> <td>1.1</td> <td>0</td> <td>1.1</td> </tr> <tr> <td>Horsham St. Faith</td> <td>2.9</td> <td>1.5</td> <td>4.4</td> </tr> <tr> <td>Lenwade</td> <td>2.4</td> <td>0</td> <td>2.4</td> </tr> <tr> <td>Lingwood</td> <td>2.3</td> <td>0</td> <td>2.3</td> </tr> </tbody> </table>						Location	Existing undeveloped employment allocations (hectares, April 2018)	New allocations (hectares)	Total employment allocations (hectares)	See policies 1 and 6 for the strategic site at Hethel	20	0.8	20.8	Brooke	4.8	0	4.8	Foulsham	1.1	0	1.1	Horsham St. Faith	2.9	1.5	4.4	Lenwade	2.4	0	2.4	Lingwood	2.3	0	2.3		
Location	Existing undeveloped employment allocations (hectares, April 2018)	New allocations (hectares)	Total employment allocations (hectares)																																			
See policies 1 and 6 for the strategic site at Hethel	20	0.8	20.8																																			
Brooke	4.8	0	4.8																																			
Foulsham	1.1	0	1.1																																			
Horsham St. Faith	2.9	1.5	4.4																																			
Lenwade	2.4	0	2.4																																			
Lingwood	2.3	0	2.3																																			

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?				
			<table border="1"> <tr> <td>Total</td> <td>33.5</td> <td>2.3</td> <td>35.9</td> </tr> </table> <p>Other small-scale employment development will be acceptable in principle elsewhere within village development boundaries, through the re-use of rural buildings or through the potential expansion of existing small and medium sized employment sites, subject to meeting other policies in the development plan.</p> <p>Enhancements to the multi-functional green infrastructure network provided by development will contribute to the strategic network as set out in maps 8A and B and to linking local networks.</p>	Total	33.5	2.3	35.9		
Total	33.5	2.3	35.9						
<b>Policy 7.5 Small scale windfall housing development</b>									
MM17	119	Policy 7.5	<p>Delete current policy wording and replace with new wording:</p> <p><b><u>POLICY 7.5 – SMALL SCALE WINDFALL HOUSING DEVELOPMENT</u></b></p> <p><del>Small scale residential development will be permitted adjacent to a development boundary or on sites within or adjacent to a recognisable group of dwellings where:</del></p> <ul style="list-style-type: none"> <li><del>• Cumulative development permitted under this policy will be no more than 3 dwellings in small parishes or 5 dwellings in larger parishes (as defined in appendix 7) during the lifetime of the plan; and</del></li> <li><del>• The proposal respects the form and character of the settlement; and</del></li> <li><del>• The proposal would result in no adverse impact on the landscape and natural environment; and</del></li> <li><del>• The proposal accords with other relevant Local Plan policies</del></li> </ul> <p><del>Positive consideration will be given to self and custom build.</del></p> <p><b><u>POLICY 7.5 – SELF-BUILD AND CUSTOM BUILD WINDFALL HOUSING DEVELOPMENT OUTSIDE DEFINED SETTLEMENT BOUNDARIES (NB development within settlement boundaries is covered under Policy 7.4) (to be underlined)</u></b></p> <p><b><u>Small scale residential development of up to 3 dwellings for self-build and custom build homes for people who meet the eligibility criteria for Part 1 of the relevant district’s self-build register will be permitted:</u></b></p> <p><b>1. On sites that are adjacent to settlements with a defined settlement boundary; and</b></p>	To ensure plan is effective and justified	Yes – the proposed modification to Policy 7.5 has involved re-writing the entire policy, although the overall spirit of the policy remains unchanged. The modified text is intended to re-focus the policy on self/custom build housing, clarifying a ceiling of three dwellings for such proposals, and ensuring				

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b><u>2. On sites within or adjacent to other settlements without a defined settlement boundary.</u></b></p> <p><b><u>To prevent incremental sprawl, for the operation of this policy such development will not be considered to have extended the defined settlement boundary, or where there is no boundary, the built form of the settlement.</u></b></p> <p><b><u>For all development covered by this policy the scheme will need to respect the form and character of the settlement including:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Housing density is reflective of the density in the settlement and surrounding built up area; and</u></b></li> <li>• <b><u>The ratio of the building footprint to the plot area is consistent with existing properties nearby which characterise the settlement; and</u></b></li> <li>• <b><u>The proposal would result in no significant adverse impact on the landscape and natural environment; and</u></b></li> <li>• <b><u>The proposal accords with other relevant Local Plan policies.</u></b></li> </ul> <p><b><u>When considered cumulatively with other development, the scheme should not result in a level of development in any settlement that would be contrary to the Sustainable Growth Strategy outlined in Policy 1.</u></b></p> <p>Make consequential changes to the following paragraphs of supporting text:</p> <p><del>389</del>-This policy applies to all parishes. Its purpose is to allow for a limited number of additional dwellings in each parish beyond those allocated or allowed for as larger scale windfall sites through other policies in this plan. <del>The policy limits the number of homes on small scale windfall sites to three in each smaller parish and five in each larger parish (as defined in appendix 7) to prevent over development in rural areas. For the purposes of this policy, the number of dwellings allowed relates to permissions granted after adoption of the plan.</del></p> <p><del>390</del> Policy 7.5 promotes small scale <u>self-build and custom build</u> housing development, including <del>self/custom build</del>. This complements policies 5 and 7.4 which also support self/custom build.</p> <p><del>391</del> To achieve this, the policy provides <del>limited additional</del> opportunities for the development of <u>self-build and custom build</u> homes:</p>		<p>that development boundaries are not extended. Policy 7.5 has been assessed in the Main Modifications SA Report.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>a. <del>On sites that are within or adjacent to settlements with development boundaries; a defined settlement boundary.</del></p> <p>b. <del>or on sites within or adjacent to a recognisable group of dwellings which do not have a development boundary other settlements without a defined settlement boundary.</del></p> <p>392 The policy also requires such developments to respect the <u>form and</u> character of the settlement and landscape.</p> <p>Amend Policy 7.5 subtitle:</p> <p><del><b>Policy 7.5 Small Scale Windfall Housing Development</b></del> <b>Policy 7.5 Self Build and Custom Build Windfall Housing Development Outside Defined Settlement Boundaries</b></p> <p>Delete Appendix 7</p>		
<b>Policy 7.6 New Settlements</b>					
MM18	120	Policy 7.6	<p>Delete Policy 7.6 and supporting text paragraphs 395 – 401:</p> <p><del><b>Policy 7.6 Preparing for New Settlements</b></del></p> <p><del>395. This local plan identifies enough sustainable sites and locations within and on the edge of existing settlements to meet current needs. Consequently, no new settlement is proposed for allocation in this Local Plan. However, with sustainable options for settlement extensions diminishing, the authorities are convinced that one or more new settlements will be required in the longer term, particularly if housing needs rise as signalled by government.</del></p> <p><del>396. Ensuring a new settlement and its supporting infrastructure is properly planned, designed and resourced takes time. Site promoters also need the confidence to invest in evidence and master-planning. The authorities therefore conclude that it is vital to commit in this Local Plan cycle to delivering new settlements in the next plan cycle.</del></p> <p><del>397. While the intention is to allocate new settlement development through the next plan, delivery will commence prior to the end date of this local plan. Consequently, new settlement development will provide additional flexibility to ensure delivery of current housing targets.</del></p>	Delete policy following discussion at the hearing sessions as it is not justified	Yes – the proposed deletion of Policy 7.6 has been assessed in the Main Modifications SA Report.



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>398. The location and design of any new settlement or settlements for Greater Norwich will need to ensure that they are excellent places to live, built to Garden City principles, and provide housing across all types of need. They will need to be well-connected and deliverable, with sustainable access to a range of jobs and services. They will need to promote our local economic strengths, enhance the environment and promote healthy and active lifestyles.</p> <p>399. To achieve all of this, proposals for any new settlement will need to ensure that a significant proportion of any uplift in land value from current use is captured to fund the infrastructure to support the new community. It will be essential that the legal framework for this is agreed with councils at an early stage in the promotion of any new settlement.</p> <p>400. Three new settlement sites have been proposed through the GNLP (at Honingham Thorpe, Hethel and Silfield). These will be investigated along with other potential locations in the next plan, taking account of selected criteria. In order to shorten the lead in time for delivery and provide the level of certainty for investment that would allow one or more schemes to be incorporated in the new plan, comprehensive analysis of options will begin in 2021.</p> <p>401. The timetable for this work, which provides a broad indication of the authorities' intentions and may be varied to take account of changes to the planning system, is:</p> <ul style="list-style-type: none"> <li>• 2021 developing success criteria, site options assessment including technical consultation;</li> <li>• 2022 following adoption of the GNLP, public consultation on site options;</li> <li>• 2022-24 development of new Local Plan incorporating preferred site(s);</li> <li>• 2026 onwards — delivery.</li> </ul> <p><b>POLICY 7.6 – PREPARING FOR NEW SETTLEMENTS</b>  <b>Subject to the outcome of evidence, assessment and appraisal, one or more new settlements will be brought forward in the next Local Plan.</b></p> <p>Consequential changes:</p> <p>Delete supporting paragraph 165.</p> <p>Delete supporting text paragraph 187 and replace with three new paragraphs of text:</p> <p>187. A significant element of any further growth required in the next plan under the new planning system will be at a new settlement or settlements (see policy 7.6)</p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>187. National policy requires reviews of local plans to be completed no later than five years from their adoption, meaning that a rolling programme of plan making takes place. It currently seems likely that there will be a need to plan for further growth through the next local plan.</u></p> <p><u>187a. This plan identifies enough sustainable sites within and on the edge of settlements to meet currently assessed need for the plan period. A review of the local plan will need to assess options for longer term growth, including the potential for sustainable new settlement or settlements.</u></p> <p><u>187b A new settlement approach was considered in preparing this local plan but was rejected by the Partnership as being premature. The detailed exploratory work to consider options for a new settlement or settlements is intended to begin on adoption of this plan and will involve discussions with Government, agencies and partners along with public participation to inform the preparation of the next local plan.</u></p>		
<b>Appendices</b>					
MM19	138	Appendix 3	<p>Delete Appendix 3 – Monitoring Framework and renumber remaining appendices as appropriate.</p> <p>See separate Monitoring Framework document for updated text.</p> <p>.</p>	To ensure plan is effective and justified	No – the proposed modification clarifies the location of the Monitoring Framework which is supplementary information to the GNLP. This would not result in any change to the SA.
MM20	143	Appendix 6	<p>Delete current Appendix 6 – Housing delivery trajectory</p> <p>See separate document for updated appendix – Housing Delivery Trajectory and 5-year Land Supply (will become appendix 4)</p>	To ensure plan is effective and justified	No – the proposed modification amends supplementary information

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	<b>Could the Proposed Main Modification give rise to new SA work?</b>
					relating to the housing delivery trajectory. This would not result in any change to the SA.

## B.3 The Sites

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM21	-	Multiple	<p>Move the following strategic sites from their current chapters to a new section at the beginning of the Sites Plan with consequential modifications as detailed below. Any further modifications to the policies/supporting text to be made in accordance with the changes listed in this schedule.</p> <p><b>Policy GNLP0360/3053/R10 – East Norwich Strategic Regeneration Area</b> – move policy plus supporting text paragraphs 2.6 – 2.27 and policy map to new strategic sites section.                      Retain the East Norwich title and add new paragraph of text to read:  <u>The policy and supporting text for the East Norwich allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy GNLP0506 – Anglia Square, Norwich</b> – move policy plus supporting text paragraphs 2.72 – 2.74 and policy map to new strategic sites section.                      Retain the Anglia Square title and add new paragraph of text to read:  <u>The policy and supporting text for the Anglia Square allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p>Add the words <u>Strategic Allocation</u> at the beginning of Policy GNLP0506 Anglia Square</p> <p><b>Policy GNLP1061R – Land known as ‘Site 4’ Norwich Airport</b> – move policy plus supporting text paragraphs 2.75 – 2.80 and policy map to new strategic sites section.                      Retain the Policy GNLP1061R: Land known as ‘Site 4’, Norwich Airport title and add new paragraph of text to read:  <u>The policy and supporting text for the land known as ‘Site 4’ Norwich Airport allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy R38 – Three Score, Bowthorpe</b> – move policy plus supporting text paragraphs 2.361 – 2.362 and policy map to new strategic sites section.</p>	To ensure the plan is effective and justified	No – the proposed modification clarifies the location of policies and supporting text relating to site allocations.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>Retain the Policy R38: Three Score, Bowthorpe title and add new paragraph of text to read:  <u>The policy and supporting text for the Three Score, Bowthorpe allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy COL1 – Land adjacent to Norwich Research Park (NRP), Colney</b> – move policy plus supporting text paragraph 3.6 and policy map to new strategic sites section (this allocation to be combined with GNLP0331BR and GNLP0331CR which are to be deleted).                      Retain the Policy COL1: Land adjacent to Norwich Research Park (NRP), Colney title and add new paragraph of text to read:  <u>The policy and supporting text for the Norwich Research Park allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy COS3/GNLPSL2008 – Longwater Employment Area, Costessey</b> – move policy plus supporting text paragraph 3.18 and policy map to new strategic sites section.                      Retain the Policy COS3/GNLPSL2008: Longwater Employment Area, Costessey title and add new paragraph of text to read:  <u>The policy and supporting text for the Longwater Employment Area allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy GNLP0307/0327 – Land north of the A11, Cringleford</b> – move policy plus supporting text paragraphs 3.27 – 3.30 and policy map to new strategic sites section.                      Retain the Policy GNLP0307/GNLP0327: Land north of the A11, Cringleford title and add new paragraph of text to read:  <u>The policy and supporting text for the land north of the A11, Cringleford allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy EAS1 – Land south and east of Easton</b> – move policy plus supporting text paragraph 3.42 and policy map to new strategic sites section.                      Retain the Policy EAS1: Land south and east of Easton title and add new paragraph of text to read:  <u>The policy and supporting text for the land south and east of Easton allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>Policy HEL2 – Land at Royal Norwich Golf Club, either side of Drayton High Road, Hellesdon</b> – move policy plus supporting text paragraph 3.48 and policy map to new strategic sites section.                      Retain the Policy HEL2: Land at the Royal Norwich Golf Club, either side of Drayton High Road, Hellesdon title and add new paragraph of text to read:  <u>The policy and supporting text for the land at the Royal Norwich Golf Club allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy GNLP0132 – Land off Blue Boar Lane/Salhouse Road, White House Farm, Sprowston</b> – move policy plus supporting text paragraph 3.65 and policy map to new strategic sites section.                      Retain the Policy GNLP0132: Land off Blue Boar Lane/Salhouse Road, White House Farm, Sprowston title and add new paragraph of text to read:  <u>The policy and supporting text for the land off Blue Boar Lane/Salhouse Road, White House Farm allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy GNLP0337R – Land between Fir Covert Road and Reepham Road, Taverham</b> – move policy plus supporting text paragraph 3.72 and policy map to new strategic sites section.                      Retain the Policy GNLP0337R: Land between Fir Covert Road and Reepham Road, Taverham title and add new paragraph of text to read:  <u>The policy and supporting text for the land between Fir Covert Road and Reepham Road allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy HETHEL2 – Land south and south west of Lotus Cars, Hethel</b> – move policy plus supporting text paragraph 4.44 and policy map to new strategic sites section.                      Retain the Policy HETHEL 2: Land South and South West of Lotus Cars, Hethel title and add new paragraph of text to read:  <u>The policy and supporting text for the land south and south west of Lotus Cars allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>Policy HET1 (part of GNLP0177A) – Land north of Hethersett</b> – move policy plus supporting text paragraph 5.31 and policy map to new strategic sites section.                      Retain the Policy HET 1 (part of GNLP0177A): Land north Hethersett title and add new paragraph of text to read:  <u>The policy and supporting text for the land north of Hethersett allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u>                      Add the words ‘<u>Strategic Allocation</u>’ at the beginning of Policy HET1</p> <p><b>Policy HNF2/GNLP0466R – Land east of the A140 and north of Norwich International Airport, Horsham St Faith</b> – move policy plus supporting text paragraph 6.75 and policy map to new strategic sites section.                      Retain the Policy HNF2/GNLP0466R: Land east of the A140 and north of Norwich International Airport, Horsham St Faith title and add new paragraph of text to read:  <u>The policy and supporting text for the land east of the A140 and north of Norwich International Airport allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p>Make the following consequential changes to Sites Plan Introduction resulting from moving the strategic sites policies:</p> <p>Amend paragraph 1.2 to read:</p> <p>1.2 <del>This document is</del> <u>The first section of this document contains the strategic allocations and the remainder is then</u> organised according to the settlement hierarchy by:</p> <ul style="list-style-type: none"> <li>• Norwich and the fringe parishes,</li> <li>• Main towns,</li> <li>• Key service centres,</li> <li>• Broadland village clusters,</li> <li>• Non-residential allocations in South Norfolk,</li> <li>• <u>Gypsy and Traveller sites are grouped together at the end of the document.</u></li> </ul> <p>Maps and site policies are included for all allocated sites.</p>		
<b>Norwich</b>					

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM22	16	Norwich Policy GNLPO360/3053/R10	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>Policy GNLPO360/3053/R10: East Norwich Strategic Regeneration Area (ENSRA) incorporating:</b></p> <ul style="list-style-type: none"> <li>a) Land at the Deal Ground, Bracondale and Trowse Pumping Station in Norwich and the former May Gurney site at Trowse in South Norfolk (approx. 21.35 ha).</li> <li>b) Land at Carrow Works, <u>including Carrow House</u>, Norwich (approx. 19.91 ha).</li> <li>c) Utilities Site, Norwich (approx. 6.92 ha).</li> <li>d) Land in front of ATB Lawrence Scott (0.39 ha).</li> </ul> <p><del>The East Norwich Regeneration Area is allocated for residential led mixed use development including housing, community, education and leisure facilities, employment and retail, local greenspace, biodiversity areas and recreational open space as part of a balanced mix, together with all necessary supporting vehicular, pedestrian, cycle and public transport access infrastructure. The site is expected to deliver in the region of 4000 homes subject to confirmation through detailed master planning as defined in policy 7.1 of this plan.</del></p> <p>The <del>d</del>Development <u>across the East Norwich Strategic Regeneration Area</u> will achieve the following site-specific <u>wide</u> requirements:</p> <ul style="list-style-type: none"> <li>1. Development <del>must</del> <u>should</u> be undertaken comprehensively in accordance with <del>the masterplan</del> <u>and be guided and informed by the SPD</u> for the East Norwich Strategic Regeneration Area required by policy 7.1 (including in accordance with any phasing plan). Proposals should not prejudice future development of or restrict options for the other sites within the East Norwich <u>Strategic</u> Regeneration Area.</li> </ul>	To ensure the plan is effective and justified	Yes – the proposed modification has resulted in a number of wording changes relating to transport and other infrastructure requirements, and in accordance with Policy 7.1 (MM13) the allocation will deliver fewer homes. Policy GNLPO360/3053/ R10 has been assessed in the Main Modifications SA Report.



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>1a. Development should be guided and informed by the movement and connectivity framework set out within the SPD. Proposals must enable connectivity and permeability within and between the sites in the strategic regeneration area and beyond. Proposals should be designed for ease of access to, and by, public transport, with appropriate bridge provision to ensure the sites are fully permeable by sustainable transport modes. The travel impacts of the sites on the transport network must be appropriately managed. Planning applications must be supported by a comprehensive Transport Assessment which considers the whole of the strategic allocation.</u></p> <p>2. Development must create an inclusive, resilient and safe community in which people of all ages have good access to high quality homes that meet housing need along with opportunities to access high quality jobs and services.</p> <p>3. Co-ordinated delivery of new social <u>infrastructure</u> (e.g. <u>a new primary schools, neighbourhood shopping centre, community health facilities and recreational spaces including public open spaces and child play spaces</u>) and economic infrastructure (e.g. transport routes, bridges and utilities) and services, as informed by the <u>detailed masterplan for the East Norwich Strategic Regeneration Area SPD</u>.</p> <p>4. Make the most of its riverside location, including provision of a riverside walk along the northern and southern banks of the River Wensum, linking the sites and providing connections to <del>the</del> <u>Norwich City Football Club and the City Centre</u> as well as the establishment of a recreational route to Whitlingham County Park suitable for accommodating National Cycle Route 1 (NCR1) <del>as part of the integrated access and transportation strategy required by policy 7.1 and the 'River Wensum Strategy'</del>. This will be designed to allow future extension of the pedestrian and cycle network to serve <u>other</u> surrounding regeneration opportunity sites east of the city centre should they become available, including improved access routes to Kerrison Road and Hardy Road over or under the railway line north of Trowse Swing Bridge <u>and south of the river between the Deal Ground and Carrow Works;</u></p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>5. Achievement of an exemplar high quality, <u>high density</u>, locally distinctive design of a scale and form which respects its context and setting and makes the most of its riverside setting. <u>Proposals must establish strong built frontages along the River Wensum and the defining network of street and spaces with the sites.</u> Design should also take account of the significance of heritage assets on and off site and protected trees as informed by the <del>coordinated masterplanning process SPD.</del></p> <p>6. There will be the general presumption in favour of the repair and re-use of heritage assets on site as part of any <del>site regeneration</del> <u>redevelopment proposals</u>, however any application <del>for redevelopment</del> will be considered on its merit. Great weight will be given to the conservation of all designated heritage assets and proposals should provide a suitable setting for designated heritage assets affected by the proposal on and off site including key views from and into the site. Development proposals should draw upon local character and distinctiveness and <del>preserve or</del> <u>conserve, or where opportunities arise,</u> enhance the character and appearance of the conservation areas affected, <del>the</del> <u>Scheduled monuments, listed buildings, locally listed buildings and other non designated heritage assets on and adjacent to the site (including any contribution made to their significance by setting).</u> Development proposals should also consider heritage assets below ground and the impact upon the Broads.</p> <p>7. Proposals will maintain the open character of the Yare Valley and preserve long views towards the Broads and open countryside.</p> <p>8. Development proposals will include protection and enhancement of the existing biodiversity of the site including green infrastructure assets, corridors, trees and open spaces. Development must enhance linkages from the city centre to the Broads, Carrow Abbey Country Wildlife Site, the woodlands, the wider rural area and elsewhere in Norwich. <del>Furthermore Development must secure remediation and long term management of the Carrow Abbey Country Wildlife site.</del> Development must also achieve high quality landscaping, planting and biodiversity enhancements, including enhancements to the River Wensum</p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>and River Yare and to the locally registered historic park and garden, along with appropriate improved public access.</p> <p>9. Be designed to mitigate the impact of vibration, noise generation, light and air pollution from adjacent industrial operations, roads and railways in order to protect the amenity of users and occupiers of the sites.</p> <p>10. Proposals for development must ensure that they will not place constraints on the operation of the <del>existing rail connected</del> <u>safeguarded</u> asphalt and aggregates transshipment operation <u>and associated rail facility</u>.</p> <p>11. Development proposals must address and remediate site contamination</p> <p>12. An archaeological assessment will be required prior to development</p> <p>13. Site specific flood risk assessment must be undertaken prior to development and the design of the development will need to be flood resilient and incorporate appropriate mitigation measures in order to address flood risk from both river and surface water flooding.</p> <p><u>13a. Development must allow scope for greater use of the Rivers Wensum and Yare for water based recreation, leisure and tourism including the potential inclusion of marinas and riverside moorings.</u></p> <p><del>14. Norfolk Minerals and Waste Core Strategy Policy CS16 and the NPPF 'agent of change' principle applies, as parts of the sites are within the consultation area of a safeguarded mineral infrastructure (aggregate and roadstone railhead and asphalt plant);</del></p> <p><u>Deal Ground/May Gurney Site</u></p> <p>Development must also achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Preserve the integrity and wooded landscape character and biodiversity interest of the eastern margin of the Deal Ground around Carrow Abbey Marsh and Whitlingham Country Park to the east.</li> <li>2. Development must secure remediation and long term management of the Carrow Abbey County Wildlife site (on and adjacent to this site).</li> </ol>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>3. Proposals will include the <del>preservation</del> <u>conservation</u> of the grade II listed 'bottle kiln' and it's setting in the north part of the site and Trowse Pumping Station within Trowse Millgate Conservation Area to the south. Imaginative <del>repair</del> <u>restoration</u> and re-use of the bottle kiln in a manner that maintains its special interest will be <del>encouraged</del> <u>supported and a management plan demonstrating how the asset will be maintained in the future will be required</u>. Proposals should also acknowledge the heritage significance of the site adjacent to Carrow Works.</p> <p><u>3a. Deliver the following key infrastructure having regard to the phasing plans and trigger points to be set out in the SPD and subject to viability testing through individual planning applications:</u></p> <p><u>a) Provision of a new/replacement junction in close proximity to the existing Bracondale entrance to the May Gurney site, details to be determined through a Transport Assessment.</u></p> <p><u>b) Provision of a fixed all modes bridge over the River Yare connecting the May Gurney site to the Deal Ground site built to adoptable standards;</u></p> <p><u>c) Provision of a spine road across the Deal Ground built to adoptable standards.</u></p> <p><u>d) Provision of a high-quality east-west pedestrian/cycle route to connect the railway underpass to Whitlingham Bridge and to the city centre, and facilitate enhancement works to the underpass.</u></p> <p><u>e) Provision for a fixed pedestrian/cycle bridge over the River Yare to Whitlingham Country Park.</u></p> <p><u>f) Land to be safeguarded to enable the delivery of a twin track Trowse Rail bridge.</u></p> <p><u>g) Provision for an all-modes bridge over the River Wensum to the Utilities Site and connected to the spine road.</u></p> <p><u>h) Provision of a new high-quality marina, having regard to the specifications set out in the SPD.</u></p> <p><u>i) Provide unconstrained access and services to the moorings downstream of the new Wensum Bridge.</u></p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>j) Provision of continued access (including services), to the existing Carrow Yacht Club.</u></p> <p>Carrow Works</p> <p>Development must also achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Proposals will include the <del>protection</del> <u>conservation</u> and long term management of the scheduled monument and listed buildings on the site and provide a suitable setting for designated heritage assets affected by the proposals on and off site. Proposals, which seek to convert, alter or demolish locally listed buildings or have a harmful impact on the significance of their setting, will be considered on their merits. Clear justification for all proposals will be required;</li> <li>2. Proposals will be required to adopt and implement a strategy of heritage interpretation <u>relating to both the heritage assets of the site, and the use(s) of the site.</u></li> </ol> <p><u>2a. Deliver the following key infrastructure having regard to the phasing plans and trigger points to be set out in the SPD and subject to viability testing through individual planning applications:</u></p> <ol style="list-style-type: none"> <li><u>a) Provision of a high-quality east-west pedestrian/cycle route to connect King street to the railway underpass, and facilitate enhancement works to the underpass.</u></li> <li><u>b) Provision of a pedestrian/cycle bridge over the River Wensum (linking to Carrow Road).</u></li> <li><u>c) Provision of key road infrastructure across the Carrow Works site (built to adoptable standards and able to accommodate public transport).</u></li> <li><u>d) Provision of a second point of access to King Street, the detail of which will be determined through a Transport Assessment.</u></li> <li><u>e) Provision of high-quality pedestrian/cycle routes to both the city centre and Bracondale.</u></li> </ol>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>f) Off-site improvements to the highway network including junction enhancements and improved crossing facilities, the detail of which will be determined through a Transport Assessment.</u></p> <p><u>g) Safe and convenient cycle route through the Carrow Works site connecting Martineau Lane roundabout to King Street.</u></p> <p><u>h) Provision of a serviced site for a two form entry primary school.</u></p> <p><u>i) Provision of land for a health facility sufficient to serve the East Norwich development as a whole.</u></p> <p><u>j) Provision of a neighbourhood shopping centre to meet the day to day needs of future residents and to be delivered in a location which is accessible to all future residents of the East Norwich Strategic Regeneration Area by sustainable transport means.</u></p> <p>Utilities Site</p> <p>Development must also achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Proposals should acknowledge the heritage significance <u>or previous use</u> of the site as a former power station as part of the requirement <del>in policy 7.1 to protect and conserve, and where opportunities arise,</del> enhance heritage assets and their setting.</li> <li><del>2. Establishment of recreational routes along the eastern margin of the site with a potential pedestrian and cycle link to Carey's Meadow as part of the integrated access and transportation strategy;</del></li> <li><del>3. 2.</del> Effective integration with proposals for the area of the site immediately to the east falling within the Broads Authority area and covered by policy NOR1 of the adopted Broads Local Plan 2019 (or successor document).</li> <li><u>3a. . Deliver the following key infrastructure having regard to the phasing plans and trigger points to be set out in the SPD and subject to viability testing through individual planning applications:</u></li> </ol>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>a) Provision of a new all mode bridge over the River Wensum connecting to the Deal Ground spine road.</u></p> <p><u>b) Provision of a new high quality marina having regard to the specifications set out in the SPD.</u></p> <p><u>c) Provision of a high-quality pedestrian/cycle route along the River Wensum frontage of the Utilities site connecting to the adopted riverside walkway to the west of ATB Laurence Scott (or Hardy Road).</u></p> <p><u>d) Provision of a secondary/emergency vehicular and pedestrian/cycle access to Hardy Road and/or Cremorne Lane.</u></p> <p><u>e) Provision of unconstrained access and services to the moorings downstream of the new Wensum Bridge.</u></p> <p><u>Land adjacent to ATB Laurence Scott</u></p> <p><u>1. A high quality pedestrian/cycle route along the River Wensum frontage of the ATB Laurence Scott site shall be provided which connects to the adopted riverside walkway to the west of ATB Laurence Scott (or Hardy Road), and to the riverside pedestrian/cycle route on the Utilities site.</u></p>		
MM23	22	Norwich Policy GNLP0068	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0068</b></p> <p><b>Land adjacent to the River Wensum and the Premier Inn, Duke Street (approx. 0.12ha) is allocated for residential-led mixed use development. This will include a <del>minimum of</del> <u>approximately</u> 25 homes (or if developed for student accommodation, a <del>minimum of</del> <u>approximately</u> 125 student bedrooms). A small element of commercial, office, and/or educational use at ground floor level may also be acceptable.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design.</li> <li>2. A scale and form which respects and takes advantage of its riverside context;</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>3. <del>The need to Conserve</del> <u>conserve</u> and, <u>where opportunities arise</u>, enhance the significance of the City Centre Conservation Area and nearby listed buildings (including any contribution made to their significance by setting);<sub>7,2</sub></p> <p>4. Ensures a high level of flood resilience and incorporates appropriate mitigation measures; (including addressing identified risks from flooding from rivers and surface water flooding);<sub>7,2</sub></p> <p>5. If developed as purpose-built student accommodation, Affordable Housing contributions to be provided <del>as a commuted sum</del> in accordance with <del>Norwich City Council Affordable Housing supplementary planning document (2019) or any successor</del> <u>the requirements set out in Policy 5 – Homes.</u></p> <p>6. <u>Reduced levels of residential car parking to achieve low car or car-free housing development in accordance with Policy 2 – Sustainable Communities is appropriate to be provided in this location.</u></p> <p>7. Provision of public access to and along the river for walking and cycling, including a ramp from Duke Street, designed to facilitate a future extension of the riverside walk eastward to St Georges Street in accordance with policy 7.1 and the 'River Wensum Strategy';<sub>2</sub></p> <p>8. High quality landscaping, planting and biodiversity enhancements particularly along the river edge;<sub>2</sub></p> <p>9. Protection of bankside access for maintenance purposes.</p> <p>10. Existing surface water discharge point located within the boundary of the site which must be addressed as part of any scheme put forward.</p> <p>11. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></p> <p>Make consequential amendments to paragraph 2.31 to read:</p> <p>2.31 Although not previously allocated in the Local Plan, the site benefits from an extant 2004 permission for 21 homes. That permission has been implemented and remains valid through the construction of the hotel forming part of the same approved proposals. Further to this, consent was granted in November 2019 for the construction of a 139 bed Purpose Built Student Accommodation Block (18/01552/F). The site is likely to accommodate <del>at least</del> <u>approximately</u> 25 homes</p>		



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>or 125 student bedrooms. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>		
MM24	25	Norwich Policy GNLP0133-BR	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0133-BR</b>  <b>Land adjoining the Enterprise Centre at Earlham Hall (walled garden and nursery 1.29ha) is allocated for university-related uses, including offices (Use class E(gi)), research and development (Use class E(gii)) and educational uses (Use class F4 F.1) providing in the region of 5,000 sq.m of floorspace.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, low carbon, and energy efficient development which respects its historic context.</li> <li>2. <del>Development should protect</del> <u>The need to conserve and, where opportunities arise, enhance the significance of the grade II* Earlham Hall and associated Grade II listed buildings, the Grade II registered Earlham Park Historic Park and Gardens, and the Earlham Conservation Area (including any contribution made to that significance by setting), through careful design, massing and appropriate open space and landscaping, a Heritage Impact Assessment should be undertaken, including the need for archaeological evaluation and recording, and regard should be had to the recommendations of the GNLP Heritage Statement (June 2021).</u></li> <li>3. Low rise development with high quality landscaping, planting and biodiversity enhancements to reduce the impact of built development, providing links to the river valley and integrating with the existing cycle and pedestrian network within the campus;</li> <li>4. Motor vehicular access should be taken from the existing access via University Drive.</li> <li>5. No additional car parking to be created;</li> <li>6. Linking development to the university district heating network, where feasible and viable to do so, or providing alternative on site facilities where these are considered to minimise impacts which might arise from connection to the national grid.</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM25	28	Norwich Policy GNLP0133-C	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0133-C</b>  <b>Land north of Cow Drive (the Blackdale Building, adjoining Hickling House and Barton House, University of East Anglia, 0.89 hectare) is allocated for student accommodation development which may include a small element of ancillary university related uses. The site is expected to accommodate a minimum of approximately 400 student bedrooms.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive, energy efficient design whose form and massing takes account of its location on the fringe of the campus, complements and integrates with existing adjoining development and respects the design and heritage significance of the main part of the campus.</li> <li>2. High quality landscaping, planting and biodiversity enhancements to reduce the impact of built development, providing for the retention and enhancement of existing landscape features and the protection, enhancement and management of and public access to the adjacent Blackdale Plantation;</li> <li>3. Linking development to the university district heating network, where feasible and viable to do or providing alternative on site facilities where these are considered to minimise impacts which might arise from connection to the national grid.</li> <li>4. <del>Access arrangements to the site will be in accordance with the approved planning permission, unless otherwise agreed with the Local Planning Authority in consultation with the Local Highway Authority.</del></li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.
MM26	31	Norwich Policy GNLP0133-DR	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0133-DR</b>  <b>Land between Suffolk Walk and Bluebell Road, (3.96 hectares) is allocated for university related development for both academic and non-academic uses.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive, energy efficient design whose form and massing takes account of and respects its location and will form a</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>logical, coherent, integrated and coordinated extension on the fringe of the campus.</p> <ol style="list-style-type: none"> <li>2. <del>Development should take</del> <u>Take</u> account of its sensitive location adjoining the University Broad, protect the visual setting of the south elevations of “The Prospect” and <del>respect</del> <u>conserve, and where opportunities arise, enhance</u> the heritage significance and setting of the listed buildings within the campus, including the grade II* Sainsbury Centre and Norfolk and Suffolk Terraces, Grade II listed Lasdun Teaching Wall and Library and locally identified Crescent Wing of the Sainsbury Centre, Suffolk Walk, School of Music, Drama studio and Nelson Court; balanced against having regard to Lasdun’s original architectural vision which must be a material consideration in its design. <u>A Heritage Impact Assessment should be undertaken, including the need for archaeological evaluation and recording, and regard should be had to the recommendations of the GNLP Heritage Statement (June 2021).</u></li> <li>3. High quality landscaping, planting and biodiversity enhancements to reduce the impact of built development, providing for the retention and enhancement of existing landscape features and improved public access to the University Broad and to local green space in the Yare Valley from this part of the campus; establishment and improvement of pedestrian and cycle routes across the site to connect with the existing cycle network.</li> <li>4. Access arrangements to the site to be informed by a transport assessment and updated travel plan. No vehicular access from Bluebell Road, access to be via existing university site only with access only for service vehicles and managed pick-up / drop-off for students for any residences provided.</li> <li>5. Existing foul and surface water sewers on site to be considered as part of the site layout.</li> <li>6. Linking development to the university district heating network, where feasible and viable to do so or providing alternative on site facilities where these are considered to minimise impacts which might arise from connection to the national grid.</li> </ol>		<p>the site information or appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>7. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p>Amend supporting text paragraph 2.39 to read:</p> <p>2.39 Public access to the University Broad from Bluebell Road, including cycle routes, must be retained and enhanced. <del>Since the proposal involves the loss of existing open space, any development must include the opening up of new areas for public access as compensation for this loss.</del> Transport impacts assessment will be required <del>and</del> as well as a review of the campus travel plan.</p> <p>Move wording of deleted policy requirement 7 to the supporting text. Insert after current paragraph number 2.40.</p>		
MM27	36	Norwich Policy GNLP0282	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0282</b>  <b>Land at Constitution Motors, 140-142 Constitution Hill (approx. 0.27 ha) is allocated for residential development. This will provide a minimum of <u>approximately 12</u> homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive and energy efficient design of a scale and form which is in keeping with local character, respects and enhances the heritage significance of the adjoining locally listed former public house and preserves the trees on the eastern boundary and open setting of the playing fields to the rear.</li> <li>2. High quality landscaping, planting and biodiversity enhancements including the provision of new trees and enhancing the green frontage to Constitution Hill.</li> <li>3. Addressing and remediating potential contamination from previous motor trade uses;</li> <li>4. Low-car development in accordance with policy 2 is appropriate in this location as it is on a high frequency bus route.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM28	40	Norwich Policy GNLP0401	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0401</b>  <b>Former Eastern Electricity Headquarters, (Duke’s Wharf) Duke Street (approx. 0.83ha) is allocated for mixed-use development which may include a minimum of 100 homes, (or, if the residential element is provided as student accommodation, at least 250 bedrooms). Employment, managed workspace, leisure, financial and professional services, education and cultural uses will also be acceptable as part of a balanced mix.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which respects and takes advantage of its riverside context and prominent location within the City Centre Conservation Area and <del>the Broads National Park</del>, maintains and/or recreates strong built frontages to Westwick Street, Duke Street and the River Wensum;</li> <li>2. Conserve and, <del>where opportunities arise</del>, enhance the significance of heritage assets (including any contribution made to their significance by setting) including the City Centre Conservation Area, Grade I listed St. Gregory’s Church and Strangers Hall Museum, grade II* listed Charing Cross and other buildings listed at grade II;</li> <li>3. Ensures a high level of flood resilience and incorporates appropriate flood mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding);</li> <li>4. Decommissioning and removal of the existing surface car parking;</li> <li>5. Development may include either the conversion of existing buildings or redevelopment;</li> <li>6. Provision of pedestrian links from Westwick Street to Duke Street and Dukes Palace Bridge, improved permeability of the site making the most of its riverside location;</li> <li>7. <del>Inclusion of low car or car free housing, in accordance with policy 2, where consistent with scheme viability</del> <u>Reduced levels of residential car parking to</u></li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>achieve low car or car-free housing in accordance with Policy 2 – Sustainable Communities is appropriate to be provided in this location;</u></p> <p>8. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road;</p> <p>9. High quality landscaping, planting and biodiversity enhancements;</p> <p><u>10. Heritage interpretation measures to be incorporated in accordance with Policy 3 of this plan.</u></p>		
MM29	43	Norwich Policy GNLP0409AR	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0409AR</b>  <b>Land at Whitefriars (approx. 1.61 hectares) is allocated for residential-led mixed-use development. This will include a minimum of approximately 220 homes. Offices and managed workspace, ancillary retail use, restaurants, bars, and recreational open space will be accepted as part of a balanced mix of uses.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which respects and takes advantage of its riverside context and location within and adjoining the City Centre Conservation Area. Design should distinguish between the areas within and outside of the city walls through layout, scale, height, use of materials and design detailing.</li> <li>2. There will be a general presumption in favour of the repair and re-use of heritage assets on site as part of any site regeneration, however any application for redevelopment will be considered on its merit. Great weight will be given to the conservation of all designated heritage assets. Proposals will enhance the setting of the City Wall scheduled monument and, the two listed cottages at 77-79 Barrack Street must be retained, brought back into residential uses and renovated. Proposals should provide a suitable setting for designated heritage assets affected by the proposals on and off site including key views from and into the site.</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>3. Development proposals should draw upon local character and distinctiveness and <del>preserve</del> <u>conserve or, where opportunities arise,</u> enhance the character and appearance of the conservation area.</li> <li>4. Ensures a high level of flood resilience and incorporates appropriate flood mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding);</li> <li>5. Reintroduce a building line along Barrack Street and a frontage to the river; buildings fronting the river should respond to the height of the mill whilst remaining subservient to it.</li> <li>6. <del>Car</del> <u>Reduced levels of residential car parking to achieve low car or car free or low-car</u> housing development in accordance with Policy 2 – <u>Sustainable Communities</u> is appropriate <u>to be provided</u> in this location.</li> <li>7. Maximises the views across, from and of the river. Retain the existing embankment line and historic features. Enhancement of river access including provision for the extension and maintenance of the riverside walk in accordance with policy 7.1 and the ‘River Wensum Strategy’ (including provision of open space/play provision near the city wall) and the establishment and improvement of pedestrian and cycle routes east-west across the site to connect with the existing cycle network.</li> <li>8. Protect and enhance the significant long views across the site towards Norwich Cathedral;</li> <li>9. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road.</li> <li>10. Proposals will be required to adopt and implement a strategy of heritage interpretation relating to the former use of the site as a printworks;</li> <li>11. High quality landscaping, planting and biodiversity enhancements including protection of trees along the river edge;</li> <li>12. Provision of public realm enhancements including the provision of open space and playspace of an appropriate form and character for the enjoyment of residents and visitors;</li> </ol>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			13. Protection of bankside access for maintenance purposes. 14. Vehicular access should be from Barrack Street via Gilders Way. 15. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u>		
MM30	46	Norwich Policy GNLP0409BR	Amend the policy to read:  <b>POLICY GNLP0409BR</b> <b>Land south of Barrack Street (approx. 2.17 hectares) is allocated for residential-led mixed-use development. This will include a minimum of approximately 200 homes. Offices and managed workspace, ancillary retail and professional uses, restaurants, cafes and bars, and recreational open space will be accepted as part of a balanced mix of uses.</b>  The development will achieve the following site-specific requirements: <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which respects and takes advantage of its riverside context and location adjacent to the City Centre Conservation Area.</li> <li>2. Proposals will provide a suitable setting for designated heritage assets affected by the proposals on and off site including key views from and into the site in particular the significant long views across the site towards Norwich Cathedral.</li> <li>3. Ensures a high level of flood resilience and incorporates appropriate flood mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding);</li> <li>4. The office element of the scheme should be located to extend and consolidate the existing completed phases of the St James' Place development at Gilders Way;</li> <li>5. Provision of integral and well-designed parking areas to serve existing offices at Gilders Way and St James' Place, St James' Court and St James' Mill as well as proposed office users together with segregated areas of residents parking. <u>Reduced levels of residential car parking to achieve low car or Car free or low-car housing development in accordance with Policy 2 is appropriate in this location.</u></li> </ol>	To ensure the plan is justified and effective.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>6. Incorporates views across, from and of the river. Retain the existing embankment line and historic features. Enhancement of river access including provision for the extension and maintenance of the riverside walk in accordance with policy 7.1 and the 'River Wensum Strategy'. The establishment and improvement of pedestrian and cycle routes north-south across the site from Jarrold Bridge to Barrack Street and improve east-west links to connect with the existing cycle network.</p> <p>7. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road.</p> <p>8. High quality landscaping, planting and biodiversity enhancements including protection of trees along the river edge;</p> <p>9. Provision of public realm enhancements including the provision of open space and playspace of an appropriate form and character for the enjoyment of residents and visitors;</p> <p>10. Protection of bankside access for maintenance purposes.</p> <p>11. Vehicular access should be from Barrack Street via Gilders Way.</p> <p>12. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></p>		
MM31	49	Norwich Policy GNLP0451	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0451</b>  <b>Land adjoining Sentinel House, (St Catherine's Yard) Surrey Street (approx. 0.38 hectares) is allocated for residential development. This will provide a minimum of approximately 40 homes, (or, if developed for student accommodation, a minimum of approximately 200 student bedrooms). Commercial uses including small scale retail, financial and professional services, restaurants/cafes or other main town centre uses will be accepted at ground floor level where compatible with adjoining residential uses.</b></p> <p>The development will achieve the following site-specific requirements:</p>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which respects its location within the City Centre Conservation Area, conserves and, <u>where opportunities arise</u>, enhances adjoining heritage assets, including a number of grade II listed buildings, and their settings through careful design, massing and appropriate open space and landscaping; and protects amenity and outlook for existing and future residents;</li> <li>2. If developed as purpose-built student accommodation, Affordable Housing contributions to be provided <del>as a commuted sum</del> in accordance with <del>Norwich City Council Affordable Housing supplementary planning document (2019) or any successor</del> <u>the requirements set out in Policy 5 – Homes.</u></li> <li>3. <del>A</del> <u>Reduced levels of residential car parking to achieve low car or car-free housing development in accordance with Policy 2 – Sustainable Communities</u> is appropriate to be provided in this location;</li> <li>4. Provision of a safe and legible pedestrian route through the site to link Surrey Street to Queens Road and enable connections along Queens Road to the junction with All Saints Green and north to Ber Street via Chapel Loke. Vehicular access to the site should be taken from Surrey Street.</li> <li>5. High quality landscaping, planting and biodiversity enhancements, open space including <u>enhancement retention</u> of trees along the frontage to Queens Road. <u>Replacement planting of new trees will be required to mitigate any loss of poor-quality trees.</u></li> <li>6. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></li> </ol> <p>Make consequential change to paragraph 2.71 to read:</p> <p>2.71 The site is expected to accommodate <del>at least approximately</del> 40 homes or alternatively <del>at least approximately</del> 200 student bedrooms. The site benefits from extant permission for development of 252-bedroom purpose built student accommodation (PBSA). <del>More housing may be accommodated, subject to an acceptable design and layout etc. being achieved and impacts on adjoining</del></p>		<p>appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>occupiers and on the character and setting of adjacent heritage assets being appropriately mitigated.</del></p>		
MM32	51	Norwich Policy GNLP0506	<p>Amend the policy to read:</p> <p><b><u>STRATEGIC ALLOCATION</u></b></p> <p><b>POLICY GNLP0506</b></p> <p><b>Land at and adjoining Anglia Square, Norwich (approx. 4.79 hectares) is allocated for residential-led, mixed-use development as the focus for an enhanced and improved large district centre and to act as a catalyst for wider investment and redevelopment within the Northern City Centre strategic regeneration area as defined in policy 7.1 of this plan.</b></p> <p><b><u>The site will deliver in the region of 800 homes taking into account the quantum of other uses that are proposed, its location within the City Centre Conservation Area, and scheme viability.</u></b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Delivery of a comprehensive, mixed use regeneration scheme which can include residential development, student accommodation, retail units contributing to the Magdalen Street/Anglia Square large district centre, offices and flexible workspace, hotel, leisure and hospitality uses and community facilities as part of a balanced mix <u>to support the Large District Centre.</u></li> <li>2. Phasing (where appropriate) to be agreed;</li> <li>3. <del>A significantly improved</del> <u>Significant improvements to the quality of the retail/leisure offer providing a continuous. The development should also provide an active frontage between Magdalen Street and St Augustine’s Street.</u></li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>4. Removal of the derelict and long-term vacant buildings from the site, including Sovereign House and the existing multi-storey car park.</p> <p>5. <u>Delivery Provision of replacement high quality decked public an appropriate level of car and cycle parking to serve the large district centre taking into consideration the highly sustainable location of the site and the proximity of alternative car parking provision off site.</u></p> <p>6. Achievement of high quality, locally distinctive and energy efficient design with scope for a landmark building or buildings providing a new focal point for the Northern City Centre and sited to conserve and enhance the significance of heritage assets and their settings;</p> <p>7. <u>Conserve A Heritage Impact Assessment (HIA) will be required to inform the capacity of the site and design of the proposed development alongside consideration of other constraints and viability. Development should conserve, and, where opportunities arise, enhance the significance of the City Centre Conservation Area and the settings of nearby listed buildings including those at Magdalen Street, Doughtys Hospital, <del>Doughtys Cottages</del>, St Augustine’s Street (including grade I listed Church of St Augustine), 2-12 Gildencroft, including any contribution made to their significance by setting.</u></p> <p>8. <u>Heritage interpretation measures to be incorporated in accordance with Policy 3 of this plan.</u></p> <p>9. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></p> <p><del>8.</del> 10. High quality landscaping, planting and biodiversity enhancements;</p> <p><del>9.</del> 11. <u>Low car or car-free housing where consistent with scheme viability. Low levels of residential car parking as part of a package of measures promoting sustainable travel and taking into consideration the highly accessible City Centre location of the site.</u></p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>40.</del> <u>12.</u> A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the <u>main road adjacent roads.</u></p> <p><del>44.</del> <u>13.</u> Significant improvements in connectivity and permeability across the site to deliver new and enhanced pedestrian and cycle links north-south between Edward Street and St Crispin’s Road, and east-west between Magdalen Street and St Augustine’s and improved integration with the surrounding network;_</p> <p><del>42.</del> <u>14.</u> High quality public realm improvements creating attractive, legible and user-friendly streets and public spaces both within the site and adjacent to it on Magdalen Street (including land under the flyover), <u>Pitt Street and Edward Street.</u></p> <p><del>43.</del> <u>15.</u> A mobility hub featuring shared transport services (buses, car club and bike share) centred on Magdalen Street in the vicinity of the flyover that is easily accessible on foot and by bicycle to promote use of sustainable transport modes by residents, visitors and other users;_</p> <p><del>14.</del> <u>Heritage interpretation measures to be incorporated in accordance with Policy 3 of this plan.</u></p> <p>Make consequential amendments to supporting text paragraph 2.74 to read:</p> <p><u>Following the secretary of state’s refusal in November 2020 of a scheme that would have provided over 1,200 homes, the capacity of the site to accommodate housing will need to be considered in the context of the quantum of other uses to be provided as part of the development and taking into consideration the sensitivity of its location in the City Centre Conservation Area. It is a highly sustainable location where high densities are encouraged although the constraints of the site do limit its potential. The level of development and detailed design will be best determined through the development management process informed by consideration of the factors listed in the policy below. The site-It is expected that this is likely to accommodate be in the region of 800 homes, a significant proportion of which will be affordable, although the precise level will need to be the subject of further detailed viability assessment. This figure will be used in</u></p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>calculations of the contribution of the site to the 'total housing potential' of the strategy, and for interim monitoring, although it should be stressed that this is neither an assessment. It will also provide a mix of affordable tenures consistent with identified needs at the time of submission of capacity nor a planning application. minimum requirement. Anglia Square should retain its position as part of a defined large district centre, complementing the city centre retail offering.</del></p>		
MM33	55	Norwich Policy GNLP1061R	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY GNLP1061R</b></p> <p><b>Land known as 'Site 4', Norwich Airport (approximately 42.46 43.66ha) is allocated for aviation related employment and, aviation educational uses and general employment. This Aviation related uses shall include aviation uses falling be those that fall within the following use classes: E(g)(ii) (the research and development of products and processes), E(g)(iii) (any industrial process), B2 (industrial), B8 (storage and distribution and F1(a) (for the provision of education). General employment shall be for those that fall within the use classes E(g)(ii) (the research and development of products and processes), E(g)(iii) (any industrial process), B2 (industrial) and B8 (storage and distribution).</b></p> <p><u>The development will achieve the following site-specific requirements:</u></p> <p>1. Provide development of aviation related uses. <del>Non-aviation development and general employment. Non-aviation development will be limited to no more than 23.16ha of the site and no more than 50% of the floorspace on the development. Non-aviation related office uses and retail and leisure uses will not be accepted. will only be permitted where it is demonstrated that there is insufficient demand over the next 40 years for aviation related uses on the site and where such non-aviation development would act and be secured as a catalyst to deliver essential infrastructure facilitating the aviation related elements of the development. In any case non-aviation development would be limited to no more than 50% of the floorspace on the development. Should non-aviation uses be considered acceptable development is anticipated to include E(g)(ii) (the research and development of products and processes), E(g)(iii) (any industrial process), B2 (industrial) and B8 (storage and distribution). Non-aviation related office uses (Class E(g)(i), retail and leisure uses will not be accepted.</del></p>	To ensure the plan is effective and justified.	Yes – the proposed modification has resulted in a number of wording changes relating to site-specific requirements, and a slight increase in the overall site area. Policy GNLP1061R has been assessed in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>2. Development proposals shall only be approved where they adhere to the principles set out in a Design Concept Masterplan for the whole site which is approved by the Council. The Design Concept Masterplan shall include an indicative layout (clearly identifying areas for aviation and non-aviation uses), a phasing plan, and information on the delivery of critical infrastructure, landscaping, ecology, drainage and sustainable transport measures.</p> <p><del>2.</del> 3. <del>Adoption of a surface access strategy</del> Prior to the occupation of more than 30,000sqm (GEA) floor space, an Airport Surface Access Strategy for the wider airport operational area, which promotes sustainable transport to the site, shall <del>occur prior to any development</del> be approved by the Council and prior to the occupation of development of any phase (as agreed through the Design Concept Masterplan) an Interim Travel Plan for that phase shall be approved.</p> <p>4. Provision of a mobility hub on the site to allow for bus drop off/pick up, turnaround space, passenger waiting facilities, electric vehicle charging points, car club vehicle(s) and cycle provision/parking.</p> <p>5. Prior to the occupation of more than 30,000sqm (GEA) floor space a scheme for the provision of a bus link and bus gate between the terminal building and Spitfire Road shall be approved by the Council. There is limited scope to provide enhanced facilities for non-car modes of access to the site so this can be mitigated by offsetting against the rest of the airport where sustainable access enhancements can be more readily achieved.</p> <p><del>3.</del> 6. Provide vehicular access from the existing roundabout at Broadland Northway (A1270).</p> <p><del>4.</del> 7. Demonstrate that appropriate account has been taken of the potential impacts of noise from existing and proposed airport operations and noise generation from the development itself.</p> <p><del>5.</del> 8. Be subject to landscape visual impact assessment and appropriate landscape mitigation to the northwest, north and northeast boundaries. SUDs will need to be provided as part of the development.</p> <p><del>6.</del> 9. Changes of use <del>should</del> will normally be restricted by conditions on any future planning <del>applications</del> approvals to prevent units being utilised more broadly, and <del>for</del> where aviation related uses have been granted, to prevent the change to non-aviation related uses and to set a limit on the amount of ancillary trade counters, display and office use.</p> <p>Make consequential changes to supporting text:</p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>2.77 With regards to topography, the site rises gently to the north. It is largely featureless with the land largely consisting of a taxiway and grassland within the operational boundary of the Airport. The site is <del>42.46ha</del> <u>43.66 hectares</u> and of this total 28.38 hectares fall within Norwich’s administrative boundary and approximately <del>14.08</del> <u>15.28</u> hectares is within Broadland District.</p> <p>2.78 This site provides a unique opportunity as it is the only site that can provide development for aviation related uses. <del>As such it</del> <u>In accordance with the Norwich Airport Masterplan endorsed by both Norwich City Council and Broadland District Council, the site is allocated for aviation related employment, aviation educational uses and general employment with a cap on the amount of non-aviation uses. Following a significant period of marketing the site for aviation related uses to no success, the inclusion of non-aviation employment land may act as a catalyst to development of this site; further to this, securing non-aviation development to this site should provide a serviceable plot more likely to attract future aviation uses. It is important that in line with the masterplan a minimum of 20.5ha of the site is retained for aviation uses (which means that approximately 47% of the 43.66ha site will be safeguarded for aviation related employment and educational uses. If the site were to be developed for non-aviation related uses, this could mean that any potential). This will ensure that there is sufficient land to attract additional large aviation-related businesses. These businesses, would could be lost to the local area as if there would be is nowhere to suitably located it locate them.</u></p> <p><del>2.79 Only where evidence can demonstrate that there is insufficient demand for aviation related uses in the long term and where non-aviation development would act as a catalyst to deliver essential infrastructure to enable aviation related elements of the development should non-aviation related uses be permitted.</del> Given the evidence set out within the Review of Office Accommodation in Norwich (Ramidus, 2020), it is not considered appropriate to allow non-aviation related office uses due to the potential harm that this could have upon Norwich’s city centre and similarly it is not considered that retail and leisure uses would be appropriate in this out of centre location.</p> <p>Add new paragraph of supporting text following current paragraph number 2.80 to read:</p> <p><u>Preparation and approval of a surface access strategy is required prior to the occupation of more than 30,000 sqm (GEA) floor space</u></p>		



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM34	60	Policy GNLP2114	<p>Amend the policy to read:</p> <p><b>POLICY GNLP2114</b>  <b>Land at and adjoining St Georges Works, Muspole Street (approx. 0.55 ha) is allocated for residential-led mixed-use comprehensive redevelopment. This has the potential to provide a minimum of up to approximately 110 homes, together with a minimum of or circa 5000sqm of commercial floor space that could incorporate offices and managed workspace and potentially other ancillary uses such as small-scale retailing. The site should be redeveloped to provide a mix of both residential and commercial activity.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Retention and conversion of the existing former factory buildings on site subject to demonstrating a proposal’s viability, and deliverability;</li> <li>2. New build development, if proposed, to achieve a high quality locally distinctive design which reinstates a strong built frontage along the west side of Muspole Street; that <del>preserves</del> <u>conserves</u> and, <u>where opportunities arise</u>, enhances the significance of the City Centre Conservation Area and nearby designated heritage assets, including 47 and 49 Colegate and the Woolpack Public House, all listed at grade II, including any contribution made to that significance by the setting.</li> <li>3. Impacts of proposed development on existing residents and local businesses, including pubs, to be minimised.</li> <li>4. Key views toward the tower of St Georges Colegate to be protected and enhanced;</li> <li>5. High quality landscaping and biodiversity enhancements to be provided on site, with scope for off-site contributions to public realm improvements and the creation of a new pedestrian square between Muspole Street and St George’s Plain;</li> <li>6. <u>Reduced levels of residential car parking to achieve low car or Car car free or low-car housing development in accordance with Policy 2 – Sustainable Communities is appropriate to be provided</u> in this location.</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>7. The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></p> <p>Make consequential changes to paragraphs 2.82 and 2.84 of supporting text to read:</p> <p>2.82 The St Georges' Works site includes Seymour House and Lion House, Muspole Street and premises known as the Guildyard, Colegate which were historically part of the shoe factory complex so are included in the proposed allocation. The Guildyard and Seymour House have <u>previously</u> benefitted from prior approval consents for conversion to a total of 60 flats <del>which are already included in the housing commitment</del>. The central part of the site was previously allocated for residential development (minimum 40 dwellings) in the now expired Northern City Centre Area Action Plan and the principle of such development has been established by the grant of permission for a 53-dwelling scheme consistent with that allocation (Permission expired). The site has significant longer-term potential for regeneration and additional housing delivery but currently acts as the base for a range of small start-up companies in modernised managed workspace. Retention of the existing employment space on site is highly desirable as part of a wider initiative in the Northern City Centre Strategic Regeneration Area. Given the importance of retaining and extending employment opportunities in the city centre, it would not be appropriate to replace the existing employment uses in favour of housing. The policy consequently recognises that there is scope for a flexible mix of both, allowing for up to <del>450</del> <u>110</u> homes as an indicative maximum including employment space as part of a balanced mix. <u>It is unlikely that an 'entirely residential' or 'entirely employment' based scheme would be supported, but a proportion of both.</u></p> <p>2.84 The site can accommodate <del>between</del> <u>in the region of up to 110 &amp; 150 homes dependent upon the proportion of other uses developed on the site.</u></p>		
MM35	63	Norwich Policy 2163	<p>Amend the policy to read:</p> <p><b>POLICY GNLP2163</b></p>	To ensure the plan is effective, justified and	No - the proposed modification

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>Friars Quay Car Park, Colegate (former Wilson’s Glassworks site, <del>approx. 0.13 hectares</del>) is allocated for residential development. This will provide a minimum of <u>approximately 25 homes</u>. Offices or other commercial uses would be appropriate as a small element of the scheme on the frontage to Colegate.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale, grain, massing and form which respects the industrial heritage and historic character of the area;</li> <li>2. Conserve and, <u>where opportunities arise</u>, enhance the significance of the City Centre Conservation Area and nearby listed buildings (including any contribution made to their significance by setting);</li> <li>3. An archaeological assessment will be required prior to development.</li> <li>4. <del>p</del>Protects the amenity and outlook of adjoining residential occupiers.</li> <li>5. Removal of the existing poor-quality industrial buildings from the site and creation of strong building lines to the west side of Friars Quay, St George’s Green and reinstatement of the built frontage to Colegate.</li> <li>6. High quality landscaping, planting and biodiversity enhancements; including retention and protection of existing significant tree immediately adjacent to the southern boundary of the site located on the corner of Friars Quay and Corncutters Close.</li> <li>7. <u>Reduced levels of residential car parking to achieve The site is suitable for low car or car free development in accordance with Policy 2 – Sustainable Communities is appropriate to be provided in this location.</u></li> </ol> <p>Make consequential change to supporting text paragraph 2.88 to read:</p> <p>The site is expected to accommodate <del>at least</del> <u>approximately 25 homes</u>.</p>	<p>consistent with national policy.</p>	<p>relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>
MM36	66	Norwich Policy GNLP2164	<p>Amend the policy to read:</p> <p><b>POLICY GNLP2164</b>  <b>Land west of Eastgate House, Thorpe Road (<del>approx. 0.19 ha</del>) is allocated for residential development. This will provide in the region of <u>approximately 20 homes</u>.</b></p>	<p>To ensure the plan is effective and justified.</p>	<p>No - the proposed modification relates to minor wording</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive and energy efficient design of a scale and form which is in keeping with the character of adjoining development, respects the heritage significance of the immediately adjoining Thorpe Ridge Conservation Area and protects the amenity and outlook of adjoining residential occupiers.</li> <li>2. High quality landscaping, planting and biodiversity enhancements including the provision of new trees and enhancing the green frontage to Thorpe Road.</li> <li>3. Ensures a high level of surface water flood resilience and incorporates appropriate flood mitigation measures addressing identified risks from surface water flooding which must be taken into consideration when designing a drainage strategy for the site;</li> <li>4. <u>Reduced levels of residential car parking to achieve Low low-car or car free housing</u> development in accordance with Policy 2 – <u>Sustainable Communities</u>, is appropriate <u>to be provided</u> in this location.</li> </ol> <p>Make consequential change to supporting text paragraph 2.92 to read:</p> <p>The site is expected to accommodate <del>in the region of</del> <u>approximately 20 homes</u>.</p>		<p>changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>
MM37	70	Norwich Policy GNLP3054	<p>Amend the policy to read:</p> <p><b>POLICY GNLP3054</b>  <b>The site at St Mary’s Works and St Mary’s House (1.05 ha) is allocated for <del>comprehensive mixed-use development</del> residential-led comprehensive redevelopment to include including residential and employment uses, with the possible addition of a hotel. The site will deliver a minimum of <u>approximately 150 homes</u>.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which respects its historic and industrial context, the significance and setting of heritage assets on and off site, and the character and appearance of the City Centre Conservation Area;</li> </ol>	<p>To ensure the plan is effective, justified and consistent with national policy.</p>	<p>No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>2. <del>There will be a general presumption in favour of the repair and re-use of heritage assets on site as part of any site regeneration, however any application for redevelopment will be considered on its merit. Great weight will be given to the conservation of all designated heritage assets. There will be a general presumption in favour of the repair and re-use of heritage assets on site as part of any site regeneration, however any application for redevelopment will be considered on its merit.</del> <u>Proposals will include the protection of the listed and locally listed buildings on the site and the enhancement of conserve and, where opportunities arise, enhance the significance of the setting of designated and non-designated heritage assets both on and off site (including any contribution made to that significance by setting);</u></li> <li>3. Conversion of the locally listed St Mary's Works factory, including the façade of the locally listed frontage to Oak Street / St Mary's Plain should be retained as part of a development scheme. Proposals which seek to convert, alter or demolish the locally listed buildings or have a harmful impact on the significance of their setting will be considered on their merits. Clear justification for all proposals will be required;</li> <li>4. Respect the setting of grade I listed St Martin at Oak and St Mary Coslany churches and create enhanced views of the buildings and respect the setting of grade II listed Folly House and Pineapple House;</li> <li>5. Development proposals should draw upon local character and distinctiveness and preserve or enhance the character and appearance of the conservation area;</li> <li>6. Proposals will be required to adopt and implement a strategy of heritage interpretation;</li> <li><del>7. Residential development should be provided in response to identified local community needs demonstrated through a future planning application to be appropriate for this edge of City Centre site.</del></li> <li>8. <u>Achieve high quality landscaping, planting and biodiversity enhancements, including enhancements to the adjacent churchyards along with improved public access;</u></li> </ol>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>9.</del> <u>8.</u> Ensures a level of surface water flood resilience and incorporates appropriate flood mitigation measures addressing identified risks from surface water flooding;</p> <p><del>10.</del> <u>9.</u> A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road;</p> <p><del>14.</del> <u>10.</u> The scale of buildings fronting onto St Martin’s Lane and the two historic churches will be lower than those facing Duke Street and St Crispin’s Road and should reflect the tight urban grain of development predominant in the conservation area;</p> <p><del>12.</del> <u>11.</u> Increased connectivity between the site and the surrounding townscape. Pedestrian and cycle access through the area will be created by the design of routes between St Mary’s Plain and St Crispin’s Road.</p> <p><del>13.</del> <u>12.</u> <u>Reduced levels of residential car parking to achieve low car or Car car free or low car housing in accordance with Policy 2 – Sustainable Communities is appropriate to be provided in this location.</u></p> <p><u>13.</u> <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></p> <p>Make consequential amendments to supporting text paragraph 2.99 to read:</p> <p>2.99 The site is situated in a prominent location within the Northern City Centre strategic regeneration area, as defined in policy 7.1 of this plan, and is likely to accommodate a <del>minimum of</del> <u>approximately</u> 150 homes. The site was previously allocated in the now expired Northern City Centre Area Action Plan for mixed use development and <del>benefits from extant</del> <u>benefitted from</u> outline consent (<u>now expired</u>) for redevelopment including around 151 residential units, office floor space, and a hotel, accordingly the principle of development is accepted. <u>The consent, now expired, included landscaping enhancements to the adjacent churchyards of St Martin at Oak and St Mary Coslany along with improved public access to address the impact of development. This land sits outside the allocation boundary of this site and is in third party ownership; but similar proportionate off-site enhancements subject to agreement with third party ownership may be considered appropriate mitigation for a future development proposal on this site.</u></p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM38	73	Norwich Policy CC2	<p>Delete Policy CC2, subtitle, supporting text paragraphs 2.101 – 2.106 and Policy Map (see separate schedule of map changes)</p> <p><b>Policy CC2: 147 – 153 Ber Street, Norwich</b></p> <p><del>2.101 The site was allocated in the previous Local Plan but has not yet been developed. The principle of development is already accepted, and it is expected that development will take place within the new local plan time period up to 2038. The site is re-allocated for residential development; commercial, offices, and/or educational uses may also be acceptable.</del></p> <p><del>2.102 The site is likely to accommodate at least 20 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p> <p><del>2.103 Redevelopment of this site for housing will help deliver the wider policy objectives of the GNLP by contributing to the improved vibrancy of this part of the city centre, helping to strengthen the city’s sub-regional role, and by helping to achieve its target for new homes.</del></p> <p><del>2.104 Development of the site must address a number of constraints including its location with the City Centre Conservation Area and the Area of Main Archaeological Interest, site ground conditions, possible contamination, and its location near to the wooded ridge. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road.</del></p> <p><del>2.105 The redevelopment of the site provides an opportunity to sensitively regenerate this part of Ber Street, contributing positively to the character of the street.</del></p> <p><del>2.106 The site is suitable for around 20 dwellings, and is also potentially suitable for commercial, offices, and/or educational uses. Development must enhance the setting of the neighbouring listed and locally listed buildings and reflect its location in the City Centre Conservation Area, in line with the City centre conservation area appraisal. Its design must re-instate a strong building line along the street frontage, whilst respecting the area’s important topography.</del></p>	<p>The site is no longer available for allocation so is withdrawn. Policy deleted as it is not justified.</p>	<p>Yes – the proposed modification deletes Policy CC2. The implications of removing this site policy from the GNLP have been considered in the Main Modifications SA Report.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>Policy CC2</del></p> <p><del>147 – 153 Ber Street, Norwich (approx. 0.18ha) is allocated for housing development. This will accommodate a minimum of 20 homes. Commercial, offices, and/or educational uses may also be acceptable.</del></p> <p><del>The development will achieve the following site-specific requirements:</del></p> <ol style="list-style-type: none"> <li><del>1. Achievement of a high quality, locally distinctive design of a scale and form which respects its context including the topography of the area – particularly the wooded ridge;</del></li> <li><del>2. Conserve and enhance the significance of the City Centre Conservation Area and nearby locally and statutory listed buildings (including any contribution made to their significance by setting);</del></li> <li><del>3. Strengthen the building line along Ber Street;</del></li> <li><del>4. Take account of mature trees on the site to the rear.</del></li> </ol>		
MM39	76	Norwich Policy CC3	<p>Amend the policy to read:</p> <p><b>POLICY CC3</b>  <b>10 – 14 Ber Street, Norwich (approx. 0.11 ha) is allocated for residential-led mixed use development. This will accommodate a minimum of <u>approximately 10</u> homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which respects its context including the topography of the area;</li> <li>2. Strengthen the building line along Ber Street and the scale of any new development should reflect that of the neighbouring properties.</li> <li>3. Conserve and, <u>where opportunities arise</u>, enhance the significance of the City Centre Conservation Area and nearby locally and statutory listed buildings (including any contribution made to their significance by setting);</li> <li>4. Retail or complementary uses in use class E (b,c,g(i)) at ground floor level;</li> <li>5. Residential uses (minimum of 10 homes) on the upper floors.</li> <li>6. <u>Reduced levels of residential car parking to achieve low car or car-free housing development</u> <del>The site is suitable for car-free housing given its sustainable</del></li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>location</del>, in accordance with <del>policy</del> <u>Policy 2 – Sustainable Communities is appropriate to be provided in this location.</u></p> <p>7. An archaeological investigation will be required prior to development.</p> <p>Make consequential change to supporting text paragraph 2.112 to read:</p> <p>The site is suitable for <del>around</del> <u>approximately</u> 10 dwellings as part of a mixed use development, with some retail and/or office development along the Ber Street frontage.</p>		
MM40	79	Norwich Policies CC4a	<p>Amend the policy to read:</p> <p><b>POLICY CC4a</b>  <b>Land at Rose Lane/Mountergate (Mountergate West, approx. 1.20 ha) is allocated for mixed-use development to include high quality office space, managed workspace and live-work units, and up to approximately 50 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Be mainly employment-led, integrated with residential uses,</li> <li>2. Include other uses such as food/drink, and small-scale retail uses.</li> <li>3. Achievement of a high quality, locally distinctive design of a scale and form which respects its location within the City Centre Conservation Area, conserves and <u>where opportunities arise</u>, enhances adjoining heritage assets and their settings and contributes to an overall enhancement of townscape quality.</li> <li>4. <del>Development should respect</del> <u>Respect</u> the setting of adjacent listed buildings and be designed as far as possible to reflect the historic building plots and streets and to recreate street frontages,</li> <li>5. Provides an enhanced public realm, including open space and pedestrian/cycle links through the adjoining site CC4b to the riverside walk in accordance with policy 7.1 and the 'River Wensum Strategy'. Consideration should be given to retaining and enhancing the existing community open space to the rear of Boulton Street as part of integrated open space and green infrastructure network within the site,</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>6. A noise assessment is required, and the development must be designed to mitigate the impact of noise from the main road and from the late night activity zone.</p> <p>7. Ensures a high level of surface water flood resilience and incorporates appropriate flood mitigation measures addressing identified risks from surface water flooding and existing private surface water sewer in the centre of the site, all of which must be taken into consideration when designing a drainage strategy for the site;</p> <p><del>8. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p><u>9. 8. The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></p> <p>Make consequential change to supporting text paragraph 2.121 to read:</p> <p>2.121 Sites CC4a and 4b are likely to accommodate at least 250 homes with around 50 being accommodated on site CC4a and 200 on site CC4b. <del>More may be accommodated, subject to an acceptable design and layout being achieved.</del> Development of site CC4a should explore continued use/re-provision of the existing community garden facility. Development of site CC4b must be of a scale and form which respects and takes advantage of its riverside context and location in respect to the Broads National Park. <u>As the site lies adjacent to the River Wensum, it is recommended that developers engage in early discussions with the Environment Agency and the Broads Authority. Development of the sites must address a number of constraints including its location within the City Centre Conservation Area and the Area of Main Archaeological Interest.</u></p> <p>Move wording of deleted policy requirement 8 to the supporting text. Insert after current paragraph number 2.121.</p>		
MM41	81	Norwich Policy CC4b	<p>Amend the policy to read:</p> <p><b>POLICY CC4b</b></p>	To ensure the plan is effective, justified and	No - the proposed

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>Land Mountergate/Prince of Wales Road (Mountergate East, approx. 2.39 ha) is allocated for mixed-use development. This may accommodate a minimum of approximately 200 homes, together with student accommodation, high quality office space, hotel and tourism uses, and other supporting main town centre uses taking advantage of the site’s proximity to the rail station and river.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Development to be approached comprehensively to achieve effective integration of the historic buildings in the western part of the site into the overall development;</li> <li>2. Other uses may be provided as part of a balanced mix including hotel development (replacing or supplementing the existing hotel provision on site), student accommodation, educational facilities to support the adjacent Charles Darwin Primary Academy, high quality office space, managed workspace and live-work units, food/drink, small scale retail and uses supporting the evening economy.</li> <li>3. Achievement of a high quality, locally distinctive design of a scale and form which respects its location within the City Centre Conservation Area and adjacent to the St Matthews Conservation Area, conserves and, <u>where opportunities arise</u>, enhances adjoining heritage assets and their settings and contributes to an overall enhancement of townscape quality. The site’s position relative to Norwich Train Station warrants building of notable standard of design and quality worthy of marking arrival into the city.</li> <li>4. <del>Development will respect</del> <u>Respect</u> and enhance the setting of on-site historic buildings including St Faiths House and the Weavers House and off-site buildings including the Train Station, Anglican Cathedral and Castle, and be designed as far as possible to reflect historic building plots and street lines and to recreate street frontages;</li> <li>5. Redevelopment, conversion or change of use of Baltic House for uses consistent with this policy will be supported if it becomes available in the plan period;</li> </ol>	<p>consistent with national policy.</p>	<p>modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>6. A density of development commensurate with its location close to the train station mobility hub with a design that secures a significant overall reduction in the level of off-site surface car parking;</li> <li>7. Provides an enhanced public realm, including public open space and legible and permeable pedestrian/cycle routes to link through the adjoining site CC4a to Rose Lane and the new St Anne’s Quarter development to King Street. A link should be provided from Mountergate to the river connecting with Prince of Wales Road via an extended and widened riverside walk in accordance with policy 7.1 and the ‘River Wensum Strategy’, making the most of its riverside location;</li> <li>8. <del>Retention and provision</del> <u>Provision</u> of public access and public open space to the rear of the Hotel Nelson;</li> <li>9. A noise assessment is required, and the development must be designed to mitigate the impact of noise from the main road and from the late-night activity zone.</li> <li>10. High quality green infrastructure, landscaping, planting and biodiversity enhancements particularly along the river edge taking advantage of its riverside context and location in respect to the Broads <del>National Park</del>;</li> <li>11. Protection of bankside access for maintenance purposes.</li> <li>12. <del>Development should ensure</del> <u>Ensure</u> a high level of flood resilience and incorporate appropriate mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding).</li> <li>13. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></li> </ol>		
MM42	85	Norwich Policy CC7	<p>Amend the policy to read:</p> <p><b>POLICY CC7                      Hobrough Lane, King Street, Norwich (approx. 0.35ha) is allocated for residential-led mixed use development. This will accommodate a minimum of approximately 20 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>1. Residential development with small scale retail and/or offices, food and drink, and tourist uses.</li> <li>2. <del>Development will secure</del> <u>Secure</u> sensitive conversion of historic buildings fronting King Street including removal of the unsympathetic post-war alterations.</li> <li>3. New development should respect the historic integrity and setting of 125-129 King Street and conserve and, <u>where opportunities arise,</u> enhance heritage assets and their settings in this part of the City Centre Conservation Area.</li> <li>4. <del>Development will enhance</del> <u>Enhance</u> the public realm along King Street and Hobrough Lane and provide a riverside walk linking to the cycle/pedestrian route to Lady Julian Bridge.</li> <li>5. <del>Development will be</del> <u>Be</u> of a scale and form which respects and takes advantage of its riverside location, providing high quality landscaping, planting and biodiversity enhancements particularly along the river edge</li> <li>6. Heritage interpretation to be provided as part of the scheme.</li> <li>7. 125-127 and 129 King Street is on Norwich' register of local heritage buildings at risk. Any development of this site must include renovation in order to ensure their future and remove them from the register in agreement with Norwich City Council.</li> <li>8. Provide protection of bankside access for maintenance purposes.</li> <li>9. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></li> </ol> <p>Make consequential change to supporting text paragraph 2.137 to read:</p> <p>2.137 The site is likely to accommodate <del>at least approximately</del> <u>at least</u> 20 homes. <del>More homes may be accommodated, subject to an acceptable design and layout etc. being achieved and heritage impact and other constraints being adequately addressed.</del></p>		the site information or appraisal in the SA.
MM43	88	Norwich Policy CC8	<p>Amend the policy to read:</p> <p><b>POLICY CC8</b></p>	To ensure the plan is effective, justified and	No - the proposed modification relates to

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>King Street Stores, Norwich (approx. 0.21ha) is allocated for residential use. This will accommodate a minimum of <u>approximately 20 homes.</u></b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. <del>Development proposals will contribute to the regeneration of the King Street area by reinstating the historic street frontage of King Street;.</del></li> <li>2. Achievement of a high quality, locally distinctive design of a scale and form which <del>preserves</del> <u>conserves</u> and <u>where opportunities arise,</u> enhances its location within the City Centre Conservation Area and nearby listed buildings (including adjacent Grade II listed Ferryboat Inn former public house) (including any contribution made to their significance by setting);.</li> <li>3. <del>Removal of existing trees at the King Street frontage to facilitate reinstatement of the historic street frontage is acknowledged. The existing trees have both visual amenity and biodiversity value; this loss will need to be mitigated. Seek to retain the TPO trees at the street frontage to the site enabling continued healthy growth. Any loss or partial loss will require clear and convincing justification.</del></li> <li>4. <del>Development should seek</del> <u>Seek</u> to retain and enhance the locally listed structure on site through adaptive re-use. Any loss or partial loss will require clear and convincing justification;.</li> <li>5. Explore opportunities to provide a link through the site to the Novi Sad bridge to the south through the adjacent Ferryboat redevelopment site, and potential for a future riverside walkway to the north. In the event of a scheme creating the opportunity for access to the river the amenity value of this should be optimised for the benefit of the development respecting and taking advantage of its riverside context and location in respect to the Broads <del>National Park.</del></li> <li>6. Protection of bankside access for maintenance purposes.</li> </ol> <p>Make consequential changes to supporting text paragraphs 2.140 and 2.143 to read:</p> <p>2.140 King Street has been promoted as a regeneration priority by the council for a number of years, and continues to undergo significant change as many older industrial buildings are replaced or converted, many into residential use. The ongoing regeneration and enhancement of the area, including reinstatement of</p>	<p>consistent with national policy.</p>	<p>minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>many building lines and reuse of traditional buildings, will create a more cohesive townscape and a strategically important area linking Riverside with the city centre. <u>Trees on the site frontage are protected by a TPO and redevelopment of the site should seek to retain them for their individual value but also for the contribution that they make to the streetscape. Any loss or partial loss will require clear and convincing justification.</u></p> <p>2.143 The site is suitable for high density development given its location; <del>a minimum of approximately 20 dwellings is</del> <u>are</u> expected.</p> <p>Delete paragraph 2.146:                  2.146 <del>The site is likely to accommodate at least 20 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>		
MM44	92	Norwich Policy CC10	<p>Amend the policy to read:</p> <p><b>POLICY CC10</b>  <b>Land at Garden Street and Rouen Road, Norwich (approx. 1.08ha) is allocated for housing led mixed use development. This will accommodate approximately 100 homes. This site could include an element of small-scale office/business units to cater for small business.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which <del>preserves conserves and, where opportunities arise,</del> enhances its location within the City Centre Conservation Area and nearby listed buildings (including any contribution made to their significance by setting)</li> <li>2. <del>Achievement of a high quality, locally distinctive design of a scale and form which preserves and enhances its location within the City Centre Conservation Area and nearby listed buildings (including any contribution made to their significance by setting)</del></li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>3.</del> <u>2.</u> Any development must be designed to protect neighbour amenity, protect and enhance the wooded ridge to the east and south of the site, and to provide enhanced landscaping, green infrastructure and improved pedestrian and cycle links through the site.</p> <p><del>4.</del> <u>3.</u> Given its location, an archaeological investigation will be required prior to development of the site.</p> <p><del>5.</del> <u>4.</u> Vehicular access for residential development should be via Garden Street and not off Rouen Road.</p> <p><del>6.</del> <u>5.</u> Equivalent replacement public parking spaces will be provided as part of the scheme, accessed from Rouen Road.</p> <p>Make consequential change to supporting text paragraph 2.158 to read:</p> <p>2.158 The site is likely to accommodate <del>at least</del> <u>approximately</u> 100 homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>		
MM45	95	Norwich Policy CC11	<p>Amend the policy to read:</p> <p><b>POLICY CC11</b>  <b>Land at Argyle Street, Norwich (<del>approx. 0.32ha</del>) is allocated for residential development. This will accommodate approximately 15 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. The design of development must respect the adjacent wooded ridge and seek to enhance the green corridor network which runs adjacent to the site; conserve and, <del>where opportunities arise,</del> enhance the significance of the City Centre Conservation Area and nearby statutory and locally listed buildings (specifically the remains of grade II listed St Peter Southgate church) (including any contribution made to their significance by setting).</li> <li>2. Potential ground stability issues should be addressed in the design and configuration of new housing, with scope for the use of dwelling types employing lightweight modular construction.</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>3. The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application</u></p>		
MM46	98	Norwich Policy CC13	<p>Delete Policy CC13, subtitle, supporting text paragraphs 2.170 – 2.180 and Policy Map (see separate schedule of map changes)</p> <p><b>Policy CC13: Land at Lower Clarence Road</b></p> <p><del>2.170 The site is located on the edge of the city centre and is 1 hectare in size. The majority of the site is currently used as a long-stay surface car park. A small part of the site is currently used by Network Rail’s maintenance delivery unit, with a two-storey building and some temporary structures on site.</del></p> <p><del>2.171 The site lies between the railway line and Lower Clarence Road and is within easy walking distance of Norwich train station. The vehicular entrance to Norwich Mail Centre is opposite the site on Lower Clarence Road. Also fronting the northern side of Lower Clarence Road is residential property extending to Stracey Road, with predominantly terraced houses. Norwich Mail Centre is identified for future development under policies CC15.</del></p> <p><del>2.172 There is a steep slope to the southern edge of the site descending to the railway line. The site has good views towards the river and the conservation area beyond.</del></p> <p><del>2.173 The site is close to a range of city centre facilities and the train station. It represents a good opportunity to provide housing development in a sustainable location.</del></p> <p><del>2.174 Although the site is immediately adjacent to the railway line, in practical terms it is separated vertically by the slope on the southern boundary. Development of the site should address its constraints which include noise generated by the railway, and its topography.</del></p> <p><del>2.175 The site is on the northern side of the river valley and development would be visible from a wide area and will affect the setting of the City Centre and potentially Bracondale Conservation Areas. It is also in close proximity to the St Matthews Conservation Area and the Thorpe Ridge Conservation Area. Therefore the design,</del></p>	<p>The site is no longer available for allocation so is withdrawn. Policy deleted as it is not justified.</p>	<p>Yes – the proposed modification deletes Policy CC13. The implications of removing this site policy from the GNLP have been considered in the Main Modifications SA Report.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>including height and layout of the development, should take this into account. Given its accessible location car free housing is appropriate in this location.</p> <p><del>2.176 Since the site is 1 hectare, a flood risk assessment is required and appropriate mitigation measures should be provided as part of the development.</del></p> <p><del>2.177 In addition, given the site's location adjacent to the railway, a noise assessment and appropriate mitigation measures will also be required.</del></p> <p><del>2.178 Development needs to ensure that the water environment is protected throughout the development of the site. The site falls within Source Protection Zone 1, designated to protect water supplies, and therefore the water environment is particularly vulnerable in this location. Detailed discussions over this issue will be required with the Environment Agency to ensure that proposals are appropriate for the site and that the site is developed in a manner which protects the water environment.</del></p> <p><del>2.179 The site was allocated in the previous Local Plan but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time period up to 2038. The site is re-allocated for residential development.</del></p> <p><del>2.180 The site is likely to accommodate at least 45 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p> <p><del>Policy CC13</del></p> <p><b>Land at Lower Clarence Road (approx. 1.00ha) is allocated for residential development, for a minimum of 45 dwellings.</b></p> <p>The development will achieve the following site specific requirements:</p> <ol style="list-style-type: none"> <li><del>1. Achievement of a high quality, locally distinctive, energy efficient design whose form and massing takes account of and respects its location;</del></li> <li><del>2. Design of the development should take account of the topography of the site and any potential impact on the setting of nearby conservation areas. Height of development will be especially important given the elevated position of the site;</del></li> </ol>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>3. Achieve high quality landscaping, planting, biodiversity and green infrastructure enhancements;</del></p> <p><del>4. A noise assessment is required and the development must be designed to mitigate the impact of noise from the railway.</del></p>		
MM47	101	Norwich Policy CC15	<p>Amend the policy to read:</p> <p><b>POLICY CC15</b>  <b>Norwich Mail Centre, 13-17 Thorpe Road, Norwich (approx. 1.52Ha) is allocated for residential led mixed use development. This will accommodate in the region of approximately 150 homes.</b></p> <p>Redevelopment of this site should include</p> <ul style="list-style-type: none"> <li>• <del>housing</del> <b>Housing</b> (in the region of <u>approximately</u> 150 dwellings); housing should predominate with a mix of sizes and types;</li> <li>• <del>on-site</del> <b>On-site</b> open space and play space; and</li> <li>• <del>offices</del> <b>Offices</b>.</li> </ul> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive and energy efficient design of a scale and form which is in keeping with the character of the area, respects the heritage significance of the <u>nearby designated heritage assets (Grade II Listed buildings: The Coach and Horses public house, 60 Thorpe Road and Norwich Train Station)</u>, immediately adjacent St Matthews Conservation Area and protects the amenity of adjoining residential occupiers.</li> <li>2. <del>Development must re-establish</del> <b>Re-establish</b> built frontages to Thorpe Road, Lower Clarence Road and Stracey Road, with enhanced landscaping and green infrastructure and improved pedestrian and cycle links through the site.</li> <li>3. A noise assessment is required and the development must be designed to mitigate the impact of noise from the main road and the train station.</li> </ol> <p>Make consequential change to supporting text paragraph 2.186 to read:</p> <p>2.186 The site is likely to accommodate <del>in the region of</del> <b>approximately</b> 150 homes.</p>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.
MM48	105	Norwich Policy CC16	<p>Amend the policy to read:</p> <p><b>POLICY CC16</b></p>	To ensure the plan is effective, justified and	No - the proposed modification

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>Land adjoining Norwich City Football Club north and east of Geoffrey Watling Way, Norwich (approx. 2.23ha) is allocated for mixed use development to include residential, leisure, community, office and ancillary small retail uses. This will accommodate a minimum of approximately 270 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which respects its riverside context, ensures a high level of flood resilience and incorporates appropriate mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding);</li> <li>2. Conserve and, <u>where opportunities arise</u>, enhance the setting of the adjacent Bracondale Conservation Area and nearby statutory listed buildings and scheduled monuments (including Carrow Priory &amp; Boom Towers) (including any contribution made to their significance by setting);</li> <li>3. Provide a public transport interchange on site and a public transport strategy for the wider east Norwich strategic regeneration area;</li> <li>4. Provide public access to the river and a riverside walk/cycle link to facilitate the re-routing of national cycle route 1 / red pedalway to Whitlingham and connections to the regeneration opportunity sites to the south and east including the Deal Ground, the Utilities site and Carrow Works in accordance with policy 7.1 and the ‘River Wensum Strategy’.</li> <li>5. Enhance the river frontage as a gateway to Norwich city centre;</li> <li>6. Be designed to mitigate the impact of noise generation, light and odour pollution from adjacent industrial uses and the railway;</li> <li>7. High quality green infrastructure, landscaping, planting and biodiversity enhancements particularly along the river edge and forming a setting for the stadium;</li> <li>8. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 and NPPF ‘agent of change’ principle applies, as part of this site is within the consultation area of a safeguarded mineral infrastructure (aggregate and roadstone railhead and asphalt plant).</del></li> </ol> <p>Make consequential change to supporting text paragraph 2.204 to read:</p>	<p>consistent with national policy.</p>	<p>relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>2.204 The site is likely to accommodate up to approximately 200 homes on the currently undeveloped part of Carrow Quay site and a minimum of approximately 70 homes on the groundsman’s hut/car park site. More may be accommodated, subject to an acceptable design and layout etc. being achieved.</u></p> <p>Move wording of deleted policy requirement 8 to the supporting text. Insert after current paragraph number 2.204.</p>		
MM49	108	Norwich Policy CC18 (CC19)	<p>Amend the policy to read:</p> <p><b>POLICY CC18 (CC19)</b>  <b>Land at <del>440</del>150-154 Oak Street and 70-72 Sussex Street, Norwich (approx. 0.27ha) is allocated for residential use. This will accommodate a minimum of approximately 27 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which <del>preserves</del> <u>conserves and, where opportunities arise,</u> enhances its location within the City Centre Conservation Area and nearby listed buildings (including Grade II listed Great Hall) (including any contribution made to their significance by setting) and secures an improvement in townscape.</li> <li>2. Create strong built frontages to Oak Street, Sussex Street and Chatham Street, if feasible, reinstating historic layouts by grouping buildings around an internal courtyard.</li> <li>3. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></li> </ol> <p>Make consequential change to title on page 107:</p> <p>Policy CC18 (CC19): Land at 440 <u>150</u>-154 Oak Street and 70-72 Sussex Street.</p> <p>Make consequential changes to supporting text paragraph 2.206 to read:</p>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>The site was allocated in the previous Local Plan as two separate sites part of CC18 and which are now in the same ownership. Neither allocation has yet been developed but the northern part fronting Sussex Street (previously CC19) has a previous unimplemented consent for 17 homes intended to be delivered as a co-housing scheme, with the land fronting Oak Street (CC18) having been allocated for a minimum of 10 homes. <u>This allocation consists of land that was allocated in the previous Local Plan as two separate sites. The site is an amalgamation of previous site allocation CC19 along with part of CC18 (the northern area at 150-154 Oak Street); this land is now all in a single ownership. The southern area of previous allocation CC18 (134 Oak Street and 140-148 Oak Street) is in separate ownership and was not carried forward into the GNLP. The northern part fronting Sussex Street, previously CC19 was allocated for 15 homes and had consent for 17 homes intended to be delivered as a co-housing scheme; that consent has now expired unimplemented. CC18 was previously allocated for 10 homes. There is a current planning application, reference 22/00762/F, for a cohousing development pending determination which covers the same boundary as the proposed allocation.</u> The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development. <del>As an existing allocation it has been considered in the calculation of the housing requirement</del></p> <p>Make consequential change to supporting text paragraph 2.214 to read:</p> <p>2.214 The site is likely to accommodate <del>at least</del> <u>approximately</u> 27 homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>		
MM50	112	Norwich Policy CC24	<p>Amend the policy to read:</p> <p><b>POLICY CC24</b>  <b>Land to rear of City Hall, Norwich (approx. 0.40ha) is allocated for mixed use development which may include residential, offices and managed workspace, food and drink and small-scale retail uses. The alternative option of a hotel development is supported and, if this option is progressed, scope for accommodating residential uses on part of the site should be investigated in order to retain its potential for housing delivery. If developed with an element of</b></p>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>residential uses the site could accommodate a minimum of <u>approximately 20 homes</u>.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive and flood resilient design of a scale and form which has regard to its prominent location within the City Centre Conservation Area, the significance of adjoining heritage assets and their settings, and its position forming part of the setting of the immediately adjoining Grade II star listed City Hall.</li> <li>2. <del>Development should take</del> <u>Take</u> account of and respect the original design concept of City Hall and its intended architectural context within a wider planned civic centre. Development must be of an appropriate scale and massing and must be subservient to the main body and façade of City Hall. Therefore it is important that any new building does not exceed the height of City Hall (include any parapet concealing rooftop plant).</li> <li>3. If redevelopment involves the loss of trees on the St Giles Street frontage, the development should provide high quality green infrastructure, landscaping, planting and biodiversity enhancements;.</li> <li>4. Any development must be clearly based on a heritage assessment informed by the 2005 Conservation Management Plan for the building.</li> <li>5. Any loss of green space on St Giles Street would have to be mitigated and there would be a need for replacement planting for the loss of any trees.</li> <li>6. The scheme should deliver improved connectivity between the Forum and Norwich Lanes by improving and enhancing the north-south pedestrian route between St Giles Street and Bethel Street.</li> <li>7. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></li> </ol> <p>Make consequential change to supporting text paragraph 2.228 to read:</p>		<p>the site information or appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			2.228 The site may accommodate <del>at least</del> <u>approximately</u> 20 homes if developed for a mix of uses including residential. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del>		
MM51	116	Norwich Policy CC30	Amend the policy to read:  <b>POLICY CC30</b> <b>Westwick Street Car Park, Norwich (approx. 0.30ha) is allocated for residential development. This will accommodate a minimum of <u>approximately 30 homes.</u></b>  The development will achieve the following site-specific requirements: <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive, and flood resilient design of a scale and form which has regard to its prominent gateway location within the City Centre</li> <li>2. Conserve and, <u>where opportunities arise,</u> enhance the setting of the City Wall scheduled monument, adjacent grade II listed pump house (including any contribution made to their significance by setting). Scale and massing of the proposed development will enhance key views from and into the City Centre Conservation area.</li> <li>3. Provide linkages through the site to the adjoining pedestrian network, including a connection with the riverside walk in accordance with policy 7.1 and the ‘River Wensum Strategy’.</li> <li>4. Vehicular access should be taken solely from Westwick Street.</li> <li>5. Heritage interpretation, particularly of the city wall, to be provided on site.</li> <li>6. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></li> </ol> Make consequential change to supporting text paragraph 2.244 to read:  2.244 The site is likely to accommodate <del>a minimum of</del> <u>approximately</u> 30 homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM52	119	Norwich Policy R1	<p>Amend the policy to read:</p> <p><b>POLICY R1</b>  <b>Land at The Neatmarket, Hall Road (approx. 4.51 3.45 hectare) is allocated for employment development and light industrial use (use classes B2/B8 and E(giii)). Ancillary office development and motor trade/car sales uses on the frontage to Hall Road will also be acceptable.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high-quality design;</li> <li>2. Takes account of the need to protect adjoining residential occupiers from noise from proposed uses and future occupiers of the development itself from noise from the railway;</li> <li>3. <del>Development should preferably be approached comprehensively.</del> Piecemeal and/or phased development will be accepted only where it is demonstrated that retaining existing livestock market and ancillary uses on site will not result in unacceptable impacts on future occupiers and where the access and operational needs of those retained uses can be adequately addressed;</li> <li>4. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including the retention <del>and enhancement</del> of existing on-site and adjacent trees; <u>development should make provision for mitigatory planting and appropriate enhancement.</u></li> <li>5. Potential contamination from previous uses and any risks arising from the proximity of the notifiable hazardous installation (Calor Gas) to the north should be assessed and mitigated;</li> <li>6. <del>Development should include the</del> <u>The construction of the main vehicular access road into the site as part of the first phase, incorporate a pedestrian and cycle link across the site to link with the Yare Valley Walk and the nearby Cooper Lane Picnic Area. <u>Development shall provide a financial contribution towards off-site works to enable a pedestrian and cycle link across the site from Hall Road to link to the River Yare riverside walk.</u></u></li> </ol>	To ensure the plan is effective and justified.	Yes – the proposed modification has resulted in minor wording changes, and a slight reduction in the overall site area. Policy R1 has been assessed in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>7. Development should make provision for any off-site improvements to the junction of Hall Road and The Neatmarket necessary as a result of increased traffic generation from the site.</p> <p>8. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partially underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p>Make a consequential modification to paragraph 2.246 to amend site area:</p> <p>2.246 The site is part of the former Livestock Market site and is <del>4.5</del> <u>3.45</u> hectares in size.</p> <p>Move wording of deleted policy requirement 8 to the supporting text. Insert after current paragraph number 2.248.</p>		
MM53	122	Policy R2	<p>Delete Policy R2, subtitle, supporting text paragraphs 2.248 – 2.257 and Policy Map (see separate schedule of map changes)</p> <p><b><del>Policy R2: Ipswich Road Community Hub, 120 Ipswich Road</del></b></p> <p><del>2.248 The site was allocated in the previous Local Plan but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time period up to 2038. The site is re-allocated for residential development with the option of development or redevelopment for community uses. As an existing allocation it has been considered in the calculation of the housing requirement.</del></p> <p><del>2.249 This site of 0.8 hectares is presently occupied by educational and employment uses, housed in mainly single storey prefabricated buildings. The site also includes car parking and greenhouses.</del></p> <p><del>2.250 The A140 Ipswich Road, which forms a main arterial route to the city, is to the east of the site. Housing is set back from the road opposite the site.</del></p> <p><del>2.251 The steeply sloped publicly accessible former chalk works of Danby Wood County Wildlife Site and Local Nature Reserve are to the west of the site, with an additional small</del></p>	The site is no longer available for allocation so is withdrawn. Policy deleted as it is not justified.	Yes – the proposed modification deletes Policy R2. The implications of removing this site policy from the GNLP have been considered in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>open space to the south, which includes a Roadside Nature Reserve. These and the allocation site form part of the Yare Valley.</p> <p>2.252 A footpath accessing Danby Wood and Park runs along the northern border of the site. The publicly accessible Danby Park is to the north-west. A former petrol filling station site is to the north on which site buildings have been cleared, with the site currently operating as a car wash facility.</p> <p>2.253 Access onto Ipswich Road needs careful and appropriate design and an additional pedestrian crossing point will be required as part of redevelopment to enhance pedestrian access across Ipswich Road to the site. To ensure site safety the redevelopment shall include a single point of access and be suitably designed and laid out to ensure servicing and turning of vehicles within the site to avoid conflict with the main A140.</p> <p>2.254 Design should reflect the site's location as a 'gateway' on a major road into Norwich. The presence of trees in and around the site must be taken into account in the design of the development. Development should also be landscaped to reflect its setting adjacent to green spaces in the Yare Valley. The design of the development should also enhance the setting of the footpath to the north of the site which provides access to the valley. The southern edge of the site should be designed as a transition space between green space and any new built form to reduce visual impact on the river valley. Opportunities for additional public access and suitable links through the site should be investigated as well as the potential to link with land to the north to enable that site's potential re-use.</p> <p>2.255 The development should be designed to minimise noise for future residents from the A140 and commercial uses, which will include adequate screening of the site and setting development back from the road.</p> <p>2.256 Since the site is adjacent to former chalk workings and may have been subject to contamination, ground conditions and contamination surveys will be required to inform the design of development.</p> <p>2.257 The site is likely to accommodate at least 15 homes if developed for residential purposes.</p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>Policy R2</p> <p><del>Ipswich Road Community Hub, 120 Ipswich Road, Norwich (approx. 0.78ha) is allocated for residential development which may be provided either as general needs housing or purpose-built accommodation for older people or people with special needs. Development consolidating and expanding the existing community support and educational facilities on site will also be acceptable. If developed for residential purposes the site is expected to accommodate a minimum of 15 homes.</del></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li><del>1. Achievement of a high quality, locally distinctive design of a scale and form which reflects its prominent gateway location at the southern approach to Norwich.</del></li> <li><del>2. Development should protect the setting of the adjacent County Wildlife site at Danby Wood, the informal open space at Danby Park and the ecological interest of the roadside nature reserve to the south.</del></li> <li><del>3. Potential ground stability issues should be addressed in the design and configuration of new development, with scope for the use of building types employing lightweight modular construction.</del></li> <li><del>4. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided as an integral part of the design of the scheme.</del></li> <li><del>5. A pedestrian link should be provided through the site to connect to the Yare Valley Walk and provision should be made for the improvement and enhancement of the existing footpath along its northern boundary;</del></li> <li><del>6. Vehicular access into the site should be provided from Ipswich Road, designed to minimise impact on the free flow of vehicular traffic and contributing to necessary highway and pedestrian safety improvements including a new pedestrian crossing point.</del></li> </ol>		
MM54	125	Norwich Policy R7	<p>Amend the policy to read:</p> <p><b>POLICY R7</b>  <b>John Youngs Limited, 24 City Road, Norwich (approx. 0.89ha) is allocated for residential development. This will accommodate a minimum of <u>approximately</u> 45 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which reflects and responds to the residential character of the surrounding area.</li> <li>2. <del>Development should respect</del> Respect the heritage significance and setting of the adjacent listed St Marks Church and its graveyard and the surrounding locally listed residential terraces in City Road.</li> <li>3. Retain and convert the Victorian building in the north-east corner of the site for residential uses as part of the comprehensive development of the site, subject to viability.</li> <li>4. <del>Reduced levels of residential car parking to achieve low car or Car car free or low-car housing</del> development in accordance with Policy 2 – Sustainable Communities is appropriate to be provided in this location.</li> <li>5. Vehicular access if required should be taken from City Road. A pedestrian/cycle link will be provided between Hall Road and City Road.</li> <li>6. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided as an integral part of the design of the scheme, to include protection of trees along the southern boundary and enhance the landscape setting of the site.</li> </ol> <p>Make consequential change to supporting text paragraph 2.265 to read:</p> <p>2.265 The site is likely to accommodate <del>at least approximately</del> <u>at least approximately</u> 45 homes. <del>More may be accommodated, subject to an acceptable design and layout being achieved and the need to have regard to conserving and enhancing the setting of adjoining heritage assets.</del></p>		<p>policy, which would not alter the site information or appraisal in the SA.</p>
MM55	128	Norwich Policy R13	<p>Amend the policy to read:</p> <p><b>POLICY R13</b>  <b>Site of former Gas Holder at Gas Hill, Norwich (approx. 0.30ha) is allocated for residential development. This will accommodate a minimum of <u>approximately 15</u> homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which reflects and responds to its prominent location on the hillside east of the</li> </ol>	<p>To ensure the plan is effective, justified and consistent with national policy.</p>	<p>No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>city centre adjacent to Thorpe wooded ridge. Development should blend in with the existing pattern of development in this location.</p> <ol style="list-style-type: none"> <li>2. <del>Development should respect</del> <u>Respect</u> the heritage significance and setting of the adjacent Thorpe Hamlet Conservation Area and of the scheduled remains of St Leonards Priory. The site is in close proximity to Cow Tower scheduled monument, design of development on this site should preserve and, <u>where opportunities arise</u>, enhance the setting of adjacent heritage assets <u>including the City Centre Conservation Area, and nearby grade II listed buildings: Bridge House Public House and Chalk Hill House.</u></li> <li>3. Protection and enhancement of key green infrastructure, biodiversity and geodiversity assets within the site;</li> <li>4. Ensures a high level of flood resilience and incorporates appropriate mitigation measures addressing identified risks from surface water flooding);</li> <li>5. Development will not take place prior to the revocation of the hazardous substance consent.</li> <li>6. Site contamination arising from the former gas storage use should be addressed and mitigated.</li> <li>7. <u>Reduced levels of residential car parking to achieve low car or Car car free or low car housing</u> development in accordance with <del>policy</del> <u>Policy 2 – Sustainable Communities</u> is appropriate <u>to be provided</u> in this location.</li> </ol> <p>Make consequential change to supporting text paragraph 2.277 to read:</p> <p>2.277 The site is likely to accommodate at least <u>approximately 15 homes</u>. <del>More housing may be accommodated, subject to an acceptable design and layout being achieved.</del></p>		<p>the site information or appraisal in the SA.</p>
MM56	132	Norwich Policy R14/15	<p>Amend the policy to read:</p> <p><b>POLICY R14/R15</b>  <b>Land at Ketts Hill and east of Bishop Bridge Road, Norwich (approx. 1.65ha) is allocated for residential development. This will accommodate a minimum of approximately 80 homes.</b>  <del>Site R15 combined with R14 as a single allocation.</del></p>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which reflects and responds to its prominent location adjacent to the hillside east of the city centre and to Thorpe wooded ridge.</li> <li>2. <del>Development should respect</del> <u>Respect</u> the heritage significance and setting of the adjacent Thorpe Hamlet, City Centre and St Matthews Conservation Areas.</li> <li>3. Consider long views and vistas particularly taking into account key landmark buildings. Examples of important views are from Mousehold Heath and Ketts Height and the view of the Cathedral when coming down Kett's Hill.</li> <li>4. Provide public access to Kett's Heights.</li> <li>5. Protection and enhancement of key green infrastructure, biodiversity and geodiversity assets within the site including retention and enhancement of tree planting to its northern boundary fronting Ketts Hill.</li> <li><del>6.</del> <u>6.</u> Site contamination arising from the former gas storage use should be addressed and mitigated.</li> <li><del>7.</del> <u>7.</u> Development will not take place prior to the revocation of the hazardous substance consent.</li> <li><del>8.</del> <u>8.</u> The main vehicular access will be provided from Bishop Bridge Road.</li> <li><del>9.</del> <u>9.</u> <u>Reduced levels of residential car parking to achieve low car or Car car free housing</u> development in accordance with Policy 2 is appropriate <u>to be provided</u> in this location.</li> </ol> <p>Make consequential change to supporting text paragraph 2.284 to read:</p> <p>2.284 The site is likely to accommodate <del>a minimum of</del> <u>approximately</u> 80 homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>		<p>site allocation policy, which would not alter the site information or appraisal in the SA.</p>
MM57	135	Norwich Policy R17	<p>Amend the policy to read:</p> <p><b>POLICY R17</b></p>	To ensure the plan is effective and justified.	No - the proposed modification relates to

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>Site of former Van Dal Shoes, Dibden Road, Norwich (approx. 0.54ha) is allocated for residential development. This will accommodate a minimum of approximately 25 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. The existing locally listed shoe factory building should be retained or converted, subject to viability. To this end an assessment of its suitability for conversion either in part or as a whole (taking account of the industrial heritage significance of the site) will be required;</li> <li>2. Where new buildings are proposed they should achieve high quality, locally distinctive design of a scale and form which reflects its prominent location and the character and context of the surrounding predominantly residential area.</li> <li>3. Development should be designed to integrate well with the surrounding housing and to make the best of the potential for views over the city;</li> <li>4. Site contamination arising from the former manufacturing use should be addressed and mitigated;</li> <li>5. Address access issues, including the potential stopping up or diversion of the highway subject to maintaining a pedestrian link across the site;</li> <li>6. Provide enhanced pedestrian and cycle links to Mousehold Avenue and Gertrude Road;</li> <li>7. Be designed to promote biodiversity and facilitate green infrastructure links to neighbouring green spaces and connections to Mousehold Heath. Existing trees on site should be retained and protected where practicable.</li> </ol> <p>Make consequential change to supporting text paragraph 2.293 to read:</p> <p>2.293 The site is likely to accommodate <del>at least</del> <u>approximately</u> 25 homes. <del>More dwellings may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>		<p>minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>
MM58	138	Norwich Policy R18	<p>Amend the policy to read:</p> <p><b>POLICY R18</b></p>	To ensure the plan is effective and justified.	No - the proposed modification relates to



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>Site of former Start Rite Factory, 28 Mousehold Lane, Norwich (approx. 0.86ha) is allocated for residential development which may be provided either as general needs housing or care home. This will accommodate a <del>minimum of</del> <u>approximately 40 homes</u>.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design which responds to its prominent location on the outer ring road.</li> <li>2. The design must address the topography of the site and surface water drainage issues.</li> <li>3. A pedestrian/cycle link to Templemere should be provided.</li> <li>4. Retain existing belt of woodland and scrub on south-west and south-east boundaries and enhance landscaping and green infrastructure through the site.</li> <li>5. Vehicular access should be taken from Mousehold Lane. Development should provide for all necessary highway and junction improvements to enable a right turn into the site and the integration and enhancement of the existing pedestrian crossing point.</li> <li>6. Consideration should be given to rationalising access/servicing arrangements to enable a single shared access to adjoining commercial premises at 26 Mousehold Lane and remove the need for a separate access.</li> </ol> <p>Make consequential change to supporting text paragraph 2.295 to read:</p> <p>2.295 The site is likely to accommodate a <del>minimum of</del> <u>approximately 40 homes</u>. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p> <p>Amend the final sentence of supporting text paragraph 2.303 to read:</p> <p>If developed for older persons housing, affordable housing contributions should be in accordance with the requirements set out in <del>Norwich City Council's Affordable Housing SPD Policy 5 – Homes.</del></p>		<p>minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM59	141	Norwich Policy R19	<p>Amend the policy to read:</p> <p><b>POLICY R19</b>  <b>Land north of Windmill Road, Norwich (approx. 0.19ha) is allocated for residential development. This will accommodate in the region of approximately 17 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design.</li> <li>2. Design to take account of differences in level between the site and adjoining residential properties and effectively addresses potential issues of overlooking loss of privacy and surface water flooding;</li> <li>3. Vehicular access to the site should be taken from the south via Millwright’s Way, with pedestrian access retained via Windmill Road and links to Windmill Court and Templemere retained and enhanced.</li> <li>4. Protection and enhancement of key green infrastructure, biodiversity and geodiversity assets within the site including replacement of trees on site, addressing the impact of adjacent trees on the site, and provision of a high-quality landscaping scheme.</li> </ol> <p>Remove bullet points and number policy requirements.</p> <p>Make consequential change to supporting text paragraph 2.314 to read:</p> <p>2.314 The site is likely to accommodate in the region of approximately 17 homes.</p>	<p>To ensure the plan is effective and justified.</p>	<p>No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>
MM60	144	Norwich Policy R20	<p>Amend the policy to read:</p> <p><b>POLICY R20</b>  <b>Land east of Starling Road, Norwich (approx. 0.27ha) is allocated for residential development. This will accommodate a minimum of approximately 23 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design which establishes a strong built frontage to Starling Road.</li> </ol>	<p>To ensure the plan is effective and justified.</p>	<p>No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>2. The design should takes account of heritage issues including its location on the fringe of the City Centre Conservation Area and locally listed terraces on Magpie Road;</li> <li>3. Site contamination arising from current and former industrial and motor trade uses should be addressed and mitigated;</li> <li>4. <del>noise</del> <u>Noise</u> generation from road traffic and existing industrial and commercial uses should be addressed and mitigated;</li> <li>5. <del>Comprehensive development is preferred but incremental</del> <u>Incremental</u> development <del>can</del> <u>may</u> be accepted where it would not compromise the development of the remainder of the site;</li> <li>6. As the allocation site is within multiple ownerships, shared access points <del>are</del> <u>should be</u> provided to keep the number of access points to a minimum.</li> </ol> <p>Make consequential change to supporting text paragraph 2.321 to read:</p> <p>2.321 The site is likely to accommodate <del>at least approximately</del> <u>at least approximately</u> 23 homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>		the site information or appraisal in the SA.
MM61	147	Norwich Policy R29	<p>Amend the policy to read:</p> <p><b>POLICY R29</b>  <b>Two sites at Hurricane Way, Airport Industrial Estate, Norwich (Site A, land north of Gamecock Close and west of 6-14 Hurricane Way, (approx. 0.26 ha) and Site B, land between Hurricane Way and Stirling Road, (approx. 2.28 ha) are allocated for light industrial and housing development. This will accommodate a minimum of approximately 30 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Development should be approached in the context of a comprehensive masterplan for the Airport Industrial Estate as a whole;</li> <li>2. Achievement of a high quality, locally distinctive design which provides for effective integration of the residential elements of any scheme with adjoining housing, segregation of proposed housing from surrounding employment areas and effective separation of residential and non-residential uses and flood-</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>resilient design (including addressing identified risks from flooding from surface water flooding);</p> <ol style="list-style-type: none"> <li>3. Housing, if proposed on Site B, will be appropriate if in accordance with a comprehensive masterplan (to be produced). Vehicular access to be taken from Heyford Road.</li> <li>4. Residential development on Site A will be dependent on demonstrating that a suitable vehicular access can be achieved from the south via Gamecock Close.</li> <li>5. Light industrial development and/or small business uses on the frontage to Hurricane Way are acceptable providing they are not significantly detrimental to adjoining neighbouring residential occupiers.</li> <li>6. A high-quality landscaping scheme is required which provides for the protection of trees on site and the provision and enhancement of green infrastructure and biodiversity links;</li> <li>7. <del>Development will make provision</del> <u>Provision</u> for retention of the north-south pedestrian and cycle link (that form part of the yellow pedalway) and bus link from Hurricane Way to Heyford Road via Site B.</li> <li>8. Be designed to mitigate the impact of noise generation, light and odour pollution from adjacent industrial uses and Norwich International airport.</li> </ol> <p>Make consequential change to supporting text paragraph 2.327 to read:</p> <p>2.327 These sites are likely to accommodate <del>at least approximately</del> <u>at least approximately</u> 30 homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>		
MM62	149	Norwich Policy R30	<p>Amend the policy to read:</p> <p><b><u>Policy POLICY R30</u></b>  <b>Land at Holt Road, Norwich (approx. 1.33ha) is allocated for general employment purposes (use classes E(gii/iii), B2 and B8).</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. <del>provide</del> <u>Provide</u> vehicular access to the site from Gambling Close or from a single point of access onto Holt Road serving the entire site, providing this can</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>be achieved without unacceptable impacts on highway safety or the free flow of traffic;_</p> <ol style="list-style-type: none"> <li>2. <del>promote</del> <u>Promote</u> sustainable transport to the site.</li> <li>3. <del>provide</del> <u>Provide</u> appropriately for servicing, parking and other transportation requirements;_</li> <li>4. <del>demonstrate</del> <u>Demonstrate</u> (through a noise impact assessment) that appropriate account has been taken of the potential impacts of noise from existing and proposed airport operations and noise generation from the development itself;_</li> <li>5. <del>incorporate</del> <u>Incorporate</u> suitable boundary treatment screening to the Holt Road frontage and mitigation measures to reduce the impact of the development on the outlook and living conditions of adjoining and nearby residents.</li> <li>6. <del>ensure</del> <u>Ensure</u> that any development is designed <del>to comply with</del> <u>having regard to</u> the requirements of Norwich Airport with regard to Airport safeguarding measures.</li> <li>7. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol> <p>Move wording of deleted policy requirement 7 to the supporting text. Insert after current paragraph number 2.330.</p>		would not alter the site information or appraisal in the SA.
MM63	152	Norwich Policy R31	<p>Amend the policy to read:</p> <p><b>POLICY R31</b>  <b>Heigham Water Treatment Works, Waterworks Road, Norwich (approx. 1.37ha) is allocated for housing led mixed use development and public open space. This will accommodate a minimum of approximately 60 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive and flood-resilient design (including addressing identified risks from flooding from rivers and surface water flooding);_</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>2. The design must reflect the prominent riverside location and provide for the retention and enhancement of heritage assets within the site including the historic boundary wall on Waterworks Road; the locally listed Pump House 1 and Eastgate Lodge; as well as heritage assets adjacent to the site including the locally listed Pump House 2 buildings and grade II listed / scheduled monument St. Bartholomew’s Church, Heigham;</p> <p>3. A small element of business or commercial use is acceptable subject to uses being compatible with the continuation of water treatment operations on the adjoining site to the west and subject to any required variation or revocation of hazardous substance consents pertaining to those operations;</p> <p>4. Approximately 60 homes will be provided, depending on the appropriate mitigation measures undertaken, including the provision of adequate and appropriate access to the site;</p> <p>5. The land adjoining the River Wensum will provide a public open space with a publicly accessible riverside walk in accordance with policy 7.1 and the ‘River Wensum Strategy’ and subject to water security considerations;</p> <p>6. A high-quality landscaping scheme is required which provides for the protection of trees on site and the provision and enhancement of green infrastructure and biodiversity links;</p> <p>7. Contamination from existing uses on site should be assessed and mitigated;</p> <p><del>8. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partially underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration. Parts of the site are within the consultation area for a safeguarded Waste management site and Norfolk Minerals and Waste Core Strategy policy CS16 applies, while the waste site is active.</del></p> <p>9. <u>8.</u> An archaeological assessment will be required prior to development.</p> <p>Make consequential change to supporting text paragraph 2.335 to read:</p>		<p>appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>2.335 The site is likely to accommodate approximately 60 homes. <del>More homes may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p> <p>Move wording of deleted policy requirement 8 to the supporting text. Insert after current paragraph number 2.335.</p>		
MM64	159	Norwich Policy R36	<p>Amend the policy to read:</p> <p><b>POLICY R36</b>  <b>Mile Cross Depot, Norwich (approx. 4.40ha) is allocated for residential led mixed use development with residential and which may include associated community uses. This will accommodate a minimum of approximately 170 homes. The final number of homes delivered will depend upon the scale of any community uses delivered.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design which reflects its prominent location on the edge of the river valley, the setting of the adjoining Mile Cross Conservation Area and the proximity of formal and informal recreational open space;</li> <li>2. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including formal and informal public and private open spaces within the site.</li> <li>3. The southern frontage of the site to Marriott’s Way should be enhanced and landscape and pedestrian and cycle links provided through the site to link with the existing recreational route;</li> <li>4. Potential contamination from <del>existing and</del> previous uses on site, potential geological issues <del>and potential impacts of noise and odour generation from the recycling centre on Swanton Road (so long as it is retained)</del> should be assessed and mitigated.</li> <li>5. Vehicular access should be taken from Mile Cross Road with emergency access and pedestrian/cycle links provided to Valpy Avenue.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>6. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partially underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration. Parts of the site are within the consultation area for a safeguarded Waste management site and Norfolk Minerals and Waste Core Strategy policy CS16 applies, while the waste site is active.</del></p> <p>Make consequential change to supporting text paragraph 2.358 to read:</p> <p><del>2.358 The site is likely to accommodate a minimum of approximately 170 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved, dependant on the mix of uses and geological constraints being overcome.</del></p> <p>Move wording of deleted policy requirement 6 to the supporting text. Insert after current paragraph number 2.358.</p>		
MM65	162	Norwich Policy R37	<p>Amend the policy to read:</p> <p><b>POLICY R37</b>  <b>The Norwich Community Hospital site, Bowthorpe Road, Norwich (approx. 5.30 ha) is allocated for mixed use development. This may include hospital development and ancillary activities, plus associated supported living, care and key worker accommodation, and residential development. As part of a mixed-use scheme the site This will may accommodate a minimum of 80 around 200 homes depending on the level of healthcare development.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Development should be approached in the context of a comprehensive masterplan for the Norwich Community Hospital site and should be consistent with and complementary to mixed use redevelopment proposals agreed in principle for the existing hospital;</li> <li>2. Achievement of a high quality, locally distinctive design which reflects the prominent location of the site on the frontage to Bowthorpe Road and the</li> </ol>	To ensure the plan is effective and justified.	Yes – the proposed modification has resulted in minor wording changes, and an increase in the housing to be delivered on site. Policy R37 has been assessed in the Main Modifications SA Report.



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>proximity of formal open space and informal recreational open space including Earlham Cemetery and Woodlands Park;</p> <ol style="list-style-type: none"> <li>3. Retention of the locally listed Woodlands House;</li> <li>4. Conserve and enhance the setting of the adjacent Earlham Cemetery grade II Registered Park and Garden and nearby Jewish Mortuary Chapel heritage assets.</li> <li>5. Provide pedestrian and cycle links between Bowthorpe Road and Dereham Road via the Woodlands Park to the north of the site and to Godric Place.</li> <li>6. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including formal and informal public and private open spaces within the site and the retention and enhancement of existing trees. Biodiversity links between the site and neighbouring green spaces will be protected and enhanced;</li> <li>7. Site contamination and geotechnical constraints should be assessed and mitigated;</li> <li>8. The design and configuration of development should have regard to the siting of existing telecommunications equipment on-site.</li> <li>9. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partially underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol> <p>Make consequential changes to supporting text paragraph 2.361 to read:</p> <p><u>2.361–The site is likely to accommodate at least 80 homes. The outline consent granted in late 2021 has a potential to deliver approximately 190 homes or ‘equivalent homes’ as demonstrated under the initial proposals of the 2018 planning application, however the final mix of homes and healthcare development may change. The 2021 approval did not encompass the whole site and the remaining part could accommodate around 50 dwellings. Any future “departure” from a core housing figure would be assessed against any social or health care benefits which might arise from dependent upon securing future funding (i.e. more health care facilities than housing). If developed wholly for residential the site may accommodate approximately 250 homes.</u></p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			Move wording of deleted policy requirement 9 to the supporting text. Insert after current paragraph number 2.361.		
MM66	164	Norwich Policy R38	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION                      POLICY R38</b>  <b>Three Score, Bowthorpe, Norwich (approx. 25.29ha) is allocated for an urban extension including housing, open and play space and associated infrastructure. This will accommodate in the region of 900 755 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Be planned as an exemplar development with a distinct character and identity, providing for exceptionally high standards of design, energy efficiency and flood resilience (including addressing identified risks from flooding from rivers and surface water flooding).</li> <li>2. Provide permeability through the site including connections to the existing strategic cycle network, new bus routes and a network of attractive and walkable pedestrian routes providing for safe and convenient movement within and between existing and proposed housing areas, the Bowthorpe district centre, the new village centre and the Yare valley and open countryside beyond.</li> <li>3. Make provision for significant areas of recreational and informal open space, play space, green infrastructure (including retained woodland) and enhance ecological networks to support biodiversity and geodiversity.</li> <li>4. Respect the character and distinctiveness of the surrounding area, to improve the setting of Bowthorpe Hall and the surrounding conservation area, preserve the open character of the Yare valley and distinctive landscape of the valley edge, and maintain strategic long views through and beyond the development area.</li> </ol> <p>Make consequential change to supporting text paragraph 2.363 to read:</p> <p>2.363 The site is likely to accommodate in the region of 900 755 homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>	To ensure the plan is effective and justified.	Yes – the proposed modification has resulted in a decrease in the housing to be delivered on site. Policy R38 has been assessed in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
<b>Urban Fringe</b>					
<b>Colney</b>					
MM67	172	Policy COL1	<p>Delete Policy COL1, subtitle, supporting text paragraph 3.6 and Policy Map (see separate schedule of map changes)</p> <p><b>Policy COL1: Land adjacent to Norwich Research Park (NRP), Colney</b></p> <p><del>3.6 The site was allocated in 2015 as part of the South Norfolk Local Plan. Science park and hospital related uses remain appropriate, and COL 1 is re-allocated as a strategic employment allocation.</del></p> <p>Policy COL 1</p> <p><b>Strategic Allocation</b></p> <p><del>Land adjacent to Norwich Research Park (NRP), Colney (approx. 38.8 ha) is allocated principally for an E (gii) Science Park development, hospital expansion and other proposals ancillary and complementary to these main uses.</del></p> <p>The development will be expected to address the following specific matters:</p> <p>Uses</p> <p>1. <del>Acceptable uses will be research and development use under Class E (gii) 'research and development' of the Town and Country Planning (Use Classes) Order 2020 (as amended) plus hospital and hospital related uses. Other uses clearly ancillary to the main functions of the Norwich Research Park (NRP) and/or complementary to the main anchor institutions will also be acceptable.</del></p> <p>Master plan/infrastructure plan</p> <p>2. <del>Provision of a masterplan (having regard to the masterplan associated with planning permission 2012/1880, as appropriate), that includes: phasing in</del></p>	Combine sites into a single allocation to ensure plan is effective and justified.	Yes – the proposed modification deletes Policy COL1, which is now combined as COL1/ GNLP0331BR/ GNLP0331CR. The new combined site allocation policy has been assessed in the SA (see MM70).

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>relation to the delivery of infrastructure and integration with existing uses; provision of high-quality buildings and spaces; and a landscape strategy and green infrastructure plan.</del></p> <p><del>3. The masterplan should be supported by a utilities/infrastructure plan which will include the necessary transport improvements detailed below.</del></p> <p><del>4. Proposals for smaller sites within the overall allocation should accord with the principals of any agreed masterplan and infrastructure plan.</del></p> <p>Transport</p> <p>Measures which address the impacts of the proposed development, including where appropriate:</p> <p><del>5. Improvements to the B1108 Watton Road junctions which accesses the NRP.</del></p> <p><del>6. Improvements to the capacity at the B1108/A47 junction, to ensure that it does not become a constraint to development.</del></p> <p><del>7. Maintaining and enhancing safe and convenient access to the Norfolk and Norwich University Hospital.</del></p> <p><del>8. Public transport access and provision, to encourage significant modal shift to/from and within the wider NRP, including measures identified through the Transport for Norwich programme.</del></p> <p><del>9. Safe and convenient pedestrian and cycle links within the wider NRP and to/from significant areas of housing (specifically at Cringleford, Hethersett and Threescore/Bowthorpe), including completion of the Hethersett to NRP cycleway.</del></p> <p><del>10. Parking ratios of approximately 1 space per 60m<sup>2</sup> of floor area (excluding plant).</del></p> <p><del>11. The developer should ensure that sufficient land is made available to deliver the required infrastructure.</del></p> <p>Design and Landscape</p> <p><del>12. Landmark design quality, including a safe and attractive public realm, creating an integrated approach to existing and new development at the NRP.</del></p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>13. Exemplar sustainable development, achieving at least BREEAM 'very good' standard for new construction.</del></p> <p><del>14. Development contributes positively to green infrastructure and the landscape setting including retention of the existing shelter belts, hedgerows and significant trees and linking of features to the wider landscape.</del></p> <p><del>15. Development density to reflect the transport constraints of the locality and the aspirations for design quality and landscaping.</del></p> <p><del>16. Any development must conserve and enhance the significance of the Old Hall and its wall and the Rectory, including any contribution made to that significance by setting. This includes but is not limited to appropriate landscaping, density and design.</del></p> <p>Constraints</p> <p><del>17. Site specific flood risk assessments.</del></p> <p><del>18. Layout to take account of water main and sewers crossing the site;</del></p> <p><del>19. Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.</del></p> <p><del>20. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p>		
MM68	175	Policy GNLP0331BR	<p>Delete Policy GNLP0331BR, subtitle, supporting text paragraph 3.7 and Policy Map (see separate schedule of map changes)</p> <p><b>Policy GNLP0331BR: South of Norwich Research Park extension, Colney</b></p> <p><del>3.7 This site is allocated for employment use and allows additional capacity up to 2038 for the continued growth of the allocated science park and hospital expansion proposals in the 2015 South Norfolk Local Plan (allocation reference COL 1).</del></p> <p>Policy GNLP0331BR</p>	Combine sites into a single allocation to ensure plan is effective and justified.	Yes – the proposed modification deletes Policy GNLP0331BR, which is now combined as COL1/ GNLP0331BR/ GNLP0331CR. The new combined site

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>South of Norwich Research Park extension, (1.26 ha), for a Class E (gii) Science Park development, of the Town and Country Planning (Use Classes) Order 2020 (as amended) hospital expansion and other proposals ancillary and complementary to these main uses.</del></p> <p>Planning applications will be considered positively for the above uses subject to meeting the criteria set out in Policy COL1.</p> <p>The development will include the following specific matters:</p> <ol style="list-style-type: none"> <li>1. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration</del></li> </ol>		<p>allocation policy has been assessed in the SA (see MM70).</p>
MM69	177	Policy GNLP0331CR	<p>Delete Policy GNLP0331CR, subtitle, supporting text paragraph 3.8 and Policy Map (see separate schedule of map changes)</p> <p><del><b>Policy GNLP0331CR: South of Norwich Research Park extension, Colney</b></del></p> <p><del>3.8 This site is allocated for employment use and allows additional capacity up to 2038 for the continued growth of the allocated science park and hospital expansion proposals in the 2015 South Norfolk Local Plan (allocation reference COL1).</del></p> <p><del>Policy GNLP0331CR</del></p> <p><del><b>South of Norwich Research Park extension, (5.59 ha), for E(gii) Science Park development, hospital expansion and other proposals ancillary and complementary to these main uses.</b></del></p> <p><del>Planning applications will be considered positively for the above uses subject to meeting the criteria set out in Policy COL1.</del></p> <p><del>The development will include the following specific matters:</del></p> <ol style="list-style-type: none"> <li>1. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration</del></li> </ol>	<p>Combine sites into a single allocation to ensure plan is effective and justified.</p>	<p>Yes – the proposed modification deletes Policy GNLP0331CR, which is now combined as COL1/ GNLP0331BR/ GNLP0331CR. The new combined site allocation policy has been assessed in the SA (see MM70).</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM70	-	Policy COL1/ GNLP0331BR & GNLP0331CR	<p>Add new policy to combine Policy COL1, GNLP0331BR and GNLP0331CR, new subtitle, new paragraphs of supporting text and new Policy Map (see separate schedule of map changes)</p> <p>Insert new subtitle and supporting text above policy to read, numbering as appropriate:</p> <p><b><u>POLICY COL1/GNLP0331BR/GNLP0331CR: Land adjacent to Norwich Research Park (NRP), Colney</u></b></p> <p><u>The site was allocated in 2015 as part of the South Norfolk Local Plan. Science park and hospital related uses remain appropriate, and STR.05 is re-allocated as a strategic employment allocation with some additional areas of land included.</u></p> <p><u>Norfolk Minerals and Waste Core Strategy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</u></p> <p><u>Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.</u></p> <p><b><u>Strategic Allocation</u></b></p> <p><b><u>POLICY COL1/GNLP0331BR/GNLP0331CR</u></b></p> <p><b><u>Land adjacent to Norwich Research Park (NRP), Colney (45.65 ha) is allocated principally for an E (gii) Science Park development, hospital expansion and other proposals ancillary and complementary to these main uses.</u></b></p> <p><u>The development will achieve the following site specific requirements:</u></p> <p><u>Uses</u></p> <ol style="list-style-type: none"> <li><u>Acceptable uses will be research and development use under Class E (gii) 'research and development' of the Town and Country Planning (Use Classes)</u></li> </ol>	Combine sites into a single allocation to ensure plan is effective and justified.	Yes – the proposed modification introduces a new site policy bringing together the site allocations COL1/ GNLP0331BR/ GNLP0331CR. The new combined site allocation policy has been assessed in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>Order 2020 (as amended) plus hospital and hospital related uses. Other uses clearly ancillary to the main functions of the Norwich Research Park (NRP) and/or complementary to the main anchor institutions will also be acceptable.</u></p> <p>2. <u>Planning conditions will be applied to consents granted under Class E(g)(ii) to prevent changes of use within Class E in order to protect the function of the Research Park and to restrict the proliferation of town centre uses in out of centre locations.</u></p> <p><u>Master plan/infrastructure plan</u></p> <p>3. <u>Proposals within this site allocation boundary should have regard to the existing approved illustrative masterplan or any subsequent approved revision and include phasing in relation to the delivery of infrastructure, provision of high-quality buildings and spaces; and a landscape strategy and green infrastructure plan.</u></p> <p>4. <u>Any revised masterplan for the allocation should be supported by a utilities/infrastructure plan which will include the necessary transport improvements detailed below.</u></p> <p><u>Development will be expected to address the following specific matters:</u></p> <p><u>Transport</u></p> <p><u>Measures which address the impacts of the proposed development, including where appropriate:</u></p> <p>5. <u>Improvements to the B1108 Watton Road junctions which access the NRP.</u>                      6. <u>Improvements to the capacity at the B1108/A47 junction, to ensure that it does not become a constraint to development.</u>                      7. <u>Maintaining and enhancing safe and convenient access to the Norfolk and Norwich University Hospital.</u></p>		



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>8. <u>Public transport access and provision, to encourage significant modal shift to/from and within the wider NRP, including measures identified through the Transport for Norwich programme.</u></p> <p>9. <u>Safe and convenient pedestrian and cycle links within the wider NRP and to/from significant areas of housing (specifically at Cringleford, Hetherset and Threescore/Bowthorpe), including completion of the Hetherset to NRP cycleway.</u></p> <p>10. <u>Parking ratios of approximately 1 space per 60m<sup>2</sup> of floor area (excluding plant).</u></p> <p>11. <u>The developer should ensure that sufficient land is made available to deliver the required infrastructure.</u></p> <p><u>Design and Landscape</u></p> <p>12. <u>Landmark design quality, including a safe and attractive public realm, creating an integrated approach to existing and new development at the NRP.</u></p> <p>13. <u>Development contributes positively to green infrastructure and the landscape setting including retention of the existing shelter belts, hedgerows and significant trees and linking of features to the wider landscape.</u></p> <p>14. <u>Development density to reflect the transport constraints of the locality and the aspirations for design quality and landscaping.</u></p> <p>15. <u>Any development must conserve and, where opportunities arise, enhance the significance of the Old Hall and its wall and the Rectory, including any contribution made to that significance by setting. This includes but is not limited to appropriate landscaping, density and design.</u></p> <p><u>Constraints</u></p> <p>16. <u>Site specific flood risk assessments.</u></p> <p>17. <u>Layout to take account of water main and sewers crossing the site.</u></p> <p>18. <u>An archaeological assessment will be required prior to development.</u></p>		
MM71	179	Policy COL2/ GNLP0140C	Amend the policy to read:	To ensure the plan is effective,	No - the proposed

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>POLICY COL 2 / GNLP0140C</b>  <b>Land rear/east of Institute of Food Research (IFR), Colney (approx. 4.24 ha) is allocated principally for an E (gii) Science Park development, hospital expansion and other proposals ancillary and complementary to these main uses.</b></p> <p>Planning applications will be considered positively for the above uses subject to meeting the criteria set out in Policy COL1.</p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of nearby heritage assets including Earlham Conservation Area and associated listed buildings to the west, including any contribution made to that significance by setting. This includes but is not limited to appropriate landscaping, density and design.</li> <li><del>2. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol> <p>Move wording of deleted policy requirement 2 to the supporting text. Insert after current paragraph number 3.9.</p>	<p>justified and consistent with national policy.</p>	<p>modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>
MM72	184	Policy GNLP0253	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0253</b>  <b>Colney Hall, Watton Road, Colney (approx. 24.99 ha) is allocated for specialist housing for older people and for university research and healthcare uses to support wellbeing in later life. Uses will include dementia care, extra care housing, university research space E(g)(ii), and healthcare facilities D4 E(e). The site is to accommodate a dementia care unit of approximately 80 beds, approximately 120 units of extra care housing, and the conversion of Colney Hall.</b></p> <p><del>The development will include the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p>	<p>To ensure plan is effective and justified.</p>	<p>No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>1. A masterplan for the whole site <u>submitted with or in advance of the first application for planning permission</u>. Comprising a mix of uses that is majority C2 but includes research E(gii) and healthcare <del>D4</del> <u>E(e)</u> facilities to make the development exceptional for wellbeing in later life.</p> <p>2. A landscape assessment exploring the historic gardens and parkland setting of the Hall will need to be undertaken.</p> <p>3. The layout of the development will <u>need to reflect this assessment and retain the significant trees across the site, incorporate high quality landscaping to enhance the woodland setting and provide informal recreational green space</u>.</p> <p><del>2.</del> 4. A transport assessment with the implementation of any agreed highway mitigation measures.</p> <p><del>3.</del> 5. Site access from the B1108 with a new traffic signal junction, as well as shared use cycleway/footway from access extending eastwards to connect to existing cycle facility.</p> <p>4. <del>6.</del> Sensitive conversion of the Grade II listed Colney Hall and its gardens.</p> <p><del>5.</del> 7. Consideration to protecting the distinctive characteristics of the River Yare valley.</p> <p><del>6.</del> 8. <u>An archaeological assessment will be required prior to development. Historic Environment Service to be consulted to determine any need for archaeological surveys prior to development.</u></p> <p><del>7.</del> 9. A site-specific flood risk assessment is required.</p> <p><del>8.</del> 10. A site-specific ecological survey is required.</p> <p><del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration. Remediation maybe required due to former landfill site.</del></p> <p>Move the original wording of policy requirement 6 (now 8) to supporting text. Insert after current paragraph number 3.12</p> <p>Move wording of deleted policy requirement in relation to Minerals and Waste to the supporting text. Insert after current paragraph number 3.12.</p>		
MM73	186	Policy BAW2	<p>Amend the policy to read:</p> <p><b>POLICY BAW2</b>  <b>Bawburgh and Colney Lakes (approx. 73.5ha) is allocated for a water-based country park.</b></p>	To ensure plan is effective and justified.	No - the proposed modification relates to

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Public access to be provided;</li> <li>2. Footpath and cycle link with access for major residential developments at various points of entry <del>to be agreed with the local Highways Authority;</del></li> <li>3. A conservation management plan should be delivered to protect species and agreed prior to the commencement of development with zoned access to protect some areas from damage and disturbance. Proposals will need to ensure that the ecological value of the County Wildlife site is retained and enhanced in areas to be opened up to the public.</li> </ol>		<p>minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>
<b>Costessey</b>					
MM74	190	Policy COS3/ GNLPSL2008	<p>Amend the policy to read (see separate schedule of map changes for boundary change):</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY COS 3/ GNLPSL2008</b>  <b>Longwater Employment Area, Costessey (approx. <del>15.29</del> 11.06 ha) is allocated for Employment uses.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <p>Uses</p> <ol style="list-style-type: none"> <li>1. Principally for E(g), <u>B2 and B8</u> Use Class (2020) employment uses.</li> <li>2. Other employment uses that are not identified as main town centre uses in the National Planning Policy Framework, specifically further car showrooms and petrol filling stations.</li> </ol> <p>Transport</p> <ol style="list-style-type: none"> <li>3. Appropriate and proportionate contributions to short, medium and long-term improvements to the A47 Longwater Junction to ensure that capacity does not become a constraint on development.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>4. Proportionate contributions to public transport improvements on the Dereham Road corridor and other public transport enhancements in accordance with the latest version of the Transport for Norwich implementation plan.</p> <p>5. Safe and convenient pedestrian and cycle links to key locations including access to Longwater retail and nearby residential locations at Queens Hill, New Costessey and Easton.</p> <p>Constraints</p> <p><del>6. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></p> <p><del>7. 6. Protection of Long Dale County Wildlife Site to the north of Employment Area.</del></p> <p><del>8. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources and is within a minerals and waste consultation area. The benefits of extracting the minerals, if feasible, will be taken into consideration and developers will need to consult Norfolk County Council (Minerals and Waste) as part of any future applications on the site.</del></p> <p>Move wording of deleted policy requirement 8 to the supporting text. Insert after current paragraph number 3.18.</p>		
MM75	192	Policy COS4	<p>Amend policy COS4 to read:</p> <p><b>Policy COS4</b></p> <p><b>Redevelopment of existing uses within the Costessey Longwater Development Boundary, Costessey</b></p> <p>Within the Costessey Longwater Development Boundary proposals for the redevelopment or change of use of existing employment, <del>retail, commercial and leisure uses, commercial, business and service uses, and complementary sui generis uses</del> will <u>should</u> demonstrate that retention of the site for <del>the same or similar uses</del> <u>the existing use</u> has been fully explored without success. This would involve:</p> <p><u>1. Demonstrating that the area is already adequately served by the type of use to be lost; or</u></p> <p><del>4.</del> <u>2. Confirmation that the site has been offered on a range of terms agreed in</u></p>	To ensure the plan is effective and justified.	No - the proposed modification relates to wording changes to the site allocation policy, including clarification on the breakdown of uses supported on site, which would not alter

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>advance to be reasonable, with any disagreement resolved by an independent assessor, plus six months marketing for the permitted and similar uses, using an appropriate agent; and</del></p> <p><del>2. Confirmation that the site has been offered on a range of terms agreed in advance to be reasonable on the advice of an independent assessor; or</del></p> <p><del>3. It can be demonstrated that the area is already adequately served for the type of use to be lost.</del></p> <p>Where this has been demonstrated, sites within Costessey Longwater Development Boundary, will be considered positively for E(g), <u>B2 and B8</u> employment uses or other employment uses ancillary and complementary to the strategic employment function of the area where they are <u>not</u> (underlining in the original) defined as a Main Town Centre use in the National Planning Policy Framework, specifically further car showrooms and petrol filling stations.</p>		the overall site information or appraisal in the SA.
MM76	194	Paragraphs 3.20 and 3.21	<p>Delete paragraphs 3.20 and 3.21:</p> <p><del>2.20 There are no new allocations however site GNLP2043/0581 is proposed as a contingency allocation should additional housing be required over the plan period as referenced by the trigger point detailed in the site policy.</del></p> <p><del>2.21 Please see separate section at the end of the plan for the contingency site policy.</del></p>	To ensure the plan is effective and justified following deletion of the Costessey Contingency Site.	No - the proposed modification relates to supporting text changes as a result of MM149.
MM77	194	Policy COS5/ GNLP2074	<p>Amend the policy to read:</p> <p><b>POLICY COS 5/GNLP2074</b>  <b>Royal Norfolk Showground, Costessey</b></p> <p>Planning applications for the use of the identified area for leisure, tourism, recreation, arts and exhibition uses will be considered positively provided that:</p> <ol style="list-style-type: none"> <li>The open character of the site is retained, including the impact of ancillary uses such as car parking.</li> <li><u>Other than for development under clause 6 below, Any any</u> new buildings and extensions are required to support the main functions of the Showground.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>3. Harm would not be caused by the nature, scale, extent, frequency or timing of proposed activities, including:</p> <p style="padding-left: 20px;">a) <del>any</del> Any noise or vibration likely to be generated, including from motorised sports or flying; and,</p> <p style="padding-left: 20px;">b) <del>any</del> Any light which could have an impact beyond the site itself.</p> <p>4. <del>Highways and transport improvements are agreed with Norfolk County Council and, where appropriate, the Highways Agency, to be proportionate to the form and scale of development and includes pedestrian and cycle access across the A47. Depending on the scale and type of development, applications will be supported by a Transport Assessment/Statement and any required highway mitigation measures will be provided.</del></p> <p>5. <del>Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></p> <p>5. Small scale Food retail, including an anchor unit selling a significant proportion <del>no less than 70%</del> of locally produced goods; café/restaurant/public house uses; and other leisure and service uses, to serve the wider function of the showground will also be considered.</p> <p>Make consequential change to section title:</p> <p>Policy COS5/GNLP2074: <del>Royal</del> Norfolk Showground, Costessey</p> <p>Make consequential supporting text change to paragraph 3.22:</p> <p>3.22 Recognising that the Norfolk Showground has a need to support its role as a major visitor attraction and events location, and that it is located within and supports the Food Enterprise Zone, <del>it is proposed to alter the existing showground policy to</del> permits small scale food, dining and leisure-led development that also helps to meet the needs of local residents who live in the immediate area. <u>To ensure that the development supports the local food and agri-tech sectors any food based retail unit should sell a clear majority of locally produced goods and will therefore be conditioned to ensure that no less than 70% of the net retail floor area is used for the display and sale of goods produced in Norfolk and Suffolk.</u></p>		<p>appraisal in the SA.</p>
<b>Cringleford and Keswick</b>					

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM78	200	Policy GNLP0307/ GNLP0327	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY GNLP0307/GNLP0327 (Part of Cringleford Neighbourhood Plan HOU1)</b>  <b>Land north of the A11 (approx. 52.56 ha) is allocated for residential development and associated infrastructure. This will accommodate approximately 1,740 <u>1,060</u> homes.</b></p> <p><del>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</del></p> <ol style="list-style-type: none"> <li>1. Development to comply with the policies of the Cringleford Neighbourhood Plan 2013-2026, including that no more than approximately 1,300 homes are built prior to 2026.</li> <li>2. A Transport Assessment will be required, to include:                         <ul style="list-style-type: none"> <li>o <del>confirmation</del> <u>Confirmation</u> that the proposed improvements to the A47 Thickthorn Interchange can accommodate the uplift in dwelling numbers;</li> <li>o <del>a vehicular route through the adjacent development site (reference: 2013/1494), capable of serving as a bus route</del> <u>Connections to adjacent sites by all modes which support active travel where feasible.</u></li> <li>o <del>footpath</del> <u>Footpath</u> and cycleway connections to the Roundhouse Way bus interchange;</li> <li>o <del>improvements</del> <u>Improvements</u> to Colney Lane;</li> <li>o <del>enhanced</del> <u>Enhanced</u> pedestrian, cycle and public transport access to the wider Norwich Research Park (including the UEA);</li> <li>o <del>enhanced</del> <u>Enhanced</u> walking routes to nearby schools; <del>and</del></li> <li>o <del>safeguarding of land for a pedestrian footbridge over the A47.</del></li> </ul> </li> <li>3. Approximately 3 hectares of the site should be safeguarded for a new school, or equivalent alternative provision in agreement with the education authority.</li> <li>4. Adequate <del>landscaping and</del> green infrastructure <u>and a landscape buffer</u> <del>to</del> <u>will</u> be provided <del>including landscape buffer</del> <u>outside the settlement limit</u> in accordance</li> </ol>	To ensure the plan is effective and justified.	Yes – the proposed modification has resulted in minor wording changes and a decrease in the housing to be delivered on site. Policy GNLP0307/ GNLP0327 has been assessed in the Main Modifications SA Report.



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>with <del>the</del> Bypass protection zone adjacent of <del>to the</del> A47 and <del>including</del> adequate noise mitigation measures to protect residential amenity.</p> <p>5. <del>Inclusion of p</del> Pollution control techniques to ensure that development does not lead to pollution of the water environment as the site falls within source protection zone 3.</p> <p>6. <del>Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development. An archaeological assessment will be required prior to development.</del></p> <p>7. Provision of a drainage system (SUDs).</p> <p>8. Mitigations to address utilities infrastructure crossing the site.</p> <p>9. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partly underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p>Move the current policy wording of policy requirement 6 to supporting text. Insert after current paragraph number 3.30.</p> <p>Move wording of deleted policy requirement 9 to the supporting text. Insert after current paragraph number 3.31.</p>		
MM79	202	Policy KES2/ GNLP0497	<p>Amend the policy to read:</p> <p><b>POLICY KES 2 (including GNLP0497)</b>  <b>Land west of Ipswich Road, Keswick (approx. 13.02 ha) is allocated for employment uses.</b></p> <p><del>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</del></p> <ol style="list-style-type: none"> <li>1. Mixed use development within Use Class E(g), B2 and B8, the ratio of uses being subject to acceptable highways impacts;</li> <li>2. <del>An</del> Provide an access road across the site from B1113 to A140 at Tesco Harford, with roundabout access from the B1113 and revised traffic light junction on the A140, <del>to be agreed with Highways Authority.</del></li> <li>3. Restriction of a right turn movements at the existing B1113/A140 junction.</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>4. Off-site cycle and footway links connecting to Low Road, Keswick and the Yellow Pedalway on the A140.</p> <p>5. Appropriate layout, scale and landscaping to protect properties to the north and to reflect the setting of the site within the Southern Bypass Landscape Protection Zone and its location on a gateway into Norwich.</p> <p>6. Inclusion of ecological appraisal with off-site strategic landscaping north-west of the B1113 as buffering to Harford Bridge Marshes CWS and NWT Nature Reserve.</p> <p>7. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of nearby heritage assets including the grade II listed church of All Saints and remains of the Church of All Saints to the west of the site, including any contribution made to that significance by setting.</p> <p>8. Sustainable drainage, reflecting the implications of the river valley location. Run off from the development onto the Harford Bridge Marshes County Wildlife Site and Nature Reserve may be an issue that will need to be mitigated for.</p> <p><del>9. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p>Move wording of deleted policy requirement 9 to the supporting text. Insert after current paragraph number 3.30.</p>		
<b>Drayton</b>					
MM80	206	Policy DRA1	<p>Amend the policy to read:</p> <p><b>POLICY DRA1</b>  <b>Land east of Cator Road and north of Hall Lane, Drayton (Approx. 12.5 ha) is allocated for residential development, allotments and open space. This will accommodate approximately 250 homes.</b></p> <p><del>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</del></p> <ol style="list-style-type: none"> <li>1. Vehicular access to be achieved from Hall Lane and School Road.</li> <li>2. Appropriate surface water drainage proposal to mitigate risk of surface water flooding issues associated with this site.</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			3. Green infrastructure linkages provided from the site to Hall Lane and Reepham Road via a network of footpaths to the side of School Road and also across the adjoining agricultural field to the north east of the site. A footpath/cycleway should also be included to the south side of Reepham Road from the junction with School Road to the roundabout at Drayton Lane. 4. Provision of onsite public open space in accordance with relevant policy. 5. Provision of allotments. 6. Any development must conserve and, <u>where opportunities arise</u> , enhance the significance of the grade II listed 4 Manor Farm Close including any contribution made to that significance by setting. This includes but is not limited to appropriate landscaping, setback and design.		appraisal in the SA.
<b>Easton</b>					
MM81	211	Policy EAS1	Amend the policy to read:  <b>STRATEGIC ALLOCATION</b>  <b>POLICY EAS 1</b> <b>Land south and east of Easton (approx. 52.12 ha) is allocated for residential development and associated infrastructure. This will accommodate approximately 4,044 962 homes.</b>  <del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u>  Master Plan A comprehensive masterplan which will need to cover the provision of social and green infrastructure and highways improvements, taking into account the other requirements of this policy, and address: <ol style="list-style-type: none"> <li>1. Phasing which clearly identifies when key infrastructure will be provided in relation to the provision of new housing. Phasing should be designed to ensure development minimises the disturbance to existing residents.</li> <li>2. The relationship to any continued expansion of Easton College and the Royal Norfolk Showground (including the loss of any land currently used for Showground parking).</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	Yes – the proposed modification has resulted in minor wording changes and a decrease in the housing to be delivered on site. Policy EAS1 has been assessed in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>3. The approach to densities across the allocation, including higher densities close to the proposed village centre.</p> <p>4. Careful consideration of development west of the <u>existing</u> allotments, including the <u>possible</u> retention of this area as open space.</p> <p>5. A local centre at the heart of the development, easily accessible to surrounding residential areas.</p> <p>Enhanced Facilities</p> <p><del>4.</del> <u>6.</u> Provision of a new village centre in the vicinity of the indicative site shown on the Easton Inset Map, to include a new village hall, village green/focal recreation space, shared parking provision with primary school.</p> <p><del>2.</del> <u>7.</u> Expanded primary school provision in agreement with the Education Authority.</p> <p>Heritage Assets</p> <p><del>4.</del> <u>8.</u> Application to be accompanied by an assessment of the significance of St Peter's Church as a heritage asset, the extent of its setting and the contribution that its setting makes to its significance.</p> <p><del>2.</del> <u>9.</u> Any development must conserve and, where opportunities arise, enhance the significance of the grade I listed Church of St Peter including any contribution made to that significance by setting. This includes but is not limited to ensuring that sufficient open space and landscaping is retained to the south, south east and south west of St Peter's Church and that sufficient planting is provided, such that its setting, and the wooded setting of Diocesan House and the Vicarage, are protected.</p> <p>Landscaping and Green Infrastructure</p> <p><del>4.</del> <u>10.</u> Protection of the existing allotments and any other sites in community use, or relocation to an equivalent or better site.</p> <p><del>2.</del> <u>11.</u> Provision of a landscape buffer and enhancements to the A47 corridor – layout and landscaping should take into account both visual enhancement and the noise implications of the neighbouring A47 and Showground and include any proposals for acoustic barriers.</p> <p><del>3.</del> <u>12.</u> Identification and protection of significant biodiversity features including trees and hedgerows, incorporated within open space and with off-site mitigation where on-site protection cannot be achieved.</p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>4. <del>13.</del> Green infrastructure enhancements, including the approach to the area between the village and Easton College.</p> <p>5. <del>14.</del> Proportionate contributions to the access improvements to the Yare Valley and Bawburgh/Colney Lakes.</p> <p>Transport                      Highways and transport improvements agreed with Norfolk County Council and, where appropriate, the Highways Agency, as agreed, to include;</p> <p>6. <del>15.</del> Proportionate contributions to short, medium and long-term improvements to the A47 Easton and Longwater junctions to ensure that junction capacity does not become a constraint on development.</p> <p>7. <del>16.</del> Provision of new vehicular accesses for development to the south of the village, to supplement Marlingford Road and Bawburgh Road.</p> <p>8. <del>17.</del> Provision for, and proportionate contributions to, Dereham Road Bus Rapid Transit (BRT), including improved access to facilities in Costessey, and other public transport enhancements in accordance with the latest version of the Norwich Area Transportation Strategy (NATS) implementation plan.</p> <p>9. <del>18.</del> Safe and convenient pedestrian and cycle links to key locations, including Longwater employment and retail, Costessey Medical Centre, Ormiston Victory Academy, Costessey Park and Ride site and Easton College.</p> <p>Site conditions and constraints</p> <p>10. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p>11. <del>19.</del> Investigation of ground conditions at the former gravel pit north of Dereham Road.</p> <p>12. <del>Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></p> <p>13. <del>20.</del> Site layout to take account of water mains and sewers crossing site.</p> <p>Move wording of deleted policy requirement 19 to the supporting text. Insert after current paragraph number 3.42.</p>		
<b>Hellesdon</b>					

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM82	216	Policy HEL1	<p>Amend the policy to read:</p> <p><b>POLICY HEL1</b>  <b>Land at Hospital Grounds, southwest of Drayton Road, Hellesdon (approx. 14.7 ha) is allocated for Mixed-Uses including residential and employment uses. The site will accommodate approximately 300 homes, and E(g) employment uses.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</del></p> <ol style="list-style-type: none"> <li><del>1. A small amount of E (g) employment uses (2020) will be considered appropriate e.g. converting existing buildings.</del></li> <li><del>2. Vehicular access via Drayton High Road and Hospital Lane.</del></li> <li><del>3. A pedestrian crossing is likely to be required on the A1067 Drayton High Road as are improvements to Middletons Lane / A1067 junction. Other off-site improvements to the highway may will also be necessary, as required by the Highway Authority.</del></li> <li><del>4. The site is shown on the historic environment record and therefore further investigation is likely to be required in respect of archaeology. An archaeological assessment will be required prior to development. In addition, some of the more significant former hospital buildings may constitute heritage assets that are worthy of retention.</del></li> <li><del>5. The site falls within Source Protection Zone 3 and therefore pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment, including the River Wensum.</del></li> <li><del>6. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol> <p>Move the original wording of policy requirement 4 to supporting text. Insert after current paragraph number 3.47.</p> <p>Move wording of deleted policy requirement 6 to the supporting text. Insert after</p>	<p>To ensure the plan is effective and justified.</p>	<p>No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM83	218	Policy HEL2	<p>current paragraph number 3.47.                      Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY HEL2</b>  <b>Land at the Royal Norwich Golf Club, either side of Drayton High Road, Hellesdon (approx. 48.1 ha) is allocated for residential and open space uses. This will accommodate approximately 1,000 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</del></p> <ol style="list-style-type: none"> <li><del>1. Improvements may be needed to existing traffic light-controlled junction and a possible pedestrian crossing on the A1067 Drayton High Road.</del></li> <li><del>2. Up to 2 hectares of the site should be safeguarded for education provision, either as an expansion of the existing schools (Kinsale Infant School, Kinsale Junior School and Hellesdon High School) or land for a new primary school elsewhere within the site.</del></li> <li><del>3. The loss of the golf course should be mitigated by providing alternative equivalent provision elsewhere.</del></li> <li><del>4. The southwest corner of the site is within the HSE safeguarding zone associated with the chemical plant to the south of the site.</del></li> <li><del>5. The site falls within Source Protection Zone 3 and therefore pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</del></li> <li><del>6. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol> <p>Move wording of deleted policy requirement 6 to the supporting text. Insert after current paragraph number 3.48.</p>	<p>To ensure the plan is effective and justified.</p>	<p>No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM84	222	Policy HEL4/ GNLP1019	<p>Delete Policy HEL4/GNLP1019, subtitle, supporting text paragraph 3.50 and Policy Map (see separate schedule of map changes)</p> <p><b>Policy HEL4/GNLP1019</b></p> <p><b>Land northeast of Reopham Road, Hellesdon (approx. 11.9 ha) is allocated for recreational open space.</b></p> <p>The development will be expected to address the following specific matters:</p> <ol style="list-style-type: none"> <li>1. Access onto Reopham Road.</li> <li>2. Off-site requirements may include a footway along the north-east side of Reopham Road, extended street lighting to a point 100m west of the entrance, and increased pedestrian access from surrounding areas.</li> <li>3. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</li> </ol>	<p>The site is deleted as it is not considered by the Inspectors to be justified</p>	<p>Yes – the proposed modification deletes Policy HEL4/GNLP1019. The implications of removing this site policy from the GNLP have been considered in the Main Modifications SA Report.</p>
<b>Rackheath</b>					
MM85	228	Policy GNLP0172	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0172</b></p> <p><b>Land to the west of Green Lane West, Rackheath (Approx. 11.44 ha) is allocated for residential development. This will accommodate approximately 205 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved and any infrastructure constraints addressed.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. A suitable vehicular access onto Green Lane West that does not prevent access to the North Rackheath GT16 allocation.</li> <li>2. Pedestrian and cycle connections provided between Green Lane West and Newman Road.</li> <li>3. A design and layout that functions appropriately with other site allocations and policies in the Growth Triangle Area Action Plan.</li> </ol>	<p>To ensure that the plan is effective and justified.</p>	<p>No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>4. Mitigation measures to manage the compatibility of neighbouring residential and industrial estate uses, as well as the nearby Broadland Northway (A1270).</p> <p>5. A design and layout that avoids adverse impact on views through the valley of Beck Brook.</p> <p>6. Land to the west of the A1270 should only be used for open space to conserve and where opportunities arise enhance the significance of the grade II listed Rackheath Hall and bridge.</p> <p><del>7. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partly underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration</del></p> <p>Move wording of deleted policy requirement 7 to the supporting text. Insert after current paragraph number 3.57.</p>		
MM86	230	Policy GNLP0351	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0351</b>  <b>Land at Heathwood Gospel Hall, Green Lane West, Rackheath (approx. 0.64ha) is allocated for residential development. This will accommodate at least approximately 15 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved.</del></p> <p><del>The development will be expected to address the following specific matters The development will achieve the following site specific requirements:</del></p> <p>1. Mitigation measures to manage the compatibility of neighbouring residential and industrial estate uses will be required.</p>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.
<b>Sprowston</b>					
MM87	236	Policy GNLP0132	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY GNLP0132</b>  <b>Land off Blue Boar Lane/Salhouse Road, White House Farm, Sprowston. An area of approximately 66.78 ha is allocated for residential development. The site is</b></p>	To ensure the plan is effective and justified.	Yes – the proposed modification has resulted in wording changes relating to

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>expected to accommodate approximately <u>1,000 – 1,200 homes, open space and if required, land for a new high school.</u></b></p> <p><u>Should land for a secondary school be required the land uses shall comprise:</u></p> <ul style="list-style-type: none"> <li>• <u>At least 1,000 dwellings.</u></li> <li>• <u>12ha of land for a secondary school with sports pitches to be made available for community use.</u></li> <li>• <u>Informal open space, children's play space, allotments in accordance with the policies of the adopted development plan.</u></li> </ul> <p><u>Should land for a secondary school not be required the land uses shall comprise:</u></p> <ul style="list-style-type: none"> <li>• <u>At least 1,200 dwellings.</u></li> <li>• <u>2 ha of land for a primary school.</u></li> <li>• <u>Formal and informal open space, including sports pitches, in accordance with the policies of the adopted development plan.</u></li> </ul> <p>The arrangement and interrelationship of different land uses resulting from the development of the site will be established through a participative masterplanning process. The development of the site will be in accordance with the resulting masterplan, which shall be submitted as part of the planning application for the site.</p> <p>The masterplan should clearly demonstrate how the development has been designed to respond to the particular characteristics of the site and to interact and function appropriately with adjacent development sites. The masterplan should demonstrate how homes, jobs, services and facilities have been integrated with walking and cycling, public transport facilities/services, provision for private vehicles and green infrastructure.</p> <p>Development will not be commenced until a phasing plan indicating the orderly sequence of development has been approved. The phasing plan will need to show how infrastructure (including green infrastructure) and services are to be co-ordinated with the development of the site.</p> <p>The masterplan should include:</p> <ol style="list-style-type: none"> <li>1. Vehicular, pedestrian and cycle access to the site via Salhouse Road and Atlantic Avenue.</li> </ol>		<p>uncertainty regarding whether a new secondary school will be required on site, with a different housing capacity proposed with or without the school. Policy GNLP0132 has been assessed in the Main Modifications SA Report.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>2. A new link road from Salhouse Road to Atlantic Avenue which includes footway and cycleway provision.</li> <li>3. The provision of a footway and cycleway along the southern boundary of the site adjacent to Salhouse Road, continuing provision delivered through the development of adjacent land.</li> <li>4. Off-site improvements to the highway network as necessary to address the impact of development.</li> <li>5. Up to 12 ha of the site should be safeguarded to incorporate a well-located High School. An off-site drop-off area for buses and coaches to serve the school should be incorporated as part of the highway infrastructure for the development. Community use of open space associated with the school should be facilitated.</li> <li>6. Appropriate protection of, and mitigation for, impact on trees and woodland (established through an Arboricultural Impact Assessment). This should include safeguarding the ancient woodland of Bulmer Coppice and historic Rackheath parkland to the east of the site.</li> <li>7. The delivery of Green Infrastructure to ensure connections between Harrison's Woodland Park and Bulmer Coppice/Rackheath Park</li> <li><del>8. Provision of formal recreation in the form of sports pitches and children's' play space in accordance with the adopted policies of the development plan to be located adjacent to ancient woodland</del></li> <li><del>9.</del> <u>8.</u> An ecological assessment will be required to show how impacts on ecology, including Great Crested Newts, have been minimised and mitigated as part of the development of the site.</li> <li><del>10.</del> <u>9.</u> Appropriate remediation of any land contamination and/or localised made ground deposits, including those related to an historic gravel pit and landfill to the east of the site.</li> <li><del>11.</del> <u>10.</u> This site intersects watercourses so a WFD compliance assessment will be required for the watercourse receiving the runoff. A buffer of 20 m will need to be maintained between the watercourse and gardens and opportunities for riparian habitat restoration should be secured.</li> <li><del>9.</del> Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partly underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</li> </ol>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>The Requirement for a Secondary School</u>                      The secondary school site will be safeguarded from development until 1 April 2026 or such time as a planning application including land for the secondary school at Rackheath on GT16 is approved and land for the secondary school is secured through a planning obligation, or such time as a formal notification is received from the Local Education Authority that the secondary school is not required, whichever is sooner.</p> <p><u>If notification is received from the Local Education Authority on or prior to 1 April 2026 that the secondary school is required, then the site will be transferred to the Local Education Authority in accordance with an infrastructure phasing plan to be agreed with the Local Planning Authority prior to the grant of planning permission. The notification from the Local Education Authority will include a commitment and timescale for the purchase of the secondary land.</u></p> <p>Move wording of deleted policy requirement 12 to the supporting text. Insert after current paragraph number 3.65.</p>		
<b>Taverham</b>					
MM88	243	Policy GNLP0337R	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY GNLP0337R</b>                      Land between Fir Covert Road and Reepham Road, Taverham (81.69ha <del>78.5ha</del>) is allocated for residential development. The site will accommodate <del>at least</del> <b>approximately 1,400 homes including specialist care housing and older persons housing units, associated public open space, local centre, primary school and local medical centre.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</del></p>	To ensure the plan is effective and justified.	Yes – the proposed modification has resulted in minor wording changes and a slight reduction in the overall site area. Policy GNLP0337R has been assessed in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>1. Preparation of a masterplan to guide the development, submitted as part of the application for planning permission.</li> <li>2. Provision of on-site recreation to encourage healthy lifestyles, in accordance with relevant policies.</li> <li>3. 2ha safeguarded for provision of primary school.</li> <li>4. Land safeguarded for provision of medical care facility.</li> <li>5. A local centre at the heart of the development, easily accessible to surrounding residential areas. <u>The local centre should consist of a small group of shops or services and amenities to enhance placemaking and vitality of the development, and to ensure residents have access to services which provide for day to day needs.</u></li> </ol> <p>The masterplan should demonstrate:</p> <ol style="list-style-type: none"> <li>6. Detailed arrangements for access (vehicular and pedestrian) such as from Reepham Road and Fir Covert Road, pedestrian/cycle links at Felsham Way, Ganners Hill, Breck Farm Lane, and Kingswood Avenue.</li> <li>7. The distribution of land-uses across the site. The school and medical care facility should be centrally located on the site.</li> <li>8. Off-site improvements to the highway network which may include provision of a new roundabout on Reepham Road, and Fir Covert Road including proposed link road.</li> <li>9. No adverse effect on the operation of the water treatment works.</li> <li>10. Safeguarding landscape enhancements and buffer of the Marriott's Way.</li> <li>11. The approach to phasing of development across the site.</li> <li>12. Provision of an <u>significant appropriate</u> landscape buffer adjacent to A1270 and adequate noise mitigation measures to protect residential amenity.</li> <li>13. Inclusion of pollution control techniques to ensure that development does not lead to pollution of the water environment as the site falls within source protection zone 3.</li> <li>14. Submission of an Arboricultural Impact Assessment (AIA) to protect or to mitigate any harm to trees on site.</li> <li>15. Submission of ecological assessment to identify key ecological networks and habitats to be preserved and enhanced through the development.</li> <li>16. Mitigation of surface water flooding onsite.</li> </ol>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>17. Approach to infrastructure delivery on and off site.</p> <p><del>18. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration</del></p> <p>Add a new paragraph of supporting text following current paragraph 3.72 to read:</p> <p><u>The site will need to be masterplanned to provide a local centre consisting of a small group of shops, services and/or amenities to promote placemaking and meet the day to day needs of residents. A supermarket has recently opened on the opposite side of Fir Covert Road, as such the local centre is not expected to include facilities already provided. The masterplan should also provide detail of community and recreation facilities including a school and medical care facility.</u></p> <p>Move wording of deleted policy requirement 18 to the supporting text. Insert after current paragraph number 3.72.</p>		
MM89	245	Policy GNLP0159R	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0159R</b>  <b>Land off Beech Avenue, Taverham (0.97 2.00 ha) is allocated for residential development. The site will accommodate up to 12 approximately 25 dwellings.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Vehicular and pedestrian access through the site to the east.</li> <li>2. Mitigation for impact on trees and woodland (established through an Arboricultural Impact Assessment).</li> <li>3. Submission of ecological assessment to identify key ecological networks and habitats to be preserved and enhanced through the development.</li> <li><del>4. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration</del></li> </ol> <p>Make the following corresponding change to supporting text paragraph 3.73:</p>	To ensure the plan is effective and justified.	Yes – the proposed modification has resulted in minor wording changes, and an increase in the site area and residential capacity. Policy GNLP0159R has been assessed in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>3.73 This site off Beech Avenue is allocated with access via the adjacent site with planning permission (20191065) under the same land ownership. <del>The total area allocated reflects the mature trees on site as well as other buildings shown on the site map below.</del> <u>The Site is currently under consideration (planning application 20211698) for twenty-five dwellings on the same boundary as the allocation.</u></p> <p>Move wording of deleted policy requirement 4 to the supporting text. Insert after current paragraph number 3.73.</p>		
<b>Trowse</b>					
MM90	253	Policy TROW1	<p>Amend the policy to read:</p> <p><b>POLICY TROW 1</b>  <b>Land on White Horse Lane and to the rear of Charolais Close &amp; Devon Way (approx. 9.37 ha) is allocated for residential development with new primary school. This will accommodate approximately 181 new homes.</b></p> <p><del>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</del></p> <ol style="list-style-type: none"> <li><del>1. Development of the site to be masterplanned to provide a cohesive development.</del></li> <li>2. <del>1.</del> <u>Development will</u> The need to conserve, and where opportunities arise, enhance the significance of the Trowse Conservation Area. Development will need to be sufficiently set back from White Horse Lane to provide a satisfactory appearance and to protect the character of the approach onto Trowse from this direction having regard to the existing buildings opposite, the existing pattern of development adjoining the site and the hedge on the site frontage.</li> <li><del>3.</del> <u>2.</u> Provision of a site of at least 1.4 hectares for a new primary school within the site.</li> <li><del>4.</del> <u>3.</u> Site to contribute to the delivery of infrastructure through S106 or the payment of CIL, including any required improvements to the Martineau Lane roundabout.</li> <li><del>5.</del> <u>4.</u> Primary vehicular access from White Horse Lane with some very limited access from Hudson Avenue provided it can be demonstrated that it would not harm the character and appearance of the Conservation Area.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>6.</del> <u>5.</u> Pedestrian and cycle access should be provided from the sports ground on Hudson Avenue and the amenity space on Devon Way.</p> <p><del>7.</del> <u>6.</u> An extension to the footway along White Horse Lane will be provided to ensure there is a continuous footway from the site to the village centre.</p> <p><del>8.</del> <u>7.</u> The development will be designed with appropriate landscaping to mitigate for any visual impact from the A146/A47.</p> <p><del>9.</del> <u>8.</u> Anglian Water advice regarding foul sewerage capacity.</p> <p><del>10.</del> Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration</p> <p>Move wording of deleted policy requirement 10 to the supporting text. Insert after current paragraph number 3.73.</p>		
<b>Main Towns</b>					
<b>Aylsham</b>					
MM91	260	Policy GNLP0311, GNLP0595 & GNLP2060	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0311, 0595 and 2060</b></p> <p><b>Land south of Burgh Road and west of the A140, Aylsham (approx. 12.86 ha) is allocated for residential development. The site is to accommodate approximately 250 homes, and new primary school.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Access should be via Burgh Road with two access points for vehicles.</li> <li>2. Carriageway widening is required to achieve a minimum width of 6.0m over the full frontage and a 2.0m footway should also be provided to connect with the existing facility to <u>the</u> west.</li> <li>3. Requires pedestrian crossings at Burgh Road to bus stop and on route to High School and connections to Station Road, Rippingall Road, Bure Valley Walk, along with suitable crossing of <u>the</u> A140.</li> <li>4. 2 ha of land at nil value to be provided for a new primary school on site.</li> <li>5. Improved green infrastructure improvements alongside the Bure Valley Walk.</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>6. Layout and design to take account of noise from the adjacent A140, and landscaping to screen impact on the countryside setting to the south-east.</li> <li>7. A drainage strategy, and completion of required mitigations, to ensure that development would not cause detriment to the capacity of the sewer system nor result in increased flood risk downstream.</li> <li>8. Any development <del>should</del> <b>must</b> conserve and, where <u>opportunities arise</u>, <del>appropriate</del> enhance the significance of the grade II listed Bure Valley Farmhouse, including any contribution made to that significance by setting. This includes but is not limited to appropriate landscaping, setback and open space and design.</li> </ol>		
MM92	263	Policy GNLP0596R	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0596R</b>  <b>Land at Norwich Road, Aylsham (approx. 12.78 ha) is allocated for residential development. The site is to accommodate at least approximately 255 homes. The mix of uses is to include a 90 bed care unit/extra care housing<sup>†</sup>, and 0.25 ha for community use to meet sustainable transport objectives.</b></p> <p><del>The development will address all the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Masterplan to identify the mix of uses on the site and the relationship between them, to be accompanied by a phasing and infrastructure plan. <u>To be submitted with or in advance of the first application for planning permission.</u></li> <li>2. Transport assessment with implementation of any agreed highway mitigation measures.</li> <li>3. Access should be via Norwich Road with two access points for vehicles. 3.0m wide frontage footway/cycleway to connect with existing facilities and revision of speed limit, plus cycle improvements at A140/B1145/Norwich Road roundabout.</li> <li>4. Pedestrian and cycle access only from Buxton Road <del>and Copeman Road,</del> <u>and</u> Safeguarding of <u>the</u> existing Public Right of Way at <u>the</u> south of site.</li> <li>5. 0.25 ha of land at nil value to the Town Council to meet neighbourhood plan objectives for out-of-town parking, and promotion of sustainable transport modes.</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>6. Layout and design to take account of noise from the adjacent A140, and landscaping to screen impact on the countryside setting to the south-east.</p> <p>7. A drainage strategy, and completion of required mitigations, to ensure that development would not cause detriment to the capacity of the sewer system nor result in increased flood risk downstream.</p> <p>8. Any development <del>should</del> <u>must</u> conserve and, where <u>opportunities arise</u>, <del>appropriate</del> enhance the setting of the Grade II Diggins Farmhouse to the east of the site, including any contribution made to that significance by setting.</p> <p>Move wording of deleted footnote 1 to the supporting text. Insert after current paragraph number 4.10.</p>		
<b>Diss</b>					
MM93	273	Policy GNLP0102	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0102</b>  <b>Land at Frontier Agriculture Ltd, Sandy Lane, Diss (<del>approx. 3.61 ha</del>) is allocated for residential development. The site is likely to accommodate approximately 150 homes.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Assessment of site contamination with subsequent mitigation and considerations of development viability if required.</li> <li>2. Assessment and mitigation measures to address adverse impacts from the railway and neighbouring employment uses on residential amenity.</li> <li>3. Consider and mitigate surface water flood risk.</li> <li>4. Road widening of Sandy Lane to a minimum of 6.0 metres for the extent of frontage.</li> <li>5. Provision of a 3.0m wide cycle/footway at the site frontage to link to Nelson Road.</li> <li>6. The trees/hedgerows surrounding the site will be protected, enhanced and incorporated into the scheme.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>7. <del>An archaeological assessment will be required prior to development. Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.</del></p> <p>Move the original wording of policy requirement 7 to supporting text. Insert after current paragraph number 4.23.</p>		
<b>Harleston</b>					
MM94	278	Policy GNLP2108	<p>Amend the policy to read:</p> <p><b>POLICY GNLP2108</b>  <b>Land South of Spirketts Lane, Harleston (7.18 ha) is allocated for residential development. The site is likely to accommodate at least approximately 150 homes and open space.</b></p> <p><del>The development will address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Two points of access (vehicular and pedestrian) to be from Spirkett's Lane with 3.0m wide frontage footway/cycleway to connect with existing facilities.</li> <li>2. Transport assessment with implementation of any agreed highway mitigation measures.</li> <li>3. Safeguarding of existing Public Right of Way (PROW) to River Waveney.</li> <li>4. Layout and landscaping to take account of the listed buildings to the west, River Valley location and the potential to mitigate noise from the adjacent A143.</li> <li>5. Contribution towards green infrastructure protection or enhancement along the Waveney valley corridor.</li> <li>6. Design and layout to take account of existing residential development on Spirketts Lane and Shofford Road to the north and west, and employment development/allocations to the northeast and east, to protect the amenity of existing and future residents.</li> <li>7. <del>An archaeological assessment will be required prior to development. Historic Environment Service to be consulted to determine any need for archaeological surveys prior to development.</del></li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			8. A proportionate contribution towards a new public water supply to help meet the requirements of the development. 9. A suitable drainage strategy.  Move the original wording of policy requirement 7 to supporting text. Insert after current paragraph number 4.33.		
MM95	283	Policy HAR4	Amend the policy to read:  <b>POLICY HAR 4</b> <b>Land at Spirketts Lane, Harleston (approx. 3.31 ha) is allocated for residential development. This will accommodate approximately 95 homes.</b>  <del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del>  <del>The development will address all the following specific matters</del> <u>The development will achieve the following site specific requirements:</u>  1. Provide new and/or improved pedestrian and cycleway links to the town centre, Fuller Road Industrial Estate and other allocated employment sites; 2. Provide highways access via Spirketts Lane; 3. Provide appropriate screening along the south-eastern part of the site bordering the existing lorry park to mitigate potential impacts on residential areas; 4. Contribute towards green infrastructure protection or enhancement along the Waveney valley corridor; 5. Implement a suitable drainage strategy where practicable; <del>and,</del> 6. <del>Wastewater infrastructure capacity must be confirmed prior to development taking place.</del>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.
MM96	285	Policy HAR5	Amend the policy to read:  <b>POLICY HAR 5</b> <b>Land off Station Hill, Harleston (approx. 1.23 ha) is allocated for mixed use. Employment uses will include class E(g) office, research and development, and</b>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>industrial processes that can be carried out in a residential area. Other uses will include a small-scale food store, and/or health and community facilities.</b></p> <p><u>The development will address the following specific matters</u> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Will be limited to any food store provision to a single site of 270m2 net floorspace, to be run by a single operator.</li> <li>2. Will not be allowed for development of any dedicated non-food retail, E(c) financial and professional services, E(b) food and drink establishments, pubs, or take-aways.</li> <li>3. Any non-food retail will only be acceptable if it is ancillary to the main use of the building (for instance, a trade counter for direct sales to the public).</li> <li>4. Will be restricted to E(g) employment uses (B2 general industrial and B8 storage distribution uses will not be permitted).</li> <li>5. Must ensure that any building designs for the elevated sections of the site are low-profile and appropriate in terms of overlooking, with landscape screening to elevated area boundaries overlooking adjacent development.</li> <li>6. Must ensure the layout, form and character of development relates well to the adjacent housing, listed building setting and ex-railway station buildings.</li> <li><del>7. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></li> <li><del>8. 7. An archaeological assessment will be required prior to development. Historic Environment Service to be consulted to determine any need for archaeological surveys prior to development.</del></li> </ol> <p>Move original wording of policy requirement 8 (now 7) to supporting text. Insert after current paragraph number 4.37.</p>		<p>site allocation policy, which would not alter the site information or appraisal in the SA.</p>
MM97	287	Policy HAR6	<p>Amend the policy to read:</p> <p><b>POLICY HAR 6</b>  <b>Land north of Spirketts Lane, Harleston (approx. 1.48 ha) is allocated for employment uses in Class E(g)/B2.</b></p>	<p>To ensure the plan is effective and justified.</p>	<p>No - the proposed modification relates to minor wording changes to the</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>The development will address all the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Restrict employment uses to ensure that amenity impacts on adjacent housing are not unacceptable.</li> <li>2. Deliver pedestrian and cycleway links to Spirketts Lane and existing and proposed adjacent housing areas to the west.</li> <li>3. Provide enhanced landscape screening on western and northern boundaries of the site.</li> <li>4. Contribute towards green infrastructure protection or enhancement along the Waveney valley corridor.</li> <li>5. Deliver a suitable drainage strategy (SuDS where practicable).</li> <li><del>6. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></li> </ol> <p>Amend paragraph 4.38 to read:</p> <p>4.38 This site was allocated in 2015 as part of the South Norfolk Local Plan. It is located to the south of the town with vehicular access from Fuller Road. The site's location is recognised for commercial uses and the land is <u>partially substantially</u> developed as premises for a retail wholesaler <u>and a lorry park for a haulage company. 0.22ha remains available and it is expected that the remainder of the site will build out over the plan period up to 2038.</u></p>		<p>site allocation policy, which would not alter the site information or appraisal in the SA.</p>
MM98	289	Policy HAR7	<p>Amend the policy to read:</p> <p><b>POLICY HAR 7</b>  <b>Land south of Spirketts Lane, Harleston (approx. 4.47 ha) is allocated for employment uses in class E(g) office, research and development, and industrial process, class B2 general industrial, and class B8 storage distribution.</b></p> <p><del>The development will address all the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Provide road access from Spirketts Lane (rather than directly off the A143).</li> </ol>	<p>To ensure the plan is effective and justified.</p>	<p>No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>2. Provide footway/cycleway links for the length of the Spirketts Lane site frontage to join to new footway/cycleway links from allocated housing site HAR-4 S.HA.3.</li> <li>3. Provide enhanced planting along all site boundaries.</li> <li>4. Protect the mature tree belt along the Spirketts Lane frontage. <u>If the loss of trees is unavoidable to secure a safe and suitable vehicular access to serve the site then compensatory planting will be required.</u></li> <li>5. Contribute towards green infrastructure protection or enhancement along the Waveney valley corridor.</li> <li>6. Deliver a suitable drainage strategy (SuDS where practicable).</li> <li><del>7. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></li> <li><del>8. 7. An archaeological assessment will be required prior to development. Historic Environment Service to be consulted to determine any need for archaeological surveys prior to development.</del></li> </ol> <p>Move the original wording of policy requirement 8 (now 7) to supporting text. Insert after current paragraph number 4.39.</p>		<p>appraisal in the SA.</p>
<b>Hethel</b>					
MM99	293	Policy GNLP2109	<p>Amend the policy to read:</p> <p><b>POLICY GNLP2109</b>  <b>South of Hethel Industrial Estate, Bracon Ash (approx. 0.79 ha) is allocated for employment uses associated with, or ancillary to, advanced engineering and technology-based business.</b></p> <p><del>Development of this site will address all the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Limited to uses associated with or ancillary to advanced engineering and technology.</li> <li>2. <del>Submission of a master-plan supported by utilities/infrastructure plan which accords with</del> <u>Design and layout to have regard to any approved master-planning of on the adjoining HETHEL 2 site.</u></li> <li>3. <del>Any necessary off-site improvements, as required by the Highway Authority.</del></li> </ol>	<p>To ensure the plan is effective, justified and consistent with national policy.</p>	<p>No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>4. Layout, <u>height</u> and design to protect the residential amenity <u>and conserve and enhance the significance</u> of nearby Grade II Little Potash (Brunel House).</li> <li>5. Adequate landscaping and green infrastructure to be provided.</li> <li>6. Ecological Impact Assessment is required.</li> <li>7. <u>An archaeological assessment will be required prior to development.</u> <del>Historic Environment Service to be consulted to determine any need for archaeological surveys prior to development.</del></li> <li>8. A site-specific Flood Risk Assessment is required.</li> </ol> <p>Move the original wording of policy requirement 7 to supporting text. Insert after current paragraph number 4.42.</p>		
MM100	297	Policy HETHEL2	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY HETHEL 2</b>  <b>Land South and South West of Lotus Cars, Hethel (<del>approx. 20.98</del> ha) is allocated for uses associated with, or ancillary to, advanced engineering and technology-based business.</b></p> <p><del>The development will address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. A masterplan for the whole site <u>to be submitted with, or in advance of the first application for planning permission.</u> The site to be planned in a way that would enable access to adjacent land for future development if required. Ancillary uses may be permitted to serve the allocation and surrounding employment uses.</li> <li>2. Suitable and safe access.</li> <li>3. Layout and landscaping to protect the residential amenity of nearby White Gables Farm.</li> <li>4. Improved accessibility and cycleway links to Wymondham.</li> <li>5. Improvements to the local footpath network.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>6. <del>Historic Environment Service to be consulted to determine any need to archaeological surveys prior to development. An archaeological assessment will be required prior to development.</del></p> <p>7. As part of the site is within a Hazardous Installation Consultation Zone the level of public risk will need to be assessed by the Council in consultation with the Environment Agency and the Health and Safety Executive.</p> <p>8. Water main crossing the site may affect the final layout.</p> <p>9. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies as this site is within a minerals and waste consultation area. Developers will need to consult Norfolk County Council (Minerals and Waste Policy) as part of any future application on the site.</del></p> <p>Move the original wording of policy requirement 6 to supporting text. Insert after current paragraph number 4.44.</p> <p>Move wording of deleted policy requirement 9 to the supporting text. Insert after current paragraph number 4.44.</p>		
<b>Wymondham</b>					
MM101	305	Policy GNLP0354R	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0354R</b>  <b>Land at Johnson’s Farm, Wymondham (approx. 5.39 ha) is allocated for residential development. The site is likely to accommodate approximately 100 homes.</b></p> <p><del>The development will address all the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Submission of a masterplan and transport assessment <u>with or in advance of the first application for planning permission</u> with implementation of <del>agreed</del> <u>approved</u> measures.</li> <li>2. Vehicular access via London Road with a minimum 5.0 metre carriageway width, and 2.0 metre footway provision across the site frontage.</li> <li>3. Provision of a 2.0 metre wide pedestrian/cycle access via Preston Avenue.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>4. Mitigation of the impact of development on the Conservation Area and listed buildings to the north of the site.</li> <li>5. The trees and hedgerows bordering the site will be protected, enhanced and incorporated into the scheme, acknowledging that <del>an access to Abbey Road or pedestrian/cycle access at</del> Preston Avenue will be required.</li> <li>6. Mitigation of the amenity impacts of the development on the existing dwellings to the east of the site.</li> </ol>		
MM102	307	Policy GNLP3013	<p>Amend the policy to read:</p> <p><b>POLICY GNLP3013</b>  <b>Land North of Tuttlés Lane, Wymondham (approx. 2.54 ha) is allocated for residential development. The site is likely to accommodate at least <u>approximately</u> 50 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved.</del></p> <p><del>The development will address all the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Provision of an appropriate visibility splay and frontage footways that link with existing connections.</li> <li>2. Landscaping to protect the amenity of the neighbouring dwelling to the west (known as the Judith Fox Ballet School).</li> <li>3. Consideration and mitigation of surface water flood risk.</li> <li>4. The trees <u>belts</u> and hedgerows surrounding the site will be protected, enhanced and incorporated into the scheme.</li> <li>5. <u>Provide an ecological assessment</u> <del>Environment Agency to be consulted to determine any need for mitigations to address impact on the River Tiffey and its tributaries.</del></li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.
<b>Key Service Centres</b>					
<b>Acle</b>					

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM103	313	Policy GNLP0378R/ GNLP2139R	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0378R/GNLP2139R</b>  <b>Land west of Acle (north of Norwich Road, south of South Walsham Road, approx. 25.5 ha) is allocated for residential development. This will accommodate <u>at least approximately</u> 340 homes, associated open space and community facilities.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</del></p> <ol style="list-style-type: none"> <li><del>1. Preparation of masterplan to guide the development of the two sites, submitted as part of the <u>with or in advance of the first</u> application for planning permission.</del></li> <li><del>2. Early assessment of the <u>roundabout</u> junction and the A47 at this location is required, <u>in order to consider capacity</u>.</del></li> <li><del>3. The site's proximity to the Broads.</del></li> </ol> <p>The masterplan should demonstrate:</p> <ol style="list-style-type: none"> <li><del>4. Provision of a link road between Norwich Road and South Walsham Road of a sufficient standard to accommodate HGV and agricultural traffic.</del></li> <li><del>5. Access (vehicular and pedestrian) provided through allocation ACL1 to the east.</del></li> <li><del>6. The Public Right of Way along Mill Lane is protected for continued use as a footway and bridle path.</del></li> <li><del>7. Development does not prevent the potential future expansion of Acle Academy.</del></li> <li><del>8. Open space providing leisure opportunities and enhancing the green infrastructure network.</del></li> <li><del>9. Off-site requirements <u>may</u> include a footway along the west of Mill Lane, <u>and east at South Walsham Road and other improvements to the highway network as required by the Highway Authority.</u></del></li> <li><del>10. Mitigation and further investigation with regards to site susceptibility to surface water flooding and any potential risk of flooding from the reservoir.</del></li> <li><del><u>11. Phasing of Link Road between Norwich Road and South Walsham to ensure delivery across the different ownerships.</u></del></li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM104	317	Policy ACL2	<p>Amend the policy to read:</p> <p><b>POLICY ACL2</b>  <b>Land to the south of Acle station, between Reedham Road and New Reedham Road (approx. 2.0 ha) is allocated for residential and employment development. This will accommodate approximately 30 homes, with the remainder for class E(g) employment.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Access (vehicular and pedestrian) to be from New Reedham Road.</li> <li>2. Off-site improvements to the highway network <del>may also be necessary, as are required by the Highway Authority, potentially</del> including pedestrian access to the rail station to the north and to Reedham Road, <u>along with a bus shelter at Beighton Road.</u></li> <li>3. Pollution control measures should be used to ensure that no harm comes to the water environment which is within Source Protection Zone 2.</li> <li>4. <del>Development must ensure</del> <u>Ensure</u> no detrimental effect on Broadland SPA, Broadland Ramsar and Broads SAC.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.
MM105	319	Policy ACL3	<p>Amend the policy to read:</p> <p><b>POLICY ACL3</b>  <b>Land at the former station yard, west of B1140, Acle (approx. 1 ha) is allocated for small scale employment use. <u>This is likely to be within class B2</u> The most appropriate uses are likely to be those within use class B2 general industry, because of the constraints on the site such as access, though other employment uses will be considered.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Access (vehicular and pedestrian) to be from New Reedham Road.</li> <li>2. <del>Access is restricted because of the low bridge which crosses the road which serves the site, limiting the size of vehicles.</del></li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>3.</del> <u>2.</u> There are no main sewers or water mains on site, and it will be necessary for developers to investigate the possibility of connecting to the public foul sewer or provide other suitable means.</p> <p><del>4.</del> <u>3.</u> There is a metered water supply to the existing station buildings and <del>agreement must be reached with British Rail to connect this supply</del> <u>it is required that an appropriate water supply is retained.</u></p> <p><del>5.</del> <u>No easily accessible gas main exists which is suitable to serve the site. A gas supply may be able to be made available but offsite costs are likely to be relatively high.</u></p> <p><del>6.</del> <u>4.</u> Pollution control measures should be used to ensure that no harm comes to the water environment which is within the proximity of a Major Aquifer of high vulnerability.</p> <p><del>5.</del> <u>A study to investigate land contamination may will be required.</u></p>		
<b>Blofield</b>					
MM106	323	Policy GNLP2161	<p>Amend the policy to read:</p> <p><b>POLICY GNLP2161</b>  <b>Land adjacent to Norwich Camping &amp; Leisure, off Yarmouth Road, Blofield (approx. 0.91 ha) is allocated for residential development. This site is likely to accommodate at least approximately 15 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li><del>1.</del> <u>1.</u> The design and layout of the scheme must mitigate amenity impacts relating to the neighbouring business to the east, addressing in particular access to the service yard.</li> <li><del>2.</del> <u>2.</u> Early assessment of the junction and the A47 at this location is required.</li> <li><del>3.</del> <u>3.</u> Provision of a frontage footway.</li> <li><del>4.</del> <u>4.</u> Availability and achievability of an appropriate visibility splay</li> <li><del>5.</del> <u>Possible alterations of former trunk road.</u></li> <li><del>6.</del> <u>5.</u> Avoid contamination of groundwater.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<del>7- 6. Subject to achieving an appropriate visibility splay, The the trees belt and hedgerows surrounding the site will be protected-retained, enhanced and incorporated into the scheme. Any tree or hedgerow removal that is necessary in order to achieve an acceptable visibility splay shall be compensated by planting within the site.</del>		
MM107	325	Policy BLO1	<p>Amend the policy to read:</p> <p><b>POLICY BLO1</b></p> <p><b>Land to the south of A47 and north of Yarmouth Road, Blofield (approx. 9.8 ha) is to be developed in accordance with planning permissions 20140758, 20160497 and 20160488-20172131. This will include a mixed-use development to deliver 175 dwellings, a maximum floor space of 4,000 sqm E(g) use class and open space.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters The development will achieve the following site specific requirements:</del></p> <ol style="list-style-type: none"> <li>1. Vehicular access to be achieved from Yarmouth Road.</li> <li>2. Any development must conserve and, where opportunities arise, enhance the significance of Manor Farm Barn to the south of the site, including any contribution made to that significance by setting.</li> <li>3. On site public open space to be provided.</li> <li>4. Provision of allotments.</li> <li>5. Avoid contamination of groundwater.</li> </ol>	To ensure the plan is effective, justified and consistent with national policy. Update to planning permission references	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.
<b>Brundall</b>					
MM108	329	Policy BRU2	<p>Delete Policy BRU2, subtitle, supporting text paragraphs 5.22 – 5.23 and Policy Map (see separate schedule of map changes)</p> <p><b>Policy BRU2: Land north of Berryfields, Brundall</b></p> <p><del>5.22 This site was allocated in the 2016 Broadland Local Plan and it is intended to carry this allocation forward, recognising the public benefit in providing informal open space.</del></p>	The site has planning permission for residential development. Policy deleted as it is not justified	Yes – the proposed modification deletes Policy BRU2. The implications of removing this

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>There is a shortage of recreational space to meet the existing needs in Brundall and this was to be provided for through the two allocations (BRU2 and BRU3) that are carried forward from the preceding Local Plan. Both sites now have planning permissions for residential development that include the provision of open space that exceeds the normal requirements of a residential development, and so would contribute to the delivery of open space provision to meet the needs of the community, albeit in an alternative form than that in the allocations. However, the delivery of the residential developments, and the open space provision within them, is not guaranteed. Therefore at this time there remains an open space shortage and so the continued open space allocations are justified.</del></p> <p>5.23 <del>The site was also promoted through the local plan process as GNLP0325. It now has a permission for 155 dwellings and a supermarket which includes alternative provision for recreation (reference: 20161483). These dwellings have been counted in the plan's commitment figures.</del></p> <p>Policy BRU2</p> <p><b>Land north of Berryfields, Brundall (approx. 7.3 ha) is allocated for recreational open space.</b></p> <p>The development will be expected to address the following specific matters:</p> <ol style="list-style-type: none"> <li><del>1. Vehicular access from Berryfields.</del></li> <li><del>2. Footway provision on the northern side of Berryfields and a suitable crossing may be required.</del></li> <li><del>3. Adequate landscaping and green infrastructure should be provided with a particular emphasis on retaining existing trees and hedging where possible.</del></li> <li><del>4. The open space will be primarily for formal recreation uses such as playing pitches.</del></li> </ol>	<p>following discussion at the hearing sessions</p>	<p>site policy from the GNLP have been considered in the Main Modifications SA Report.</p>
MM109	331	Policy BRU3	<p>Delete Policy BRU3, subtitle, supporting text paragraphs 5.24 – 5.25 and Policy Map (see separate schedule of map changes)</p> <p><b>Policy BRU3: Land east of the Memorial Hall, Brundall</b></p> <p><del>5.24 This site was allocated in the 2016 Broadland Local Plan and it is intended to carry this allocation forward, recognising the public benefit in providing informal open space.</del></p>	<p>The site has planning permission for residential development. Policy deleted as it is not justified</p>	<p>Yes – the proposed modification deletes Policy BRU3. The implications of</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>There is a shortage of recreational space to meet the existing needs in Brundall and this was to be provided for through the two allocations (BRU2 and BRU3) that are carried forward from the preceding Local Plan. Both sites now have planning permissions for residential development that include the provision of open space that exceeds the normal requirements of a residential development, and so would contribute to the delivery of open space provision to meet the needs of the community, albeit in an alternative form than that in the allocations. However, the delivery of the residential developments, and the open space provision within them, is not guaranteed. Therefore at this time there remains an open space shortage and so the continued open space allocations are justified.</p> <p>5.25 The site was also promoted through the local plan process as GNLP0436. It now has a permission, granted at appeal, for up to 170 dwellings with alternative provision for open space (reference 20171386). These dwellings have not been counted in the plan's commitment figures at this stage as the appeal decision was received after the 31st March 2020.</p> <p>Policy BRU3</p> <p><b>Land east of the Memorial Hall, Brundall (approx. 4.9 ha) is allocated for recreational open space.</b></p> <p>The development will be expected to address the following specific matters:</p> <ol style="list-style-type: none"> <li>1. Vehicular and pedestrian access from Links Avenue with adequate car parking provision via the existing access.</li> <li>2. Contributions may be required for a pedestrian crossing scheme at The Street/ Braydeston Avenue.</li> <li>3. Pollution control measures will be required to mitigate the impacts of any development on the Witton Run and Source Protection Zone (3).</li> <li>4. The open space will be for formal recreational uses, such as playing pitches, together with more informal recreation such as walks, jogging track etc.</li> </ol>	<p>following discussion at the hearing sessions</p>	<p>removing this site policy from the GNLP have been considered in the Main Modifications SA Report.</p>
<b>Hethersett</b>					
MM110	335	Policy HET1/ Part of GNLP0177A	<p>Amend the policy to read:</p> <p><b><u>STRATEGIC ALLOCATION</u></b></p>	<p>To ensure the plan is effective and justified.</p>	<p>No - the proposed modification</p>



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>POLICY HET 1 (part of GNLP0177A)</b>  <b>Land north of Hethersett (approx. 65ha) is allocated for mixed use, to include approximately 1,369 dwellings, community uses, open space and green infrastructure.</b></p> <p>The site lies to the north of the Poppyfields development, the plant nursery on Grove Road, Longview, the village hall and Back Lane, and south of Bockhithe Meadow County Wildlife Site (CWS), Holly Tree Farm and south-west of Braymeadow CWS. The allocation has an outline permission for 1196 dwellings (2011/1804) which is under construction. Within the scope of the outline application, intensification has been possible and there is now scope to 'uplift' this previous allocation by 200 additional dwellings. There is no specific site within the larger allocation, so this uplift is applied to the entire site. Due to the size of the original allocation, a range of supporting infrastructure and facilities is required, and the following policy applies to the additional 200 dwellings, wherever they may be located within the site. Approximately 65 ha is therefore allocated for mixed use, to include housing, community uses, open space and green infrastructure. This will include approximately 1,369 dwellings.</p> <p>The developer(s) of the additional 200 homes on the site will be required to ensure the following:</p> <p><u>Proposals for the undeveloped parts of the site will need to be wholly consistent with the policy requirements set out below:</u></p> <ul style="list-style-type: none"> <li>Masterplan and Phasing Plan</li> <li>1. A comprehensive <del>masterplan</del> <u>approach to development</u> must include provision of social and green infrastructure and highway improvements, including <del>Thickthorn junction</del>.</li> <li>2. A phasing <u>plan</u> which clearly identifies when key infrastructure will be provided in relation to the provision of new housing. Phasing should be designed to ensure development minimises the disturbance to existing residents.</li> <li>3. <del>The site should be masterplanned alongside HET2.</del></li> </ul>		<p>relates to minor wording changes to the site allocation policy, including background / contextual information about the site and planning permissions, which would not alter the site information or appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>Enhanced Facilities</p> <p>4. <del>3.</del> Community facilities, such as formal open space and/or buildings dedicated to community uses will need to be included within the overall development in accordance with the most up to date needs assessment.</p> <p>5. <del>4.</del> Expansion of local schools or provision of land for additional school/s will need to be agreed with the Education Authority.</p> <p>6. <del>5.</del> Development of the site may require financial contributions to fund improvements to the surrounding road network in addition to any Thickthorn junction improvements. <u>An assessment of the surrounding road network will be required to determine any financial contributions required to fund improvements.</u></p> <p>Landscaping and Green Infrastructure</p> <p>7. <del>6.</del> Layout and landscaping of final scheme must minimise the <u>visual</u> impact on the strategic gap between Hethersett and neighbouring settlements.</p> <p>8. <del>7.</del> Design should respond to the layout of earlier settlement patterns around commons and greens or other focal points.</p> <p>9. <del>8.</del> Design of scheme must integrate landscape, open space and footpaths with the existing settlement.</p> <p>10. <del>9.</del> Maximise the benefit of green infrastructure provision and avoid adverse impact on designated sites, linking ponds, water courses and hedgerows.</p> <p>11. <del>10.</del> The landscape buffer to the north should provide green infrastructure links between Beckhithe Meadow and Braymeadow County Wildlife Sites and incorporate existing woodland and hedgerow features across the site.</p> <p>Transport</p> <p>12. <del>11.</del> A transport assessment must consider the capacity of the improved A47 Thickthorn Interchange.</p> <p>13. <del>12.</del> <u>Highways and transport enhancements to be agreed with the Highways Authority and where appropriate the Highways England. A transport statement is required and the implementation of any approved measures.</u></p> <p>14. <del>13.</del> Vehicular access onto Colney Lane will be required.</p> <p>15. <del>14.</del> Footpath and cycle routes to Norwich Research Park and Little Melton will be required, and additional public rights of way to increase access to the countryside.</p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>46.</del> <u>15.</u> Design of scheme must minimise impact on existing roads in the village by limiting the amount of additional traffic accessing the local road network.</p> <p>Site Conditions and Constraints</p> <p><del>47.</del> <u>16.</u> Site layout must account for high voltage power lines to the north of the site, which will need a suitable separation buffer. Other factors affecting the final layout include an oil pipeline crossing north-eastern corner of the site, water mains and sewers crossing the site, and the need for a buffer zone around sewage pumping stations.</p> <p><del>48.</del> <u>19.</u> <del>Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development. An archaeological assessment will be required prior to development.</del></p> <p><del>19.</del> <u>19.</u> Wastewater infrastructure capacity must be confirmed prior to development taking place.</p> <p><del>20.</del> <u>20.</u> Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.</p> <p><del>24.</del> <u>20.</u> Mitigation and further investigation with regards to site susceptibility to surface water flooding.</p> <p><del>22.</del> <u>21.</u> Avoid contamination of groundwater.</p> <p>Delete the following wording from the policy:</p> <p>The site lies to the north of the Poppyfields development, the plan nursery on Grove Road, Longview, the village hall and Back Lane, and south of Beckhithe Meadow County Wildlife Site (CWS), Holly Tree Farm and south west of Braymeadow CWS. The allocation has an outline permission for 1196 dwellings (2011/1804), which is under construction. Within the scope of the outline application, intensification has been possible and there is now scope to 'uplift' this previous allocation by 200 additional dwellings. There is no specific site within the larger allocation, so this uplift is applied to the entire site. Due to the size of the original allocation, a range of supporting infrastructure and facilities is required, and the following policy applies to the additional 200 dwellings, wherever they may be located within the site. Approximately 65 ha is therefore allocated for mixed use, to include housing, community uses, open space and green infrastructure. This will include approximately 1,360 dwellings</p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>Insert this text as new paragraph of supporting text under current paragraph number 5.31</p> <p><u>The site lies to the north of the Poppyfields development, the plant nursery on Grove Road, Longview, the village hall and Back Lane, and south of Beckhithe Meadow County Wildlife Site (CWS), Holly Tree Farm and southwest of Braymeadow CWS. The allocation has an outline permission for 1196 dwellings (2011/1804) which is under construction. Within the scope of the outline application, intensification has been possible and there is now scope to 'uplift' this previous allocation by 200 additional dwellings. There is no specific site within the larger allocation, so this uplift is applied to the entire site. Due to the size of the original allocation, a range of supporting infrastructure and facilities is required, and the following policy applies to the additional 200 dwellings, wherever they may be located within the site. Approximately 65 ha is therefore allocated for mixed use, to include housing, community uses, open space and green infrastructure. This will include approximately 1,369 dwellings.</u></p> <p>Move the original wording of policy requirement 18 (now 19) to supporting text. Insert after current paragraph number 5.31.</p> <p>Move wording of deleted policy requirement 20 to the supporting text. Insert after current paragraph number 5.31.</p>		
MM111	339	Policy HET2	<p>Amend the policy to read:</p> <p><b>POLICY HET 2</b>  <b>Land north of Grove Road (approx. 3.8ha) is allocated for at least 40 places of extra care housing.</b></p> <p>This site includes the plant nursery and adjacent land forming the curtilage of 36 Grove Road. <del>The JCS identifies a</del> <u>To reflect an identified</u> need for mixed tenure housing with care in Hethersett. Land amounting to some 3.8 hectares is allocated for at least 40 places of 'extra care housing', or a different figure in line with the most up to date needs assessment. Vehicular access will need to be from the north of the site, via HET1.</p> <p><del>The developer of the site is required to ensure the following</del> <u>The developer will achieve the following site specific requirements:</u></p>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>1. The site should integrate with existing development and development under policy HET 1 and should be master-planned alongside HET 1.</li> <li>2. If developed independently, proposals for the site should accord with the principles of any agreed masterplan for HET 1.</li> <li><del>3. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></li> <li><del>4. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration</del></li> <li>5. <u>3.</u> Mitigation and further investigation with regards to site susceptibility to surface water flooding.</li> <li><del>6.</del> <u>4.</u> Avoid contamination of groundwater.</li> </ol> <p>Move wording of deleted policy requirement 4 to the supporting text. Insert after current paragraph number 5.32.</p>		
<b>Hingham</b>					
MM112	345	Policy GNLP0503	<p>Delete Policy GNLP0503, supporting text paragraph 5.38 and Policy Map (see separate schedule of map changes)</p> <p><del>5.38 Development of up to 20 dwellings would be acceptable on this site subject to provision of a safe access and a continuous footway at the west side of Dereham Road from the site access to Pottles Alley. A 30mph speed limit extension would be required to include the site frontage. Minor carriageway widening may also be required.</del></p> <p>Policy GNLP0503</p> <p><b>Land north of Springfield Way and west of Dereham Road, Hingham (approx. 0.85 ha) is allocated for residential development. This will accommodate 20 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved, and any infrastructure issues addressed.</del></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. The provision of a safe access onto Dereham Road, including promotion of a Traffic Regulation Order to extend the existing 30mph speed limit along the site frontage.</del></li> </ol>	The site is no longer available for allocation so is withdrawn. Policy deleted as it is not justified.	Yes – the proposed modification deletes Policy GNLP0503. The implications of removing this site policy from the GNLP have been considered in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>2. Provision of a continuous footway at the west side of Dereham Road from the site access to Pottles Alley.</del></p> <p><del>3. The design and layout of the scheme will need to consider and mitigate potential amenity impacts of the neighbouring farm operations.</del></p> <p><del>4. Design and layout of the scheme will need to consider and mitigate the areas of surface water flood risk.</del></p> <p><del>5. Avoid contamination of groundwater.</del></p> <p>Amend supporting text paragraph 5.36 to read:</p> <p>5.36 <del>Two sites are</del> One site has been allocated providing for at least 100 new homes in the key service centre (<del>one for 80 homes, one for 20 homes</del>). There are no carried forward residential allocations and a total of 20 additional dwellings with planning permission on small sites. This gives a total deliverable housing commitment for the key service centre of at least 120 homes between 2018 – 2038.</p>		
MM113	348	Policy GNLP0520	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0520</b>  <b>Land south of Norwich Road, Hingham (approx. 6.92 ha) is allocated for residential development. This will accommodate approximately 80 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved, and any infrastructure issues addressed.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. TPO oak trees on south side of Norwich Road to be retained.</li> <li>2. Design and layout of the site to create <u>properties that front onto the footway an active frontage</u> along Norwich Road and show regard to the site's gateway role.</li> <li>3. <del>Provision of an adequate visibility splay incorporating footways, to be provided along the whole site frontage</del> <u>Provision of adequate visibility splays, and a footway alongside the site frontage.</u></li> <li>4. Pedestrian refuge in the proximity of Ironside Way, to access local employment opportunities.</li> <li>5. Connectivity of the site to Public Right of Way (PRoW) Hingham F9.</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>6. <del>Mitigation and further investigation with regards to the site's susceptibility to surface water flooding. Avoid development in areas at risk of surface water flooding and provide flood mitigation measures that significantly reduce the existing surface water flood risk.</del></p> <p>7. Avoid contamination of groundwater.</p> <p>8. Mitigation of impacts on Sea Mere SSSI.</p> <p>9. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of Lilac Farmhouse and Blenheim Cottage to the south of the site, including any contribution made to that significance by setting. This includes but is not limited to landscaping along the southern edge of the site.</p>		
MM114	350	Policy HIN2	<p>Amend the policy to read:</p> <p><b>POLICY HIN2</b>  <b>Land adjacent to Hingham Industrial Estate at Ironside Way, Hingham (approx. 2.24 ha) is allocated for employment uses in Classes E(g)/B2/B8 as an extension to the existing industrial estate.</b></p> <p><del>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</del></p> <p><del>7. 1. Local road improvements and a safe access with road access to the site from the existing industrial estate at Ironside Way. A Transport Statement will be required to demonstrate how safe and sustainable access would be achieved, and implementation of any approved measures.</del></p> <p><del>8. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></p> <p><del>9. 2. Retention of existing tree belts along northern, eastern and southern boundaries.</del></p> <p><del>10. 3. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of Alexander's Farmhouse to the east and White Lodge to the north of the site, including any contribution made to that significance by setting. This includes but is not limited to landscaping along the site boundary.</del></p> <p><del>11. 4. An archaeological assessment will be required prior to development. Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.</del></p>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>12. 5. Mitigation and further investigation with regards to site susceptibility to surface water flooding. Development should avoid areas at risk of surface water flooding.</del></p> <p><del>13. 6. Avoid contamination of groundwater.</del></p> <p>Move the original wording of policy requirement 11 (now 4) to supporting text. Insert after current paragraph number 5.40.</p>		
<b>Loddon and Chedgrave</b>					
MM115	354	Policy GNLP0132	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0312</b>  <b>Land to the east of Beccles Road, Loddon (approx. 7.70 ha) is allocated for residential development. This site is likely to accommodate at least approximately 180 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved and any infrastructure issues addressed.</del></p> <p><del>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</del></p> <ol style="list-style-type: none"> <li><del>1. Two points of vehicular access to be provided into the site.</del></li> <li><del>2. Areas of surface water flooding on the Beccles Road boundary or elsewhere in the site to be addressed.</del></li> <li><del>3. Any development must conserve and, where opportunities arise, enhance the significance of listed buildings within the Loddon and Chedgrave Conservation Area to the north-west of the site, including any contribution made to that significance by setting.</del></li> <li><del>4. Design and layout must address the topography of the site and potential impact on views, particularly to and from the Broads.</del></li> <li><del>5. The trees/hedgerows surrounding the site will be protected, enhanced and incorporated into the scheme.</del></li> <li><del>6. An ecological assessment must be carried out, and any identified impacts on nearby sites mitigated.</del></li> <li><del>7. The design and layout of the scheme must consider amenity impacts relating to the nearby business area.</del></li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM116	356	Policy GNLP0463R	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0463R</b>  <b>Land off Langley Road, Chedgrave (approx. 5.58 ha) is allocated for residential development. This site is likely to accommodate at least approximately 60 homes and open space.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved and any infrastructure issues addressed.</del></p> <p><del>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</del></p> <ol style="list-style-type: none"> <li><del>1. A design brief for landscape impacts will be required.</del></li> <li><del>2. Any development must conserve and, where opportunities arise, enhance the significance of Langley Park to the west of the site, including its associated listed buildings and any contribution made to its significance by setting.</del></li> <li><del>3. Open space in the elevated southern part of the site to provide leisure opportunities and enhance the green infrastructure network.</del></li> <li><del>4. An ecological assessment must be carried out, and any identified impacts on nearby sites mitigated.</del></li> <li><del>5. A ground contamination survey will be required.</del></li> <li><del>6. A transport survey statement will be required, and implementation of any agreed approved measures, including off-site measures.</del></li> <li><del>7. Visibility improvement and frontage development at Langley Road to the north. Access on to Langley Road with visibility splays of 2.4m x 90m in each direction, carriageway widening to a minimum of 5.5m at the site frontage and 2.0m wide footway between the site access and existing at the south west of Langley Road.</del></li> <li><del>8. A 2.0m footway will be required for the full extent of the site frontage, extending southwards to Hillside to link site frontage with existing facilities in Loddon.</del></li> <li><del>9. Carriageway widening may shall be required at Langley Lane.</del></li> <li><del>10. Mitigation and further investigation with regards to the site's susceptibility to surface water flooding.</del></li> </ol>	<p>To ensure the plan is effective, justified and consistent with national policy.</p>	<p>No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM117	358	Policy LOD3	<p>Amend the policy to read:</p> <p><b>POLICY LOD 3</b>  <b>Land adjacent to Loddon Industrial Estate, Little Money Road, Loddon (approx. 1.83 ha) is allocated for employment uses in Classes E(g)/B2/B8.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Local highways improvements and safe access, with road access to the site from Little Money Road.</li> <li>2. Landscape enhancements to western and southern boundaries.</li> <li>3. An ecological assessment must be carried out, and any identified impacts on nearby sites mitigated.</li> <li>4. 15m exclusion zone around pumping station at northern end of site.</li> <li><del>5. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></li> <li><del>6. 5. An archaeological assessment will be required prior to development. Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.</del></li> <li><u>6.</u> Mitigation and further investigation with regards to the site's susceptibility to surface water flooding.</li> </ol> <p>Move the original wording of policy requirement 6 (now 5) to supporting text. Insert after current paragraph number 5.47.</p>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.
<b>Poringland</b>					
MM118	362	Policy POR3	<p>Amend the policy to read:</p> <p><b>POLICY POR3</b>  <b>Ex MOD site, Pine Loke, Poringland (approx. 4.3 ha) is allocated for employment uses in Class E(g).</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Use E(g) must be compatible with adjacent housing and equestrian uses, and not harm amenity for existing and future residents of the area.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>2. An appropriate landscape buffer to reduce noise impacts on neighbouring properties and land uses.</p> <p>3. Appropriate access to the site.</p> <p>4. There should be sensitive treatment of the boundaries facing the wider landscape and the design should incorporate existing hedgerows and blocks of mature trees within the site design.</p> <p>5. A full drainage assessment should be carried out prior to development, including on-site and off-site flood risk.</p> <p><del>6. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></p> <p><del>7. 6. An archaeological assessment will be required prior to development. Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.</del></p> <p><del>8. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p>Move the original wording of policy requirement 7 (now 6) to supporting text. Insert after current paragraph number 5.52.</p> <p>Move wording of deleted policy requirement 8 to the supporting text. Insert after current paragraph number 5.52.</p>		<p>information or appraisal in the SA.</p>
<b>Reepham</b>					
MM119	367	Policy REP1	<p>Amend the policy to read:  <b>POLICY REP1</b>  <b>Land off Broomhill Lane, Reepham (approx. 8.2ha) is allocated for residential development &amp; community facilities (including cemetery land, and recreational open space and a sports hall). This comprises land to the north (approx. 5.7 ha) and south (approx. 2.5 ha) of Broomhill Lane, Reepham. The site will accommodate approximately 100 homes in total.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p>	<p>To ensure the plan is effective and justified.</p>	<p>No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</del></p> <ol style="list-style-type: none"> <li><del>1. Vehicular access to be from a realigned and improved Broomhill Lane, incorporating appropriate traffic management measures and footway provision, with pedestrian access linking to Park Lane and Broomhill Lane.</del></li> <li><del>2. Off-site improvements to the highway network may also be necessary, as required by the highway authority, potentially including extension of the 30mph speed limit on Whitwell Road and consideration of extending the 20mph speed limit to the High School.</del></li> <li><del>3. Provision of a sports hall for the high school to be located in proximity to the existing school facilities.</del></li> <li><del>4. 3. Provision to be made for an extension of the existing town cemetery.</del></li> <li><del>5. 4. Due to the proximity of Broomhill Meadows CWS, an ecological appraisal will be required prior to development, to include evaluation of drainage impacts, provision of net gain biodiversity and buffering measures.</del></li> <li><del>6. 5. Mitigation and further investigation with regards to the site's susceptibility to surface water flooding.</del></li> <li><del>7. 6. Avoid contamination of groundwater.</del></li> </ol> <p><del>Norfolk Mineral and Waste Core Strategy Policy CS16 applies as this site is underlain by safeguarded mineral resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p>Move wording of deleted policy requirement relating to Minerals and Waste to the supporting text. Insert after current paragraph number 5.56.</p>		<p>appraisal in the SA.</p>
<b>Broadland Village Clusters</b>					
<b>Blofield Heath</b>					
MM120	376	Policy GNLP1048R	<p>Amend the policy to read:</p> <p><b>POLICY GNLP1048R</b></p> <p><b>Land east of Woodbastwick Road, Blofield Heath (approx. 0.64ha) is allocated for residential development. The site is likely to accommodate approximately 20 homes.</b></p>	<p>To ensure the plan is effective and justified.</p>	<p>No - the proposed modification relates to minor wording changes to the site allocation policy, which</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters <u>The development will achieve the following site specific requirements:</u></del></p> <ol style="list-style-type: none"> <li><del>1. Access (vehicular and pedestrian) from Woodbastwick Road and adequate visibility will need to be demonstrated.</del></li> <li><del>2. A 2.0m frontage footway will be required along with improvements to the existing footway at Mill Road and provision of a pedestrian crossing point at the Mill Road junction with Woodbastwick Road.</del></li> <li><del>3. <u>Design to limit removal of roadside hedgerow and possible tree removal to provide frontage development, footpath and visibility splay to Woodbastwick Road Any loss of hedgerow or trees that are necessary to accommodate a new access point and footway shall be compensated for by new frontage hedgerow planting and trees within the site.</u></del></li> <li><del>4. <u>Protection measures may need to be taken for grass snakes identified on site A preliminary ecological appraisal will be required with mitigation measures implemented having regard to site surveys.</u></del></li> </ol>		<p>would not alter the site information or appraisal in the SA.</p>
<b>Buxton with Lamas</b>					
MM121	382	Policy GNLP0297	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0297</b></p> <p><b>Land east of Aylsham Road, Buxton with Lamas (1.68ha) is allocated for residential development. The site is likely to accommodate approximately 40 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters <u>The development will achieve the following site specific requirements:</u></del></p> <ol style="list-style-type: none"> <li>1. Access (vehicular and pedestrian) will be from Aylsham Road.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>2. <del>Lower 30 mph speed limit area will need to be extended to the northern edge of the site.</del></li> <li>3. Footway will be required at north east side of Aylsham Road to connect with existing facility and provide continuous pedestrian route to the school.</li> <li>4. <del>Some hedgerow and tree removal likely for visibility and access but aim to minimise loss of contribution to the landscape Any loss of trees and hedgerows that are necessary to accommodate a visibility splay should be compensated for by new frontage planting within the site.</del></li> <li>5. <del>Landscaping to mitigate the potential for noise pollution and vibrations resulting from proximity of the site to the Bure Valley Railway and to mitigate for the potential loss of views experienced by users of the nearby Public Right of Way Noise and vibration issues arising from the railway line shall be addressed as part of the development proposal.</del></li> <li>6. <del>Provision of appropriate landscaping to the edges of the site to maintain the rural character of the area.</del></li> <li>6. <del>Development will need phasing in line with upgrades to the Aylsham Water Recycling Centre.</del></li> </ol>		
<b>Cawston</b>					
MM122	390	Policy GNLP0293	<p>Delete Policy GNLP0293, subtitle, supporting text paragraph 6.22 and Policy Map (see separate schedule of map changes)</p> <p><b>Policy GNLP0293: Land east of Gayford Road, Cawston</b></p> <p><del>6.22 This site, east of Gayford Road is allocated for residential use as it is adjacent to the existing settlement limit, close to Cawston Primary School with minimal other constraints. The site should be masterplanned with the adjacent CAW2 allocation to bring forward a cohesive development.</del></p> <p>Policy GNLP0293</p> <p><b>Land east of Gayford Road, Cawston (approx. 1.91 ha, excluding existing CAW2 allocation) is allocated for residential development. The site is likely to accommodate approximately 40 homes</b></p>	Combine sites into a single allocation to ensure plan is effective and justified.	Yes – the proposed modification deletes Policy GNLP0293, which is now combined as GNLP0293/ CAW2. The new combined site allocation policy has been assessed in the SA (see MM124).

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>More homes may be accommodated, subject to acceptable design and layout as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. Site should be masterplanned with existing CAW2 allocation to bring forward a cohesive development</del></li> <li><del>2. Access (vehicular and pedestrian) will be from Aylsham Road.</del></li> <li><del>3. Carriageway improvements to the vehicular access on Aylsham Road and a new 2 metre footway connection along the site frontage that connects to the existing footpath will be needed.</del></li> <li><del>4. A pedestrian crossing facility on Aylsham Road to the primary school.</del></li> <li><del>5. Adequate landscaping and green infrastructure to protect the rural setting of the village, especially to the eastern and northern boundaries.</del></li> <li><del>6. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol>		
MM123	394	Policy CAW2	<p>Delete Policy CAW2, subtitle, supporting text paragraphs 6.24 – 6.25 and Policy Map (see separate schedule of map changes)</p> <p><b>POLICY CAW2: Land east of Gayford Road, Cawston</b></p> <p><del>6.24 This site to the east of Gayford Road was allocated in the 2016 Broadland Local Plan but has yet to be developed at the base date of this plan. The principle of development on the site has already been accepted and it is expected that development will take place within the time period of this local plan up to 2038. The site is considered in the calculation of the housing requirement, providing at least 20 homes, but more may be accommodated, subject to an acceptable design and layout being achieved.</del></p> <p><del>6.25 Adjacent site GNLP0293 is proposed to be allocated for a further 40 new homes and both sites should be masterplanned together to bring forward a cohesive development. This site is underlain by sand and gravel so Norfolk Minerals and Waste Core Strategy policy CS16 would apply if the site size is increased above 1 hectare.</del></p> <p>Policy CAW2</p>	Combine sites into a single allocation to ensure the plan is effective and justified.	Yes – the proposed modification deletes Policy CAW2, which is now combined as GNLP0293/CAW2. The new combined site allocation policy has been assessed in the SA (see MM124).

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>Land east of Gayford Road, Cawston (approx. 0.8ha) is allocated for residential development. The site will accommodate approximately 20 homes.</del></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. To be masterplanned with GNLP0293 to bring forward a cohesive development.</del></li> <li><del>2. Access via Aylsham Road.</del></li> <li><del>3. Improvements to footways, particularly across the site frontage.</del></li> <li><del>4. Improvements to sewage network may be necessary.</del></li> </ol>		
MM124	-	Policies GNLP0293 and CAW2	<p>Add new policy to combine GNLP0293 and CAW2, new subtitle, new paragraphs of supporting text and new Policy Map (see separate schedule of map changes)</p> <p><u>POLICY GNLP0293/CAW2: Land east of Gayford Road, Cawston</u></p> <p><u>This site, east of Gayford Road is allocated for residential use as it is adjacent to the existing settlement limit, close to Cawston Primary School with minimal other constraints. Part of the site was allocated in the 2016 Broadland Local Plan but has yet to be developed at the base date of this plan. It is expected that development will take place within the time-period of this local plan up to 2038 and the site is considered in the housing requirement for at least 60 homes, but more may be accommodated, subject to an acceptable design and layout being achieved.</u></p> <p><u>Norfolk Minerals and Waste Core Strategy Policy CS16 applies as the site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible will be taken into consideration.</u></p> <p><u>POLICY GNLP0293/CAW2</u></p> <p><u>Land east of Gayford Road, Cawston (2.71ha) is allocated for residential development. The site is likely to accommodate approximately 60 homes.</u></p> <p><u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li><u>1. Access (vehicular and pedestrian) will be provided from Aylsham Road.</u></li> <li><u>2. Carriageway improvements and a new 2 metre footway connection along the site frontage that connects to the existing footpath shall be provided.</u></li> <li><u>3. A pedestrian crossing facility on Aylsham Road to the primary school.</u></li> </ol>	Combine sites into a single allocation to ensure plan is effective and justified.	Yes – the proposed modification introduces a new site policy bringing together the site allocations GNLP0293/ CAW2. The new combined site allocation policy has been assessed in the Main Modifications SA Report.



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			4. <u>Adequate landscaping and green infrastructure to protect the rural setting of the village, especially to the eastern and northern boundaries.</u>		
<b>Coltishall</b>					
MM125	398	Policy GNLP2019	<p>Delete Policy GNLP2019, subtitle, supporting text paragraph 6.31 and Policy Map (see separate schedule of map changes)</p> <p><b>POLICY GNLP2019: Land at Rectory Road and south of the Bure Valley Railway, Coltishall</b></p> <p><del>6.31 This site at Rectory Road, south of the Bure Valley Railway is allocated for residential development. Vehicular access will need to be taken through the adjacent COL1 allocation and a Transport Assessment will be needed. The site should be masterplanned with COL1 to bring forward a cohesive development. The site is adjacent to the Bure Valley Railway and the Bure Valley path, which are important tourism and GI assets that should be protected.</del></p> <p><del>Policy GNLP2019</del></p> <p><b>Land at Rectory Road and south of the Bure Valley Railway, Coltishall (approx. 1.44 ha) is allocated for residential development. The site is likely to accommodate approximately 20 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. Site should be masterplanned with existing COL1 allocation to bring forward a cohesive development.</del></li> <li><del>2. Vehicular access will be from Rectory Road via the existing COL1 allocation, with off-site highway improvements to connect to the existing footpath on Rectory Road near the junction with Westbourne Road.</del></li> <li><del>3. Due to highway constraints in the vicinity of Rectory Road, submission of a transport assessment to assess the traffic implications of the proposed development on the</del></li> </ol>	Combine sites into a single allocation to ensure plan is effective and justified.	Yes – the proposed modification deletes Policy GNLP2019, which is now combined as GNLP2019/ COL1. The new combined site allocation policy has been assessed in the SA (see MM127).

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>surrounding road network demonstrating that the proposed scale of development can be accommodated will be required.</p> <p>4. Adequate landscaping and green infrastructure will be needed to protect the rural setting of the village, especially to the eastern boundary and to mitigate the potential for noise pollution and vibrations resulting from proximity of the Bure Valley Railway to the north.</p>		
MM126	400	Policy COL1	<p>Delete Policy COL1, subtitle, supporting text paragraphs 6.32 – 6.33 and Policy Map (see separate schedule of map changes)</p> <p><b>POLICY COL1: Land at Rectory Road, Coltishall</b></p> <p>6.32 This site was allocated in the 2016 Broadland Local Plan but was not yet developed at the base date of this plan. The principle of development on the site has already been accepted and it is expected that development will take place within the time period of this local plan up to 2038. The site is considered in the calculation of the housing requirement, providing at least 30 homes, but more may be accommodated, subject to an acceptable design and layout being achieved. Outline planning permission (20170075) was granted in November 2017 but there has been no reserved matters application.</p> <p>6.33 The site should be masterplanned with GNLP2019 to bring forward a cohesive development. The site is adjacent to the Bure Valley Railway and the Bure Valley path, which are important tourism and GI assets that should be protected.</p> <p>Policy COL1</p> <p><b>Land at Rectory Road, Coltishall (approx. 1.0ha) is allocated for residential development. This will accommodate approximately 30 homes.</b></p> <p>The development will be expected to address the following specific matters:</p> <ol style="list-style-type: none"> <li>1. Site should be masterplanned with GNLP2019 allocation to bring forward cohesive development.</li> <li>2. Access (vehicular and pedestrian) to be from Rectory Road, with possible additional pedestrian accesses to the school via the playing field and to the Bure Valley Walk.</li> </ol>	Combine sites into a single allocation to ensure plan is effective and justified.	Yes – the proposed modification deletes Policy COL1, which is now combined as GNLP2019/ COL1. The new combined site allocation policy has been assessed in the SA (see MM127).

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>3. Off-site improvements to the highway network may be required including contributions to footway/cycle links, speed restriction on Rectory Road, and public transport services.</del></p> <p><del>4. Pollution control measures may be required in order to mitigate harm to the water environment as the site is in the proximity of a Major Aquifer of high vulnerability.</del></p> <p><del>5. Significant information will be required at a planning stage to mitigate heavy flood constraints. Access and egress to the site during a flood event may need to be considered.</del></p> <p><del>6. Provision for informal and formal recreational open space</del></p> <p><del>7. Landscaping to mitigate the potential for noise pollution and vibrations resulting from proximity of the site to the Bure Valley Railway</del></p>		
MM127	-	Policies GNLP2019 and COL1	<p>Add new policy to combine GNLP2019 and COL1, new subtitle, new paragraphs of supporting text and new Policy Map (see separate schedule of map changes)</p> <p><u>POLICY GNLP2019/COL1: Land at Rectory Road, Coltishall</u></p> <p><u>This site at Rectory Road is allocated for residential development. Part of the site was allocated in the 2016 Broadland Local Plan and now has full planning consent for 30 dwellings. It is expected that development will take place within the time-period of this local plan up to 2038 and the site is allocated for approximately 50 homes, but more may be accommodated, subject to an acceptable design and layout being achieved.</u></p> <p><u>The site is adjacent to the Bure Valley Railway and the Bure Valley path, which are important tourism and GI assets that should be protected.</u></p> <p><u>POLICY GNLP2019/COL1</u></p> <p><u>Land at Rectory Road, Coltishall (2.44 ha) is allocated for residential development. This will accommodate approximately 50 homes.</u></p> <p><u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li><u>1. Access (vehicular and pedestrian) will be from Rectory Road, with off-site highway improvements to footway/cycle links and speed restrictions.</u></li> <li><u>2. Due to highway constraints in the vicinity of Rectory Road, submission of a transport assessment to assess the traffic implication of the proposed development on the</u></li> </ol>	Combine sites into a single allocation to ensure plan is effective and justified.	Yes – the proposed modification introduces a new site policy bringing together the site allocations GNLP2019/ COL1. The new combined site allocation policy has been assessed in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>surrounding road network demonstrating that the proposed scale of development can be accommodated will be required.</u></p> <p>3. <u>Adequate landscaping and green infrastructure will be needed to protect the rural setting of the village, especially to the eastern boundary.</u></p> <p>4. <u>Noise and vibration issues arising from the railway line shall be addressed as part of the development proposal.</u></p> <p>5. <u>Pollution control measures may be required at a planning stage to mitigate heavy flood constraints. Access and egress to the site during a flood event may need to be considered.</u></p> <p>6. <u>Provision for informal and formal recreational open space.</u></p>		
MM128	402	Policy COL2	<p>Amend the policy to read:</p> <p><b>POLICY COL2</b></p> <p><b>Land at Jordan's Scrapyard, Coltishall (approx. 1.8ha) is allocated for residential development. This will accommodate approximately 25 homes.</b></p> <p><u>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. The waste licence will need to be surrendered, with full decontamination following appropriate investigation, and mitigation measures should be applied to avoid any further pollution, with consideration of a Major Aquifer of high vulnerability.</li> <li>2. Access (vehicular and pedestrian) to be from B1150, with possible additional pedestrian accesses to the school via the playing field.</li> <li>3. Off-site improvements to the highway network may be required including contributions to footway/cycle links, including a pedestrian link to Rectory Road.</li> <li>4. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of the grade II listed limekiln to the north east of the site and the Coltishall and Horstead conservation area and its associated listed buildings to the south of the site, including any contribution made to that significant by setting.</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.
<b>Foulsham</b>					

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM129	406	Policy GNLP0605	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0605</b></p> <p><b>Land west of Foundry Close, Foulsham (0.67ha) is allocated for residential development. The site is likely to accommodate approximately 15 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Access (vehicular and pedestrian) to be via Stringer’s Lane and Aubrey Rix Close.</li> <li>2. Any development must conserve and, <u>where opportunities arise,</u> enhance the significance of grade II listed buildings to the south of the site, particularly Station Farmhouse and Bracken Brae, 5 Station Road and the Foulsham conservation area to the south and east, including any contribution made to that significance by setting.</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.
MM130	408	Policy FOU2	<p>Amend the policy to read:</p> <p><b>POLICY FOU2</b></p> <p><b>Land at Old Railway Yard, Station Road, Foulsham (<del>approx.</del> 1.1ha) is allocated for employment use (Use Class E(g), B2, B8).</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Part of the site is in flood zone 3 and therefore <del>further investigation will be required in this regard</del> <u>a Flood Risk Assessment will be required.</u> Significant information will be required at a planning stage to mitigate heavy flood constraints.</li> <li>2. <del>The existing vehicular access off Station Road may prove suitable.</del></li> </ol>	To ensure the plan is effective, justified and consistent with national policy	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>3.</del> <u>2.</u> Further investigation should be undertaken to assess the extent of potential contamination present associated with former uses of the site.</p> <p>4. <del>3.</del> The site is in close proximity of a major aquifer and therefore pollution control techniques should be used to ensure that development of the site does not lead to pollution of the water environment.</p> <p><del>5.</del> <u>4.</u> An odour assessment will be required to assess the impact of the nearby Sewage Treatment Works.</p> <p><del>6.</del> <u>5.</u> Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of the Foulsham conservation area to the north east of the site, including any contribution made to that significance by setting.</p> <p><del>7. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits if extracting the minerals, if feasible will be taken into consideration.</del></p> <p>Move wording of deleted policy requirement 7 to the supporting text. Insert after current paragraph number 6.39. correct grammatical error in original text e.g. The benefits # of extracting the minerals....'</p>		
<b>Freethorpe</b>					
MM131	412	Policy GNLP2034	<p>Amend the policy to read:</p> <p><b>POLICY GNLP2034</b></p> <p><b>South of Bowlers Close, Freethorpe (approx. 1.51ha) is allocated for residential development. The site is likely to accommodate approximately 40 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</del></p> <ol style="list-style-type: none"> <li>1. Access (vehicular and pedestrian) via Bowler Close.</li> <li>2. <del>Avoidance of harm to trees on the southern boundary evidenced through the submission of an Arboricultural Impact Assessment</del> <u>Retention of the band of trees along the sites southern boundary.</u></li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<del>3. Development should not take place until the capacity of Freethorpe Water Recycling Centre has been upgraded.</del>		
MM132	414	Policy FRE1	<p>Amend the policy to read:</p> <p><b>POLICY FRE1</b></p> <p><b>Land north of Palmer's Lane, Freethorpe (approx. 0.34ha) is allocated for residential development. This will accommodate approximately 10 homes.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Vehicular access must be demonstrated off Palmer's Lane.</li> <li>2. Other off-site improvements to the highway network will also be necessary, in particular to the junction of Palmer's Lane and The Green.</li> <li>3. Pollution control measures should be incorporated to mitigate harm to the water environment as the site is within the proximity of a Major Aquifer of high vulnerability.</li> <li>4. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of the grade II listed Walpole Almshouses to the north west of the site, including any contribution made to that significance by setting. This includes but is not limited to landscaping along the northern boundary of the site.</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.
<b>Great Witchingham</b>					
MM133	422	Policy GNLP0608R	<p>Amend the policy to read:</p> <p><b>Policy GNLP0608R</b></p> <p><b>Land at Bridge Farm Field, St Faiths Close, Great Witchingham, (0.72ha) is allocated for residential development. The site is likely to accommodate approximately 20 homes.</b></p>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p>The development will be expected to address the following specific matters <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Access will be from St Faiths Close onto the A1067.</li> <li>2. Trees to the north of the site should be retained where possible.</li> <li>3. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of the grade II listed Bridge House to the east of the site, including any contribution made to that significance by setting.</li> <li>4. There are small areas of surface water flood risk in southern section which <del>may</del> <u>will</u> need to be addressed.</li> </ol>		<p>policy, which would not alter the site information or appraisal in the SA.</p>
<b>Horsford</b>					
MM134	430	Policy GNLP0264	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0264</b>  <b>Dog Lane, Horsford, (approx. 1.78-1.38ha) is allocated for residential development. The site is likely to accommodate approximately 45 <del>30</del> homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p>The development will be expected to address the following specific matters <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Vehicular access will be from Horsbeck Way.</li> <li>2. Provision of enhanced pedestrian crossing facility and the access would need to be modified to enhance pedestrian facilities and walk to school routes.</li> <li>3. The site intersects with a water course. A WFD compliance assessment for the watercourse receiving the runoff will be needed. A buffer of 20m between the watercourse and gardens will need to be maintained and opportunities for riparian habitat restoration will need to be secured. <u>This means the developable area of the site will be approx. 1 hectare.</u></li> </ol>	To ensure the plan is effective and justified.	Yes – the proposed modification has resulted in minor wording changes and a slight reduction in the overall site area and residential capacity. Policy GNLP0264 has been assessed in the Main Modifications SA Report.
<b>Horsham St Faith</b>					



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM135	434	Policy GNLP0125R	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0125R</b></p> <p><b>Land to the west of West Lane, Horsham St Faith (approx. 2.31ha) is allocated for residential development. The site is likely to accommodate approximately 50 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li><del>1. Provision of frontage footways and carriageway widening unless it can be demonstrated that it is not practical or feasible.</del></li> <li>2. Implementation of any improvements required to the walking route to school, particularly at junctions en-route.</li> <li><del>3. Provision of two vehicular accesses</del></li> <li>4. <u>3.</u> Any development must conserve and, <u>where opportunities arise,</u> enhance the significance of the grade I listed Church of St Mary and St Andrew, the scheduled monument St Faith Priory and the conservation area, including any contribution made to that significance by setting. <del>This includes but is not limited to a</del> <u>Mitigation measures should have regard to the recommendations of the Heritage Statement (June 2021) and include sensitive design, height and layout, protection of views to and from site and open space on north eastern edge of site. An appropriate programme of archaeological mitigatory work should be completed.</u> Due to the sensitivities of this site a Heritage Impact Assessment will be required.</li> </ol>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.
MM136	436	Policy HNF1	<p>Amend the policy to read:</p> <p><b>POLICY HNF1</b></p>	To ensure the plan is effective, justified and consistent with national policy.	No - the proposed modification relates to minor wording

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>Land east of Manor Road, Newton St Faith (approx. 2.53 ha), is allocated for residential development. This will accommodate approximately 60 homes.</b></p> <p>The development will be expected to address the following specific matters <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Further investigation in respect of contamination will be required.</li> <li>2. Access (vehicular and pedestrian) should be via Manor Road.</li> <li>3. <del>Off-site improvements to the highway network may also be necessary which might include a footway link to the school, provision of a crossing point and upgrading/widening the existing path.</del> <u>The pedestrian route to school will require off-site highway improvements and should include new footway at the east side of Manor Road, provision of a crossing point and upgrading/widening the existing footway at the west side of Manor Road.</u></li> <li>4. <del>Potential to include play space on-site.</del></li> <li>5. <u>4.</u> The site is in close proximity of a Major Aquifer of high vulnerability and therefore pollution control techniques should be used to ensure that development of the site does not lead to pollution of the water environment.</li> <li>6. <u>5.</u> Any development must conserve and, <u>where opportunities arise,</u> enhance the significance of the grade II listed Middle Farmhouse and Granary to the east of the site, including any contribution made to that significance by setting. This includes but is not limited to landscaping along the eastern site boundary.</li> </ol>		<p>changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>
MM137	439	Policy HNF2/ GNLP0466R	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY HNF2/ GNLP0466R</b></p> <p><b>Land east of the A140 and north of Norwich International Airport, Horsham St Faith (approx. 35 38ha) is allocated for employment uses. This will be to provide a full</b></p>	To ensure the plan is effective and justified.	Yes – the proposed modification has resulted in minor wording changes and an increase in

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>range of employment uses including for those benefitting from a location close to the airport.</b></p> <p>It is expected:</p> <ol style="list-style-type: none"> <li>1. Uses to be within use classes E(g), B2 and B8, with a maximum of 50% of total floorspace to be within <u>the E(g)(i)</u> <del>any one</del> use class.</li> <li>2. Substantial tree belts and landscaping to be provided at the boundaries of the site, with particularly extensive provision made at the north and eastern boundaries to provide a buffer to residential properties. Civil Aviation Authority guidance should be followed to ensure aviation hazards posed by wildlife are minimised.</li> <li>3. Access to be provided directly from the A140 Northern Distributor Road interchange, <del>with a possible second point of access from the northern part of the site to the A140.</del></li> <li>4. A masterplan is to be produced for the site <u>with or in advance of the first application for planning permission</u> showing a coordinated approach to bringing forward the development, particularly in relation to access provision including coordination with the NDR any necessary off-site highway improvements, and the early provision of landscaping to mitigate visual impacts. Accordingly, development is to be in two phases: Phase 1 the south-western, north-western and north-eastern parts of the site; Phase 2 the south-eastern portion.</li> </ol> <p>The development will be expected to address the following specific matters:</p> <ol style="list-style-type: none"> <li>5. In order to achieve a range of employment uses (E(g) Business – offices, research and development, and light industry, B2 general industrial, B8 storage or distribution) and limit traffic generation it is envisaged that the amount of floorspace in <del>one</del> <u>the E(g)(i)</u> use class will not exceed 50% of the total floorspace within the overall development.</li> <li>6. Phase 1, the major part (approx. 29.6ha), will reflect the provision of access being from the west, and the need to provide treebelts and landscaping to the north and eastern boundaries in the early stages.</li> <li>7. Phase 2 (approx. 5.2ha) is expected to progress in the later stages of development as needed and related to the provision of infrastructure.</li> <li>8. <del>Further public transport, pedestrian, cycling and highway infrastructure improvements will need to be agreed with the Highway Authority. A Transport Assessment/Statement will be required that will include assessments of</del></li> </ol>		<p>the overall site area. Policy HNF2/ GNLP0466R has been assessed in the Main Modifications SA Report.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>highway infrastructure improvements to enable safe active and sustainable travel to the development. Any approved measures shall be implemented.</u></p> <p><del>9. Highway improvements may be needed to upgrade the junctions to deal with traffic generated by the development.</del></p> <p><del>10. 9. The appropriate pollution control techniques should be installed to ensure that no harm comes to the water environment.</del></p> <p><del>11. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p><del>12. 10. Archaeological investigation must be undertaken prior to any development.</del></p> <p>Move wording of deleted policy requirement 11 to the supporting text. Insert after current paragraph number 6.75.</p>		
MM138	441	Policy SL2007/ GNLP4061/ HNF3	<p>Amend the policy to read:</p> <p><b>POLICY SL2007/ GNLP4061/ HNF3</b></p> <p><b>Land at Abbey Farm Commercial, Horsham St Faith (approx. <del>4.39</del> 4.30 ha) is allocated for employment uses (Use Classes E(g) B2, B8).</b></p> <p><u>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Vehicular access off Church Street either via the existing access or a new access.</li> <li>2. <del>Off-site improvements to the highway network may also be necessary which might include upgrading the Church Street/A140 junction. A Transport Assessment/Statement will be required that will include assessments of the A140/Church Street junction and improvements to enable safe active and sustainable travel to the development.</del></li> <li>3. <del>The site contains an historic environment record and therefore further investigation is likely to be required in respect of archaeology. Any development must also consider the archaeological sensitivity of proximity to the scheduled St Faith Priory, including any contribution made to that sensitivity by setting. An archaeological assessment will be required prior to development.</del></li> </ol>	To ensure the plan is effective and justified.	Yes – the proposed modification has resulted in minor wording changes and a reduction in the overall site area. Policy SL2007/ GNLP4061/ HNF3 has been assessed in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>4. The site is adjacent to Horsham Meadows County Wildlife Site. Potential impacts of development on the local hydrology and changes in drainage must be addressed through any planning application</p> <p>Move the current policy wording of policy requirement 3 to supporting text. Insert after current paragraph number 6.76.</p>		
<b>Lingwood</b>					
MM139	446	Policy GNLP0380	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0380</b></p> <p><b>West of Blofield Road, Lingwood (approx. 1.05ha) is allocated for residential development. The site is likely to accommodate approximately 30 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Vehicular access to be taken from Blofield Road. <del>Removal of significant tree may be required to facilitate visibility. Any tree removal that is necessary in order to achieve an acceptable visibility splay shall be compensated by planting within the site.</del></li> <li>2. Frontage footway to be provided to join up with existing.</li> <li>3. <del>Speed limit enhancement to manage vehicle speeds along the frontage of the site. Localised Traffic Management Measures to reinforce 30mph speed limit to be determined through Transport Statement/Transport Assessment process and approved measures to be implemented.</del></li> <li>4. Landscaping to the western boundary to screen views of the development as viewed from the west.</li> <li>5. As a gateway site to the village it should be developed with a visible frontage and sensitive design to create a sense of place.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM140	448	Policy GNLP4016	<p>Amend the policy to read:</p> <p><b>POLICY GNLP4016</b></p> <p><b>East of Station Road, Lingwood (approx. 1.19ha) is allocated for residential development. The site is likely to accommodate approximately 30 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Vehicular access to be taken from Station Road. <del>The requirement to provide adequate visibility will likely result in the removal of frontage hedge and possibly trees. Any tree or hedgerow removal that is necessary in order to achieve an acceptable visibility splay shall be compensated by planting within the site.</del></li> <li>2. A Transport Statement will be required with the implementation of any <del>agreed</del> <u>approved</u> measures.</li> <li>3. A part time 20mph speed limit will be required in the vicinity of the school.</li> <li>4. The footway at the site frontage to the school will need to be widened to a minimum of 2.0m.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.
<b>Marsham</b>					
MM141	452	Policy GNLP2143	<p>Delete Policy GNLP2143, supporting text paragraphs 6.87 and 6.88 and Policy Map (see separate schedule of map changes)</p> <p><b><del>POLICY GNLP2143: Land south of Le Neve Road, Marsham</del></b></p> <p><del>4.87 This site to the south of Le Neve Road is allocated for residential development. The historic nature of the setting is recognised and development will need to respect the setting of the adjacent Grade I listed church and nearby listed buildings as well as providing an extension to the cemetery.</del></p> <p><del>4.88 There is currently not enough capacity in Aylsham Water Recycling Centre permit to accommodate development and no plans to upgrade in terms of flow in</del></p>	Policy deleted as it not considered justified due to heritage issues.	Yes – the proposed modification deletes Policy GNLP2143. The implications of removing this site policy from the GNLP have

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>PR19, only plans to increase storage at intermittent CSOs. Development will therefore require phasing in line with upgrades to the Water Recycling Centre and evidence of liaison with Anglian Water on this matter will need to be provided.</del></p> <p><b>POLICY GNLP2143</b></p> <p><del>Land south of Le Neve Road, Marsham (approx. 1.98 ha) is allocated for residential development and extension to the cemetery at All Saint Church. The site is likely to accommodate approximately 35 homes.</del></p> <p>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</p> <p>The development will be expected to address the following specific matters:</p> <ol style="list-style-type: none"> <li><del>1. Access (vehicular and pedestrian) to be from Le Neve Road.</del></li> <li><del>2. Land to be made available for 0.27ha extension to existing cemetery.</del></li> <li><del>3. Any development must conserve and enhance the significance of the grade I listed Church of All Saints, the grade II listed Old Rectory, Colonso Cottage and the Marsham War Memorial to the east of the site, including any contribution made to that significance by setting. This includes but is not limited to landscaping to the east of the site and a concept diagram showing where open space and landscaping would be located. Due to the sensitivities of this site a Heritage Impact Assessment will be required.</del></li> <li><del>4. Safeguard existing public right of way in the south east corner.</del></li> <li><del>5. Development will need phasing in line with upgrades to the Aylsham Water Recycling Centre</del></li> <li><del>6. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partly underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol>		<p>been considered in the Main Modifications SA Report.</p>
<b>Reedham</b>					
MM142	456	Policy GNLP1001	Amend the policy to read:	To ensure the plan is effective and justified.	No - the proposed

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>POLICY GNLP1001</b></p> <p><b>Land to east of Station Road, Reedham (approx. 1.17Ha) is allocated for residential development. The site is likely to accommodate approximately 30 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters. The development will achieve the following site specific requirements:</del></p> <ol style="list-style-type: none"> <li>1. Pedestrian and vehicular access to be via Barn Owl Close.</li> <li><del>2. Respect, protect and if appropriate enhance the area of Tree Preservation Order protected trees on the northern side of development.</del></li> <li><del>3.</del> <u>2.</u> Appropriate enhancement and links to the PROW that is to the east of the site noting that this could provide a traffic free route for part of the journey to the school.</li> <li>4. <u>3.</u> Potential impact of the scheme on the Broads Authority Executive Area to be considered and addressed as appropriate through sensitive design, <del>such as low ridge heights, reduced scale/massing and screen planting</del></li> <li><del>5.</del> <u>4.</u> The trees/hedgerows surrounding the site will be protected, enhanced and incorporated into the scheme.</li> </ol>		<p>modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.</p>
MM143	458	Policy GNLP3003	<p>Delete Policy GNLP3003, supporting text paragraph 6.95 and Policy Map (see separate schedule of map changes)</p> <p><b>POLICY GNLP3003: Mill Road, Reedham</b></p> <p><del>6.95 This site off Mill Road is allocated for residential development due to its immediate proximity to Reedham Primary School and minimal other constraints, however, it is accepted that it is not possible to provide an off-carriageway pedestrian footway to the school. The site is allocated subject to vehicular access via Mill Road and pedestrian only access at Holly Farm Road. The vehicular access point at Mill Road will require visibility over the frontage of 'The Brambles' to the north which may require 3rd party land.</del></p>	<p>Policy deleted as it is not considered to be justified due to access constraints</p>	<p>Yes – the proposed modification deletes Policy GNLP3003. The implications of removing this site policy from the GNLP have been considered</p>



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><b>POLICY GNLP3003</b></p> <p><del>Mill Road, Reedham (approx. 1.29Ha) is allocated for residential development. The site is likely to accommodate approximately 30 homes.</del></p> <p>More homes may be accommodated, subject to an acceptable design and layout as well as infrastructure constraints.</p> <p>The development will be expected to address the following specific matters:</p> <ol style="list-style-type: none"> <li>1. <del>Vehicle access via Mill Road with pedestrian only access at Holly Farm Road;</del></li> <li>2. <del>Visibility for access is restricted and will need further investigation as this may require use of third party land in order to be achieved;</del></li> <li>3. <del>Consideration of setting of non-designated heritage asset;</del></li> <li>4. <del>Landscaping to mitigate the potential for noise pollution and vibrations resulting from proximity of the site to the railway line;</del></li> <li>5. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partly underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol>		<p>in the Main Modifications SA Report.</p>
<b>Salhouse</b>					
M144	462	Policy GNLP0188	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0188</b></p> <p><del>Land adjoining Norwich Road, Salhouse (approx. 0.52ha) is allocated for residential development. The site is likely to accommodate approximately 12 homes.</del></p> <p>More homes may be accommodated, subject to an acceptable design and layout as well as infrastructure constraints.</p> <p>The development will be expected to address the following specific matters <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Access (vehicular and pedestrian) via Norwich Road.</li> </ol>	To ensure the plan is effective and justified.	No - the proposed modification relates to minor wording changes to the site allocation policy, which would not alter the site information or appraisal in the SA.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>2. Frontage development is required along with the provision of a footway between existing properties and Honeycombe Road alongside roundabout improvements to facilitate crossing.</li> <li>3. Development <del>would</del><u>will</u> need to be sensitively designed to reflect the location. Properties would need to be of a modest scale (<del>possibly semi-detached</del>), <del>set back from the road with limited access points.</del></li> </ol>		
<b>South Walsham</b>					
MM145	466	Policy GNLP0382	<p>Delete Policy GNLP0382, subtitle, supporting text paragraph 6.106 and Policy Map (see separate schedule of map changes)</p> <p><b><del>POLICY GNLP0382: Land north of Chamery Lane, South Walsham</del></b></p> <p><del>6.106 This site north of Chamery Hall Lane is allocated for residential development and should be masterplanned together with adjacent carried forward allocation SWA1 to ensure a cohesive development.</del></p> <p><del>Policy GNLP0382</del></p> <p><b><del>Land north of Chamery Hall Lane, South Walsham (approx. 1.12ha) is allocated for residential development. The site is likely to accommodate approximately 25 homes.</del></b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. Access (vehicular and pedestrian) to be onto Burlingham Road, through the existing SWA1 allocation, with a masterplan provided to ensure a cohesive development with that site.</del></li> <li><del>2. Provision of adequate footpath improvements to ensure a safe and continuous pedestrian route between the development and the school, which may involve improvements to junctions throughout the village</del></li> </ol>	Combine sites into single allocation to ensure plan is effective and justified.	Yes – the proposed modification deletes Policy GNLP0382, which is now combined as GNLP0382/ SWA1. The new combined site allocation policy has been assessed in the SA (see MM147).
MM146	468	Policy SWA1	Delete Policy SWA1, subtitle, supporting text paragraph 6.107 and Policy Map (see separate schedule of map changes)	Combine sites into a single allocation to ensure plan is	Yes – the proposed modification

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del><b>POLICY SWA1: Land to the rear of Burlingham Road/St Marys Close, South Walsham</b></del></p> <p>6.107 <del>This site was allocated in the 2016 Broadland Local Plan but was not yet developed at the base date of this plan. The principle of development on the site has already been accepted and it is expected that development will take place within the time-period of this local plan up to 2038, reflecting planning permission given on site (20161643). The site is considered in the calculation of the housing requirement, providing for 20 homes. The site should be masterplanned together with adjacent GNLP0382 to bring forward a cohesive development.</del></p> <p><del>Policy SWA1</del></p> <p><del><b>Land to the rear of Burlingham Road/St Marys Close, South Walsham (of approx. 0.68ha) is allocated for residential development. This will accommodate at least 20 homes.</b></del></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved.</del></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. Vehicular access from Burlingham Road.</del></li> <li><del>2. A sustainable drainage system (SUDS) should be provided. If this is not possible then restricted discharge to watercourse or surface water sewer may be required.</del></li> <li><del>3. Compensatory provision for the loss of recreational space may be required.</del></li> <li><del>4. Access to be made available to GNLP0382.</del></li> </ol>	<p>effective and justified.</p>	<p>deletes Policy SWA1, which is now combined as GNLP0382/ SWA1. The new combined site allocation policy has been assessed in the SA (see MM147).</p>
MM147	-	Policy GNLP0382 & SWA1	<p>Add new policy to combine GNLP0382 and SWA1, new subtitle, new paragraphs of supporting text and new Policy Map (see separate schedule of map changes):</p> <p><u><b>POLICY GNLP0382/SWA1: Land north of Chamery Hall Lane and rear of Burlingham Road/St Marys Close, South Walsham</b></u></p> <p><u>This site at Chamery Hall Lane/ Burlingham Road is allocated for development. Part of this site was allocated in the 2016 Broadland Local Plan but was not yet developed at the</u></p>	<p>Combine sites into a single allocation to ensure plan is effective and justified.</p>	<p>Yes – the proposed modification introduces a new site policy bringing together the</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>base date of the plan. It is expected that development will take place within the time-period of this local plan up to 2038 and the site is considered in the housing requirement for at least 45 homes, but more may be accommodated, subject to an acceptable design and layout being achieved.</u></p> <p><u>POLICY GNLP0382/SWA1</u></p> <p><u>Land north of Chamery Hall Lane and rear of Burlingham Road/St Marys Close, South Walsham (1.80ha) is allocated for residential development. The site is likely to accommodate approximately 45 homes</u></p> <p><u>More homes may be accommodated, subject to an acceptable design and layout as well as infrastructure constraints.</u></p> <p><u>The development will be expected to address the following specific matters:</u></p> <ol style="list-style-type: none"> <li>1. <u>Access (vehicular and pedestrian) to be from Burlingham Road.</u></li> <li>2. <u>A review of walking routes to school and implementation of any approved measures that have been identified.</u></li> <li>3. <u>A sustainable drainage system (SUDS) should be provided. If this is not possible then restricted discharge to watercourse or surface water sewer may be required.</u></li> <li>4. <u>Compensatory provision for the loss of recreational space shall be required.</u></li> </ol>		<p>site allocations GNLP0382/SWA1. The new combined site allocation policy has been assessed in the Main Modifications SA Report.</p>
<b>South Norfolk Villages Non-Residential Sites</b>					
<b>Brooke</b>					
MM148	472	Policy BKE3	<p>Amend the policy to read:</p> <p><b>POLICY BKE 3 Brooke Industrial Estate, Brooke (approx. 4.8ha) is allocated for employment use.</b></p> <p>The development <del>will be expected to</del> <u>should</u> address the following specific matters:</p> <ol style="list-style-type: none"> <li>1. New development on the site shall be limited to E(g), B2 and B8 uses;</li> </ol>	<p>To ensure the plan is effective, justified and consistent with national policy.</p>	<p>No - the proposed modification relates to minor wording changes to the site allocation policy, which</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>2. Adequate landscaping and boundary treatments are to be provided on the southern and north eastern boundaries to ensure development does not have an adverse impact.</p> <p>3. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of the grade II listed Arlington Hall to the east of the site, including any contribution made to that significance by setting.</p> <p>4. <del>Significant information will be required at a planning stage to mitigate heavy flood constraints</del> <u>A Flood Risk Assessment will be required at planning application stage.</u></p> <p>5. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible will be taken into consideration.</del></p> <p>Number bullet points</p> <p>Amend paragraph 7.1 to read:</p> <p>7.1 The site was allocated in 2015 as part of the South Norfolk Local Plan. Brooke Industrial Park has experienced incremental growth over time and has now become an established employment site. There remains <del>some opportunity</del> <u>around 1.2 hectares available</u> for growth, which this policy seeks to promote. It is important that the site remains as an employment site and that other uses, such as residential development, are resisted given its location removed from established settlements such as the villages of Brooke and Poringland.</p> <p>Move the current policy wording of policy requirement 5 to supporting text. Insert after current paragraph number 7.1</p>		<p>would not alter the site information or appraisal in the SA.</p>
<b>Contingency Site</b>					
MM149	474	Costessey Contingency Site	Delete Section 8 relating to Costessey Contingency Site (including subtitle, supporting text paragraph 8.1, Policy and Policy Map (see separate schedule of map changes)).	Policy deleted as it is not considered justified	Yes – the proposed modification deletes Policy

		<p><b>8. COSTESSEY CONTINGENCY SITE</b></p> <p><b>POLICY GNLP0581/2043: Land off Bawburgh Lane, north of New Road and east of the A47, Costessey</b></p> <p>8.1 This is a contingency site which is well related to the existing edge of the Norwich urban area neighbouring the built-up areas of Bowthorpe and Costessey with no major constraints. If the trigger point set out in the second paragraph of the policy applies, the site will need to be masterplanned to provide community and recreation facilities including a local centre, a primary school and a sixth form centre. Highway improvements will be needed including improvements to the Longwater junction and New Road to ensure adequate access from the A47 and the remainder of the urban area.</p> <p><b>CONTINGENCY SITE</b></p> <p><b>POLICY GNLP0581/2043</b>  <b>Land off Bawburgh Lane, north of New Road, east of the A47 (approx. 62.42ha) is identified as a contingency site for an urban extension including housing, open and play space, a local centre and education facilities. This could accommodate in the region of 800 homes.</b></p> <p>The site will become an allocation if there are three consecutive years in which Annual Monitoring Reports show that housing completions in Greater Norwich are more than 15% below annual targets in each year and where under-delivery is the result of site specific constraints (for example there are infrastructure or ownership constraints or significant abnormal costs have been identified) preventing the delivery of committed and allocated housing sites.</p> <p>More homes may be accommodated on the site, subject to an acceptable design and layout, as well as infrastructure constraints.</p> <p>The development will address the following specific matters:</p> <ol style="list-style-type: none"> <li>1. Approximately 4 hectares of the site should be safeguarded for education to provide a new primary school and a sixth form college in agreement with the education authority;</li> <li>2. Provision of a new local centre on site (approx. 0.3ha) to include a convenience foodstore and three smaller units with parking provision.</li> <li>3. Provision of adequate landscaping and green infrastructure.</li> <li>4. Provision of a sustainable drainage system (SUDs);</li> </ol>	<p>GNLP0581/ GNLP2043. The implications of removing this site policy from the GNLP have been considered in the Main Modifications SA Report.</p>
--	--	---	--

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>5. Mitigation to address utilities infrastructure crossing the site;</p> <p>6. Provision for off-site improvements to the highway network to address the impact of the development on the Longwater Junction and on New Road to ensure that the site can be adequately accessed from the A47 and A1074 and the A47 and B1108;</p> <p>7. Norfolk Minerals and Waste Core Strategy Policy CS16 applies as this site is underlain by safeguarded mineral resources;</p> <p>8. Preparation of a masterplan to guide the development, submitted as part of the application for planning permission.</p> <p>The masterplan and other documentation required through this plan should:</p> <p>9. Provide for vehicular access from Barnard Road and New Road and public transport to and through the site;</p> <p>10. Include pedestrian and cycle access across the site and to neighbouring residential and retail areas and other services and facilities in Bowthorpe and Costessey (Longwater) and to the open countryside to promote active travel. This should include safeguarding of land for a pedestrian footbridge over the A47;</p> <p>11. Provide a significant landscape buffer adjacent to the A47 and adequate noise mitigation measures to protect amenity and detail the location of other green infrastructure to provide links across the site and to the wider green infrastructure network;</p> <p>12. Set out the distribution of land-uses across the site. The education facilities and local centre should be centrally located on the site;</p> <p>13. Detail the phasing of development of the site;</p> <p>14. Include pollution control techniques to ensure that development does not lead to pollution of the water environment as the site falls within source protection zone 3.</p> <p>15. Include an Arboricultural Impact Assessment (AIA) to protect or to mitigate any harm to trees on site;</p> <p>16. Include an ecological assessment to identify key ecological networks and habitats to be preserved and enhanced through the development.</p> <p>17. Mitigate surface water flooding, particularly in the east of the site;</p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><del>18. Comply with 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 as the site is partially underlain by a defined mineral safeguarding area for sand and gravel.</del></p> <p>Clarify the approach to infrastructure delivery on and off site.</p>		
<b>Gypsy and Traveller Sites</b>					
MM150	-	Cawston Policy GNLP5004R	<p>Add new policy and supporting text to read (see separate schedule of map changes):</p> <p><u>POLICY GNLP5004R: Land off Buxton Road, Eastgate, Cawston</u></p> <p>5.1 <u>This privately owned greenfield site is located on the Buxton Road in the hamlet of Eastgate to the south-east of Cawston.</u></p> <p>5.2 <u>Additional landscaping is required as part of the design and layout of the scheme to enhance screening and to maintain the residential amenity of the neighbouring property to the west.</u></p> <p>5.3 <u>An archaeological assessment is required prior to development due to the site being close to an area of Roman settlement.</u></p> <p><u>POLICY GNLP5004R</u></p> <p><u>Land off Buxton Road, Eastgate, Cawston (0.09 ha) is allocated for a permanent residential Gypsy and Travellers site. The site will accommodate approximately 2 residential Gypsy and Traveller pitches.</u></p> <p><u>The development will achieve the following site-specific requirements:</u></p>	New Gypsy and Traveller site allocation to ensure plan is effective and justified.	No - the proposed modification introduces Policy GNLP5004R, which has been assessed in the SA of the GNLP Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report (Lepus, June 2023) <sup>6</sup> . Since the version assessed in the SA Addendum, there are further minor

<sup>6</sup> Lepus Consulting (2023) Sustainability Appraisal of the Greater Norwich Local Plan Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report, June 2023. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-06/H4.2%20%20G%2BT%20Sustainability%20Appraisal%20June%202023%20with%20ERRATUM%209.6.23.pdf> [Date accessed: 21/08/23]



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<ol style="list-style-type: none"> <li>1. <u>Access will be via Buxton Road. Any trees or hedgerow lost to form the access or visibility splay must be compensated for with new planting within the development.</u></li> <li>2. <u>Landscaping, including species appropriate to the local area, will be provided to enhance screening and to maintain the residential amenity of the neighbouring property to the west.</u></li> <li>3. <u>A desk based archaeological assessment and, if necessary, a programme of archaeological fieldwork, will be required prior to development.</u></li> <li>4. <u>The site falls within Source Protection Zone 3. Therefore, pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</u></li> <li>5. <u>The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families.</u></li> </ol>		wording changes, and a reduction in capacity from four to two pitches, which would not alter the findings of the SA.
MM151	-	Foulsham Policy GNLP5022	<p>Add new policy and supporting text to read (see separate schedule of map changes):</p> <p><u>POLICY GNLP5022: The Oaks, Land off Reepham Road, Foulsham</u></p> <ol style="list-style-type: none"> <li>5.4 <u>This site allocation would extend a well-established privately owned Gypsy and Traveller site by 5 further pitches. The site is located off the Reepham Road, approximately 2 kilometres from the edge of the village of Foulsham which has a limited range of services and facilities including Foulsham Primary School.</u></li> <li>5.5 <u>Further development of the site will require investigations into highway safety, including vehicle speeds along Reepham Road, with widening of the visibility splay at the site entrance if required.</u></li> <li>5.6 <u>The Bacton to Kings Lynn gas pipeline crosses from east to west below the site at its mid-point. This will require further investigation, engagement with the Health &amp; Safety Executive (HSE), National Gas Transmission and National Grid and consequent consideration of site</u></li> </ol>	New Gypsy and Traveller site allocation to ensure plan is effective and justified.	No - the proposed modification introduces Policy GNLP5022, which has been assessed in the SA of the GNLP Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report (Lepus, June 2023) <sup>7</sup> .

<sup>7</sup> Lepus Consulting (2023) Sustainability Appraisal of the Greater Norwich Local Plan Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report, June 2023. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-06/H4.2%20%20G%2BT%20Sustainability%20Appraisal%20June%202023%20with%20ERRATUM%209.6.23.pdf> [Date accessed: 21/08/23]

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>design. A surface water flow path that crosses the southern portion of the site is also likely to limit where caravans and other structures can be located.</u></p> <p>5.7 <u>An ecological assessment is needed due to the presence of several County Wildlife Sites within 2.5 kilometres.</u></p> <p>5.8 <u>The allocation of GNLP5022 will result in its expansion from the existing 2 pitches to 7 pitches in total.</u></p> <p><u>POLICY GNLP5022</u></p> <p><u>The Oaks off Reepham Road, is allocated for a residential Gypsy and Traveller site (3.1 ha). The site will accommodate approximately 5 additional residential Gypsy and Traveller pitches.</u></p> <p><u>The development will achieve the following site-specific requirements:</u></p> <ol style="list-style-type: none"> <li><u>1. Access will be via the existing access on Reepham Road. A highway safety assessment is required, and an appropriate visibility splay must be achieved.</u></li> <li><u>2. A flood risk assessment is required. Caravans and other structures should be positioned to avoid areas of flood risk.</u></li> <li><u>3. An ecological assessment must be carried out to identify impacts on protected species.</u></li> <li><u>4. Landscaping and tree planting will be required to preserve the landscape character of the surrounding area and to protect views of nearby listed buildings.</u></li> <li><u>5. Development will be designed to avoid impacts to and from the underground gas pipeline.</u></li> <li><u>6. The site falls within Source Protection Zone 3. Therefore, pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</u></li> <li><u>7. The residential pitches shall not be occupied by any persons other than Gypsy and Travellers and their families.</u></li> </ol>		<p>Since the version assessed in the SA Addendum, there are further minor wording changes, which would not alter the findings of the SA.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
MM152	-	Hevingham Policy GNLP5027	<p>Add new policy and supporting text to read (see separate schedule of map changes):</p> <p><u>POLICY GNLP5027: Land off Brick Kiln Road, Hevingham</u></p> <p>5.9 <u>This is an 0.75 ha greenfield site which will extend a well-established privately owned Gypsy and Traveller site located off Brick Kiln Road, Hevingham.</u></p> <p>5.10 <u>The site consists of grassland with mature trees and hedgerows bordering and within it. As such, it has the potential to support priority habitats as well as protected species such as bats, reptiles and breeding birds, so a preliminary ecological appraisal is required.</u></p> <p>5.11 <u>The land shown as GNLP5027 already has planning permission for one pitch, reference (20131495). This allocation will result in its expansion from the existing pitch to six pitches in total. It therefore adds five pitches to the already established site.</u></p> <p>5.12 <u>The Bacton to Roudham Heath gas pipeline crosses from east to west across the far northern end of the site. This will require further investigation, engagement with the Health &amp; Safety Executive (HSE), National Gas Transmission and National Grid and consequent consideration of site design. A surface water flow path that crosses the northern border of the site is also likely to limit where caravans and other structures can be located.</u></p> <p><u>POLICY GNLP5027</u></p>	New Gypsy and Traveller site allocation to ensure plan is effective and justified.	No - the proposed modification introduces Policy GNLP5027, which has been assessed in the SA of the GNLP Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report (Lepus, June 2023) <sup>8</sup> . Since the version assessed in the SA Addendum, there are further minor wording changes, which would not alter the findings of the SA.

<sup>8</sup> Lepus Consulting (2023) Sustainability Appraisal of the Greater Norwich Local Plan Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report, June 2023. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-06/H4.2%20%20G%2BT%20Sustainability%20Appraisal%20June%202023%20with%20ERRATUM%209.6.23.pdf> [Date accessed: 21/08/23]

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>Land off Brick Kiln Road, Hevingham (0.75 ha) is allocated for a permanent residential Gypsy and Travellers site. The site will accommodate approximately 5 additional residential Gypsy and Traveller pitches.</u></p> <p><u>The development will achieve the following site-specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. <u>Access will be via Brick Kiln Road. Any trees or hedgerow lost to form the access or visibility splay must be compensated for with new planting within the development.</u></li> <li>2. <u>A flood risk assessment is required. Caravans and other structures should be positioned to avoid areas of flood risk.</u></li> <li>3. <u>Development will be designed to avoid impacts to and from the underground gas pipeline located just within the northern site boundary.</u></li> <li>4. <u>The site falls within Source Protection Zone 3. Therefore, pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</u></li> <li>5. <u>An ecological assessment must be carried out to identify impacts on protected species.</u></li> <li>6. <u>The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families.</u></li> </ol>		
MM153	-	Stratton Strawless Policy GNLP5019	<p>Add new policy and supporting text to read (see separate schedule of map changes):</p> <p><u>POLICY GNLP5019: Woodland Stable, Shortthorn Road, Stratton Strawless</u></p> <ol style="list-style-type: none"> <li>5.13 <u>This is a privately owned greenfield site which will extend a well-established privately owned Gypsy and Traveller site known as Woodland Stable located on Shortthorn Road in Stratton Strawless. The allocation of GNLP5019 will result in an expansion from the existing 9 pitches to 17 pitches in total.</u></li> <li>5.14 <u>Prior to development an ecological assessment is required due to the surrounding trees and the potential habitat for protected species.</u></li> <li>5.15 <u>The land shown as GNLP5019 already has planning permission for 4 pitches (20211657). This allocation therefore adds 4 pitches to the number already consented at Woodland Stable.</u></li> </ol>	New Gypsy and Traveller site allocation to ensure plan is effective and justified.	No - the proposed modification introduces Policy GNLP5019, which has been assessed in the SA of the GNLP Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>POLICY GNLP5019</u></p> <p><u>Woodland Stable, Shortthorn Road, Stratton Strawless (0.33 ha) is allocated for a residential Gypsy and Traveller site. The site will accommodate approximately 8 additional residential Gypsy and Traveller pitches.</u></p> <p><u>The development will achieve the following site-specific requirements:</u></p> <ol style="list-style-type: none"> <li><u>1. Access should be via the existing access off Shortthorn Road that serves the Woodland Stables site.</u></li> <li><u>2. An ecological assessment and arboricultural survey must be carried out to identify impacts on protected species; and, to retain as many existing trees on site as possible or to replant where removal is deemed necessary.</u></li> <li><u>3. The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families.</u></li> </ol>		(Lepus, June 2023) <sup>9</sup> . Since the version assessed in the SA Addendum, there are further minor wording changes, which would not alter the findings of the SA.
MM154	-	Carleton Rode Policy GNLP5020	<p>Add new policy and supporting text to read (see separate schedule of map changes):</p> <p><u>POLICY GNLP5020: Romany Meadow, The Turnpike, Carleton Rode</u></p> <p>5.16 <u>This is a privately owned greenfield site which will extend a well-established Gypsy and Traveller site known as Romany Meadow on The Turnpike, Carleton Rode. The allocation of GNLP5020 will result in an expansion from the existing 6 pitches to 12 pitches in total.</u></p> <p>5.17 <u>Site specific issues will impact on the design of the development. A surface water flow path that crosses the southern part of the site is likely to limit where caravans and other structures can be located, and additional landscaping is required at the boundaries of the site to protect views of nearby listed buildings. An</u></p>	New Gypsy and Traveller site allocation to ensure plan is effective and justified.	No - the proposed modification introduces Policy GNLP5020, which has been assessed in the SA of the GNLP Gypsy and Traveller Sites and Policies: Addendum to the Regulation

<sup>9</sup> Lepus Consulting (2023) Sustainability Appraisal of the Greater Norwich Local Plan Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report, June 2023. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-06/H4.2%20%20G%2BT%20Sustainability%20Appraisal%20June%202023%20with%20ERRATUM%209.6.23.pdf> [Date accessed: 21/08/23]

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>ecological assessment is also required due to the proximity of nearby mature trees and hedgerows.</u></p> <p><u>POLICY GNLP5020</u></p> <p><u>Land off the B1113 (0.54 ha) at Romany Meadow, The Turnpike, Carleton Rode is allocated for a residential Gypsy and Traveller site. The site will accommodate approximately 6 additional residential Gypsy and Traveller pitches.</u></p> <p><u>The development will achieve the following site-specific requirements:</u></p> <ol style="list-style-type: none"> <li><u>1. Access should be via the existing access off The Turnpike that serves the Romany Meadow site.</u></li> <li><u>2. A flood risk assessment is required. Caravans and other structures should be positioned to avoid areas of flood risk.</u></li> <li><u>3. An ecological assessment must be carried out to identify impacts on protected species.</u></li> <li><u>4. Landscaping and tree planting will be required to preserve the landscape character of the surrounding area and to protect views of nearby listed buildings.</u></li> <li><u>5. The site falls within Source Protection Zone 3. Therefore, pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</u></li> <li><u>6. The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families.</u></li> </ol>		<p>19 SA Report (Lepus, June 2023)<sup>10</sup>. Since the version assessed in the SA Addendum, there are further minor wording changes, which would not alter the findings of the SA.</p>
MM155	-	Carleton Rode GNLP5024	<p>Add new policy and supporting text to read (see separate schedule of map changes):</p> <p><u>POLICY GNLP5024: Upgate Street, Carleton Rode</u></p>	<p>New Gypsy and Traveller site allocation to ensure plan is effective and justified.</p>	<p>No - the proposed modification introduces Policy GNLP5024,</p>

<sup>10</sup> Lepus Consulting (2023) Sustainability Appraisal of the Greater Norwich Local Plan Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report, June 2023. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-06/H4.2%20%20G%2BT%20Sustainability%20Appraisal%20June%202023%20with%20ERRATUM%209.6.23.pdf> [Date accessed: 21/08/23]

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>5.18 <u>This is an existing privately owned Gypsy and Traveller site located on Upgate Street, Carleton Rode. The allocation of GNLP5024 will result in an expansion from the existing 2 pitches to 6 pitches in total.</u></p> <p>5.19 <u>Further development of the site will require investigation of highway safety, including of vehicle speeds along Upgate Street, with widening of the visibility splay at the site entrance as appropriate.</u></p> <p>5.20 <u>An ecological assessment prior to development is required due to the presence of a veteran tree on the northern boundary of the site and because New Buckenham Common is approximately 250 metres to the south-west.</u></p> <p>5.21 <u>A possible fragment of the scheduled monument Bunn's Bank linear earthwork is approximately 230 metres to the west of the site. Therefore, development must ensure that the nearby historical site is protected. An archaeological assessment prior to development of GNLP5024 is required to ensure that any historical interest is investigated.</u></p> <p><u>POLICY GNLP5024</u></p> <p><u>Upgate Street, Carleton Rode (0.62 ha) is allocated for a residential Gypsy and Traveller site. The site will accommodate approximately 4 additional residential Gypsy and Traveller pitches.</u></p> <p><u>The development will achieve the following site-specific requirements:</u></p> <p>1. <u>Access should be via the existing access off Upgate Street. A highway safety assessment is required, and an appropriate visibility splay must be achieved.</u></p> <p>1. <u>An ecological assessment must be carried out to identify impacts on protected species.</u></p>		<p>which has been assessed in the SA of the GNLP Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report (Lepus, June 2023)<sup>11</sup>. Since the version assessed in the SA Addendum, there are further minor wording changes, which would not alter the findings of the SA.</p>

<sup>11</sup> Lepus Consulting (2023) Sustainability Appraisal of the Greater Norwich Local Plan Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report, June 2023. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-06/H4.2%20%20G%2BT%20Sustainability%20Appraisal%20June%202023%20with%20ERRATUM%209.6.23.pdf> [Date accessed: 21/08/23]

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>2. The site falls within Source Protection Zone 3. Therefore, pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</u></p> <p><u>3. A desk based archaeological assessment and, if necessary, a programme of archaeological fieldwork, will be required prior to development.</u></p> <p><u>4. The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families.</u></p>		
MM156	-	Ketteringham GNLP5013	<p>Add new policy and supporting text to read (see separate schedule of map changes);</p> <p><u>Policy GNLP5013: Ketteringham Depot land east of Station Lane</u></p> <p>5.22 <u>This site is on publicly owned land located east of Station Lane, Ketteringham. It is currently used as a depot which is expected to be relocated.</u></p> <p>5.23 <u>Assessments will be required prior to occupation. These are an assessment of possible land contamination from previous uses, an ecological survey for the potential for hibernating bats in the existing buildings and an investigation of potential noise and dust from neighbouring depot and waste processing businesses nearby.</u></p> <p><u>POLICY GNLP5013</u></p> <p><u>Land east of Station Lane, Ketteringham, (0.7 ha) is allocated for a residential Gypsy and Traveller site. The site will accommodate approximately 10 residential Gypsy and Traveller pitches.</u></p> <p><u>The development will achieve the following site-specific requirements:</u></p> <p>1. <u>Access should be via the existing access that currently serving the depot.</u></p>	New Gypsy and Traveller site allocation to ensure plan is effective and justified.	No - the proposed modification introduces Policy GNLP5013, which has been assessed in the SA of the GNLP Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report (Lepus, June 2023) <sup>12</sup> . Since the version assessed in the SA Addendum, there are further minor

<sup>12</sup> Lepus Consulting (2023) Sustainability Appraisal of the Greater Norwich Local Plan Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report, June 2023. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-06/H4.2%20%20G%2BT%20Sustainability%20Appraisal%20June%202023%20with%20ERRATUM%209.6.23.pdf> [Date accessed: 21/08/23]



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>2. Investigation is required of the potential for the conversion of existing buildings, particularly at the frontage, as part of the redevelopment.</u></p> <p><u>3. Noise and air quality investigations are required, and the layout and design of the site should include boundary treatments that protect residential amenity.</u></p> <p><u>4. A contaminated land assessment is required to ensure necessary remediation is completed prior to occupation.</u></p> <p><u>5. The site falls within Source Protection Zone 3. Therefore, pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</u></p> <p><u>6. An ecological assessment must be carried out to identify impacts on protected species.</u></p> <p><u>7. The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families.</u></p>		<p>wording changes, which would not alter the findings of the SA.</p>
MM157	-	Wymondham GNLP5028 A/B	<p>Add new policy and supporting text to read (see separate schedule of map changes):</p> <p><u>POLICY GNLP5028 A and B: Land at Strayground Lane, Wymondham</u></p> <p>5.24 <u>This site consists of a privately owned piece of land that has been put forward by the owner (part A) and a publicly owned brownfield site that is expected to become vacant due to the decision to relocate Wymondham Recycling Centre (part B).</u></p> <p>5.25 <u>The site is located towards the southern end of Strayground Lane, Wymondham. Strayground Lane is a quiet road that connects to the built edge of the town to the north via Whartons Lane and out to the open countryside.</u></p> <p>5.26 <u>The Bays River Meadow North County Wildlife Site is adjacent to, and partly overlaps the site on its west, and an established paving business is also adjacent to the site. There are former mineral extraction activities on the land to the north-east and east. The Norwich to Cambridge railway line is to the south.</u></p> <p>5.27 <u>The redevelopment of this site will require local highways improvements, consideration of noise and dust from neighbouring activities, investigation of possible land contamination from previous uses, pollution</u></p>	<p>New Gypsy and Traveller site allocation to ensure plan is effective and justified.</p>	<p>No - the proposed modification introduces Policy GNLP5028 (A and B), which has been assessed in the SA of the GNLP Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>control measures for the groundwater source protection zone and conducting an ecological assessment prior to development due to the neighbouring County Wildlife Site. Assessments will be required prior to development and mitigation put in place.</u></p> <p>5.28 <u>Part A of GNLP5028 lies adjacent to the River Bays which is defined as a main river. Consequently, it is recommended that developers engage in early discussions with the Environment Agency and it is likely that a written consent will be required from the agency for a flood risk activity permit. The policy requires the development to allow the agency access to the river for maintenance purposes and to avoid compromising the flood defences.</u></p> <p><u>Policy GNLP5028 A/B</u></p> <p><u>Land at Strayground Lane, Wymondham (1.1 ha for part A and 0.07 ha for part B) is allocated for a residential Gypsy and Traveller site. The site will accommodate approximately 12 residential Gypsy and Traveller pitches.</u></p> <p><u>The development will address the following site-specific matters:</u></p> <ol style="list-style-type: none"> <li><u>1. Access will be via Strayground Lane. For part A, either the existing access point at the north-east corner of the site or a new access on the eastern boundary will be used. If a new access is provided, any loss of trees or hedgerows will be compensated for by new planting within the site. Part B of the site will use the existing vehicular access for the recycling centre.</u></li> <li><u>2. Highway improvements will be required to the passing bays along Strayground Lane and an adequate visibility splay is required at the junction of Whartons Lane with London Road (the B1172).</u></li> <li><u>3. A contaminated land assessment is required to ensure necessary remediation is completed prior to occupation.</u></li> </ol>		<p>(Lepus, June 2023)<sup>13</sup>. Since the version assessed in the SA Addendum, there are further minor wording changes, which would not alter the findings of the SA.</p>

<sup>13</sup> Lepus Consulting (2023) Sustainability Appraisal of the Greater Norwich Local Plan Gypsy and Traveller Sites and Policies: Addendum to the Regulation 19 SA Report, June 2023. Available at: <https://www.gnlp.org.uk/sites/gnlp/files/2023-06/H4.2%20%20G%2BT%20Sustainability%20Appraisal%20June%202023%20with%20ERRATUM%209.6.23.pdf> [Date accessed: 21/08/23]

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p><u>4. Landscape screening will be required at the site, most particularly on the boundaries of Part A to reduce adverse effects on landscape character and to enhance the residential amenity of the occupants of the site.</u></p> <p><u>5. An ecological assessment must be carried out to identify impacts on protected species.</u></p> <p><u>6. The site falls within Source Protection Zone 3. Therefore, pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</u></p> <p><u>7. Maintenance access to the River Bays must be provided and flood defences must not be compromised.</u></p> <p><u>8. The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families.</u></p>		

## B.4 Additional Modifications

B.1.1.5 A number of Additional Modifications have been proposed by the GNDP. The majority of these Additional Modifications relate to inconsequential changes such as formatting, grammar and accessibility corrections, as well as contextual information and updated baseline information reflecting changes that have occurred since the Pre-Submission Version of the GNLP was prepared. These changes will not affect any of the SA information.

B.1.1.6 However, Additional Modifications which relate to the GNLP Vision and Objectives have the potential to affect the SA, as these were assessed during the SA process; as such, these Additional Modifications have been screened below.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
<b>Vision and Objectives</b>					
AM98	34	Vision and Objectives Paragraphs 124-150	<p>Include all of the plan’s Vision in a box and remove paragraph numbers (renumber as appropriate), with text unchanged, so that it reads:</p> <p><b>SECTION 3 - THE VISION AND OBJECTIVES FOR GREATER NORWICH</b></p> <p>123. The vision and objectives below set out what the GNLP aims to achieve for Greater Norwich to 2038.</p> <div style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;"><b>The Vision for Greater Norwich in 2038</b></p> <p>124. By promoting this Greater Norwich Local Plan our aim is that it will support growth of a diverse low carbon economy which will compete globally through its world class knowledge-intensive jobs in the Cambridge Norwich Tech Corridor.</p> <p>125. As a result, by 2038 Greater Norwich will have vibrant, healthy, inclusive and growing communities supported by the delivery of new homes, infrastructure and an enhanced environment. Growth will make the best of Greater Norwich’s distinct built, natural and historic <u>assets environments, whilst protecting and enhancing them.</u></p> <p>126. To achieve this, growth will be clean and resource efficient, with significantly reduced emissions to ensure that Greater Norwich plays a full part in meeting national commitments on</p> </div>	To clarify that this is the plan’s vision	Yes – the proposed modification adds further text to the Vision for Greater Norwich compared to that assessed in the Regulation 18C SA. The Vision has been assessed in the Main Modifications SA Report.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>tackling climate change and is moving towards a post-carbon economy. The focus on three high growth sectors: clean energy, agri-food and ICT/digital, along with the high environmental standards and significant further improvements to our extensive green infrastructure network promoted through this plan, will support Norfolk and Suffolk as the United Kingdom’s clean growth region.</p> <p><b>Economy</b></p> <p>427. Generating the right levels of growth in the right places will help our local economy by stimulating economic investment, new infrastructure, new technologies and environmental improvements. This will improve access across Greater Norwich to services and jobs, and lead to better environmental quality.</p> <p>428. Our plan will stimulate economic recovery leading to the creation of a strong, enterprising, productive and broad-based economy, and the growth of a wide range of economic sectors, supported by an increasingly skilled workforce. We will see a focus on our local strengths in knowledge intensive sectors. This will include significant growth in digital creative industries in the city centre and in health, life sciences, agri- and bio- technology at the Norwich Research Park and the Food Enterprise Park at Honingham, along with advanced manufacturing and engineering at Hethel. This clean growth will place Greater Norwich at the forefront of tackling the global challenges and opportunities of energy, environment, life sciences, genetics and climate change. Together these will strengthen our leading role nationally and internationally in these sectors which will be critical to moving towards the post-carbon economy.</p> <p>429. Most of the jobs growth we expect to see will be delivered on key strategic sites in and around Norwich with good access to public transport, the major road network and a comprehensive cycling network. This will contribute to the growing national importance of the Cambridge Norwich Tech Corridor and strengthen Norwich’s role as the regional capital.</p> <p>430. The city centre will continue to play a significant role as the economic dynamo of the area by providing excellent retail and leisure facilities along with a broad range of cultural and tourism attractions and new jobs needed to support housing growth across the Greater Norwich area.</p> <p>434. Parallel to this, the role of smaller scale employment sites elsewhere in the urban area, market towns and villages will help to deliver good access to jobs for all. New technologies and</p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>improved broadband and mobile phone infrastructure will also facilitate changes to the way we work, including the growth of small-scale businesses, more working from home and remote working.</p> <p><b>Communities</b></p> <p>432. The growth of mixed, inclusive, resilient and sustainable communities will mean that our new communities will be well integrated with our existing communities and will be safe and attractive places to live. People of all ages will have good access to services and facilities including schools, health care, shops, leisure and community facilities and libraries – which will in turn reduce the need to travel. This will also help create communities in which people can interact socially, be independent and have the opportunity for healthy and active lifestyles. New technologies will provide more ways of travelling and accessing services and our new communities will be designed to make active travel and public transport the easiest travel choices.</p> <p><b>Homes</b></p> <p>433. High quality new homes will be built to meet the growing and changing needs of Greater Norwich. There will be a variety of type, tenure and sizes of homes in the mixed and inclusive communities, catering for the needs of all as they change over time and providing both market and affordable homes to meet different needs in our urban and rural areas.</p> <p>434. Our plan envisages delivering the right number of homes to meet a variety of housing needs for those living and working in Greater Norwich. These include the rising ageing population, families and younger people, single occupants and those looking to share a home with others. The needs of groups in our community such as Gypsies and Travellers, Travelling Show People and those who live in residential caravans will be provided for in accessible locations.</p> <p>435. We plan to concentrate the building of new homes in and around Norwich and in the Cambridge Norwich Tech Corridor. In Norwich city centre and other highly accessible and sustainable locations, higher density homes including flats will be built, providing particularly for the needs of younger people and including purpose-built student accommodation, whilst also</p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>meeting the needs of other members of our community. This will <del>have helped</del> <u>help</u> to create lively and vibrant city and district centres, enabling people to access services and jobs easily and to travel sustainably.</p> <p><del>436.</del> Our suburbs, market towns and villages will also be vibrant places to live with good access to services and facilities, supported by new housing and jobs and changing technologies. Homes here will be built at appropriate densities to respect and enhance local character and to meet the needs of all in mixed communities.</p> <p><del>437.</del> New homes will be large enough to provide a good quality of life, with adaptable homes built to meet the varied and changing needs of our communities. Many homes across Greater Norwich will also be self and custom-built, along with live-work units.</p> <p><b>Infrastructure</b></p> <p><del>438.</del> By 2038 our transport system will be enhanced by a combination of infrastructure improvements and new technologies. Connectivity will improve both within Greater Norwich and to other parts of the country and beyond. This will include better rail services to London, Cambridge, Stansted, Milton Keynes, Oxford and the West, growth at Norwich International Airport and road improvements to the A11, A47, the Norwich Western Link and the A140.</p> <p><del>439.</del> Together these will provide greater travel choices and allow people to make the best use of evolving sustainable transport networks, particularly in the urban area. They will also continue to support Norwich’s role as the regional capital and improve access to our rural areas.</p> <p><del>440.</del> The coming decades will see significant changes in how much and how people travel. This plan will help to reduce the impact of travel both by concentrating activities close to centres of population and by assisting an increase in home and remote working. Combined with technological improvements including the addition of new and different transport infrastructure, emissions from transport consequently will be significantly reduced.</p> <p><del>441.</del> For journeys that are still needed there will be a radical shift away from the use of the private car, with many people walking, cycling or using clean public transport. This will be especially evident in the Norwich urban area and the main towns with safe, attractive and well-</p>		

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>designed routes for pedestrians and cyclists and fast, frequent and reliable public transport services. Electric vehicles will predominate throughout Greater Norwich and connected and autonomous vehicles (CAVs) will become more commonplace, initially with taxis and shared demand responsive buses and ultimately for buses, deliveries and private vehicles.</p> <p>442. In addition, the delivery of improved telecommunications, broadband and utilities infrastructure throughout the area will both support businesses development, home working, carbon reductions and access to services while also reducing transport emissions.</p> <p>443. Existing schools and health facilities will be expanded, and new facilities provided to serve growing communities, with greater use of technology to access some types of health care.</p> <p><b>Delivery</b></p> <p>444. We will achieve our vision for sustainable and inclusive growth by a variety of means. These include our proactive approach to co-ordinating development providers, organisations and agencies as well as through interventions in cases where the market cannot deliver infrastructure. The protection and enhancement of a high-quality environment will also have assisted delivery by attracting inward investment. Our GNLP will meet housing need by providing choice and flexibility so that homes will be delivered on allocated and windfall<sup>46</sup> housing sites.</p> <p><b>Environment</b></p> <p>445. Greater efficiency in water and energy usage will minimise the need for new infrastructure, and further reductions in carbon emissions will be delivered through the increased use of sustainable local energy sources. New water efficient buildings will also contribute to the protection of our water resources and water quality, helping to ensure the protection of our rivers, the Broads and our other wetland habitats. <u>Development will be carried out in such locations and ways so that rivers and other protected water sites are protected from pollution to ensure water quality does not deteriorate.</u></p>		



Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
			<p>146. Air pollution levels will be reduced through a combination of better design and location of development, supported by technological changes. Improved air quality will mean that there will no longer be any Air Quality Management Areas in Greater Norwich.</p> <p>147. This GNLP will protect and enhance the distinctive local characteristics of our city, towns and villages and their separate identities. <u>The distinctive characteristics of our landscapes will also be protected and enhanced.</u> This will be achieved by shaping high quality, well designed and beautiful new development <u>with green infrastructure</u>, with homes large enough to provide for a good quality of life.</p> <p>148. Development will make efficient use of brownfield sites and minimise the loss of greenfield land.</p> <p>149. The development of a multi-functional green infrastructure network will continue across Greater Norwich. This enhanced network will help our communities mitigate and adapt to the effects of climate change, by providing for biodiversity gain through improved and linked habitats, reducing flood risk and improving opportunities for active travel and leisure. Improved access to the countryside will be provided and the quality of our environmental assets will be enhanced. Visitor pressure on the Broads and other internationally and nationally protected sites will be reduced by new and improved green infrastructure both on and linked to developments, including delivery of the <del>North West Woodland</del> <u>Broadland</u> Country Park in Horsford.</p> <p>150. Critically, our plan will have helped to achieve reductions in our greenhouse gas emissions to contribute to the national <u>target to reduce all greenhouse gas emissions by 78% by 2035 compared to 1990 levels and the zero emission target by 2050.</u></p>		
AM99	37	Vision and Objectives Footnote 46	<p>Delete footnote 46:</p> <p><del><sup>46</sup> Windfall sites are those which gain planning permission without having been allocated in a local or neighbourhood plan</del></p>	To improve accessibility of document	No – the proposed modification deletes a footnote with contextual information.

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	Could the Proposed Main Modification give rise to new SA work?
					This would not affect the SA.
AM100	38	Vision and Objectives Subtitle	Amend subtitle to read:  <del>The plan's objectives</del> <b>Plan's Objectives</b>	Punctuation correction	No – the proposed modification corrects punctuation. This would not affect the SA.
AM101	38	Vision and Objectives Homes Objective	Amend the Homes objective to read:  Homes  To enable delivery of high-quality homes of the right density, size, mix, <u>type</u> and tenure to meet people's needs throughout their lives and to make efficient use of land.	To clarify the scope of the objective.	No – the proposed modification relates to minor wording changes which would not affect the findings of the SA compared to the assessment of the 'Homes' objective in the Regulation 18C SA.
AM102	38	Vision and Objectives Environment Objective	Change the Environment Objective to  Environment: To protect and enhance the built, natural and historic environments, make best use of natural resources, and to significantly reduce emissions to ensure that Greater Norwich is adapted to climate change and plays a full part in meeting national commitments <u>to reduce all greenhouse gas emissions by 78% by 2035 compared to 1990 levels and to achieve net zero greenhouse gas emissions by 2050.</u>	To provide updates.	No – the proposed modification relates to minor wording changes which would not affect the findings of the SA compared to the assessment

Ref	Page	Policy/ Paragraph	Main Modification	Reasons	<b>Could the Proposed Main Modification give rise to new SA work?</b>
					of the 'Environment' objective in the Regulation 18C SA.

Habitats Regulations Assessments

Sustainability Appraisals

Strategic Environmental Assessments

Landscape Character Assessments

Landscape and Visual Impact Assessments

Green Belt Reviews

Expert Witness

Ecological Impact Assessments

Habitat and Ecology Surveys



**LEPUS** CONSULTING  
LANDSCAPE, ECOLOGY, PLANNING & URBAN SUSTAINABILITY

© Lepus Consulting Ltd

Eagle Tower

Montpellier Drive

Cheltenham

GL50 1TA

T: 01242 525222

E: [enquiries@lepusconsulting.com](mailto:enquiries@lepusconsulting.com)

[www.lepusconsulting.com](http://www.lepusconsulting.com)

CHELTENHAM



Lepus Consulting  
Eagle Tower  
Montpellier Drive  
Cheltenham  
Gloucestershire GL50 1TA

t: 01242 525222  
w: [www.lepusconsulting.com](http://www.lepusconsulting.com)  
e: [enquiries@lepusconsulting.com](mailto:enquiries@lepusconsulting.com)