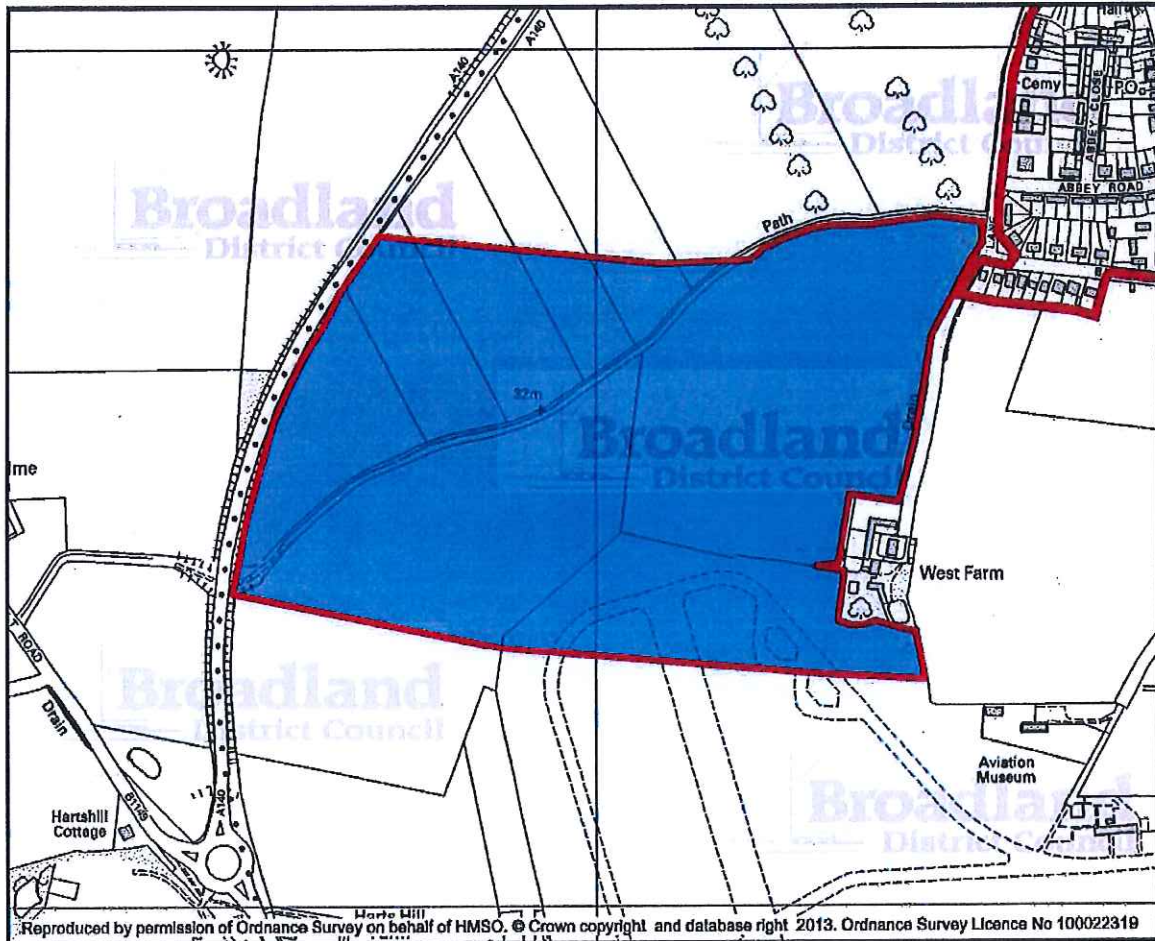


**APPENDIX 1  
EXTRACT FROM BROADLAND DISTRICT COUNCIL  
SITE ALLOCATIONS DPD**

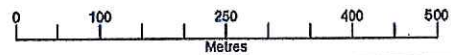
HNF2

HNF2



Site ref: HNF2

Site Location: East of A140, Norwich Airport



**HNF2**

**Land east of the A140 and north of Norwich International Airport, Horsham St Faith (approx. 35 ha) is allocated for employment uses benefitting from an airport location. This will be to provide a full range of employment uses benefitting from a location close to the airport. It is expected:**

1. Uses to be within use classes B1, B2 and B8, with a maximum of 50% of total floorspace to be within any one use class;
2. Proposals to demonstrate that there will be a significant specific benefit from a use being located near the airport;
3. Substantial treebelts 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;
4. 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;
5. A masterplan is to be produced for the site showing a coordinated approach to bringing forward the development, particularly in relation to access provision including coordination with the NDR and 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.

**Delivery**

It is expected that development of the Airport business park will be progressed to phased planning permissions following an approved masterplan. It is expected that development of the site will span the plan period.

**Guidelines for the development:**

- It will need to comply with relevant policies in the Development Plan and the National Planning Policy Framework.
- Adequate landscaping and Green Infrastructure is to be provided.
- In order to achieve a range of employment uses (B1 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 use class will not exceed 50% of the total floorspace within the overall development.
- 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.

**Norwich Policy Area - Service Villages**

- Phase 2 (approx 5.2Ha) is expected to progress in the later stages of development as needed and related to the provision of infrastructure.
- Some further land may be incorporated from the current "safeguarded area" of the Northern Distributor Road (NDR) if not used for the NDR.
- Further public transport, pedestrian, cycling and highway infrastructure improvements will need to be agreed with the Highway Authority.
- Highway improvements may be needed to upgrade the junctions to deal with traffic generated by the development.
- The appropriate pollution control techniques should be installed to ensure that no harm comes to the water environment.
- Consultation with Norfolk County Council Minerals & Waste department should ensure that the best use of sand and mineral resources available on site is in accordance with Norfolk Minerals and Waste Core Strategy Policy CS16 - safeguarding.
- Archaeological investigation must be undertaken prior to any development.

**Infrastructure provision**

Improvements to physical infrastructure will need to be undertaken by the relevant bodies, as appropriate. This is likely to include improvements to sewerage and highways. Funding towards this may be required of the developer directly, and/or through the Community Infrastructure Levy paid by the developer.

**HNF3**

**APPENDIX 2**  
**EXTRACT FROM INSPECTORS REPORT INTO BROADLAND DISTRICT COUNCIL**  
**SITE ALLOCATIONS DPD**

Hellesdon, could accommodate was tested through the JCS process and the sites have been subject to sustainability appraisal. As such, I am satisfied that the scale of development proposed here would be sustainable.

### **Site PS31-02 Land at the Royal Norwich Golf Club**

95. This site is currently home to a golf course and clubhouse. It is split across Drayton High Road and is allocated for between 800 and 1000 dwellings. The golf club will be relocated to another existing golf club site at Western Park, which is around 8-10km from this site. That course will be increased from 18 holes to 27 holes and contain different teeing positions. The 18 hole course will be constructed to championship standard. The necessary land has been bought to complete the upgraded golf course and it will be complete in around 3 years and is not dependent on the delivery of the NDR. I am satisfied that the loss of this recreational land would be replaced by equivalent or better provision, as required by paragraph 74 of the Framework.
96. The site is adjacent to Kinsdale Infant School, Kinsdale Junior School and Hellesdon High School. It may be that these need to expand within the Plan period or indeed move into new premises. The policy does contain such requirements, but a Main Modification (**MM17**) is necessary to make this more flexible.
97. In terms of the combined traffic effects of this site and the allocation to the south (PS31-01) some highway improvements may be necessary and there is no reason to suppose that any necessary highway improvements could not be provided.
98. The policy contains guidelines in relation to the provision of recreation open space, landscaping and green infrastructure, but there is no reference to other relevant policies. Main Modifications **MMs18 & 19** would remedy this by including references to other policies that provide standards in this regard, such as those in the DM DPD. **MM19** also deletes some unnecessary text and this strengthens the policy. These Main Modifications make this policy more effective.
99. There is an area shown in green on the map accompanying this policy and that is an area identified for a community facility. However, this could be negotiated elsewhere within the site as part of a planning application and so a Main Modification (**MM20**) makes this clear.
100. Subject to the above, I consider that this policy is justified and effective.

### **Norwich Policy Area – Service Villages**

#### **PS37-02 – Land east of the A140 and north of Norwich International Airport, Horsham St Faith**

101. This 35ha site is located to the north of Norwich International Airport and is allocated for employment uses related to the airport. The policy sets out the range of uses that would be acceptable here. A great deal of debate has taken

place between the Council and other interested parties over how the types of uses that would be acceptable should be expressed. This is important to ensure that future uses at this site genuinely require a location adjacent to the airport.

102. As a result, two Main Modifications are recommended. **MM5** changes the requirement from 'associated with Norwich International Airport' to 'benefitting from an airport location'. Moreover, the glossary will be amended through **MM15** to expand upon this phrase and provide greater clarity. This will ensure that the site is available for those users who need or would benefit from an airport location and that it does not become a general business or industrial park. These changes are important for soundness reasons.
103. The site is dependent of the delivery of the NDR which will pass close to the site. As set out above, this is expected to be open in early 2018. Consequently, it is unlikely that this site will be completed before then as there are implications for the access to and from this site. However, given the level of certainty now over the delivery of the NDR it is unlikely that its delivery would adversely affect the delivery of this site within the Plan period. Some highway junction improvements may be required and this is remedied by the insertion of an additional bullet point through **MM6**, which is necessary for the Plan to be effective.

#### **Outside Norwich Policy Area – Key Service Centres**

##### **Is the proposed amount of housing in these settlements in accordance with the JCS?**

104. This is a matter that was carefully considered when the JCS was prepared. The JCS sets out the spatial vision for this District. The numbers and the capacity for these settlements to absorb the allocated levels of development were rigorously tested. Policy 14 of the JCS says that land will be allocated for residential development in these 3 settlements for the scale indicated 'subject to detailed assessment, including impact on form and character and the resolution of any specific servicing constraints'. This Plan allocates sites within all 3 settlements that will yield between 100 and 200 dwellings.

#### **PS48-01 – Land off Broomhill Lane, Reepham**

105. This particular site has generated a significant level of interest from local residents, most of whom are opposed to it. Their concerns were explored in detail at a hearings session. I shall deal with the main points below.
106. In terms of sustainability the site has been assessed at various stages of the sustainability appraisal process. Moreover, Reepham is identified as a Key Service Centre in policy 14 of the JCS and therefore identified as capable of accommodating 100-200 dwellings in total over the Plan period. It is expected that this individual site will accommodate between 100 and 120 dwellings. The developer anticipates development will commence here in August 2016, with the first homes occupied in May 2017 and that the build rate will be around 35 homes per year. This policy is likely to result in the provision of a

**APPENDIX 3**  
**EXTRACT FROM NORWICH CITY COUNCIL SITE SPECIFICATION ALLOCATIONS**  
**R30 THE PADDOCKS, HOLT ROAD**





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# Site specific allocations in the remainder of the city

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## R30: The Paddocks, Holt Road

### Description

This 4.57 hectare site comprises an area of open land situated between the airport operational area and the A140 Holt Road. Much of the site is grazing land but part toward its southern end has been in low-key sporadic use in recent years for storage of materials and commercial vehicle parking. There is low density housing along the road frontage on the opposite side of Holt Road, in Broadland district, to the west and airport operational buildings on Gambling Close to the east. The site is partly screened by a line of hedge/trees fronting Holt Road.

### Explanatory text

This site is identified as suitable for airport operational uses as the further development of Norwich International Airport, important to economic development locally, is supported by the JCS. However, it is also potentially suitable to meet more general employment needs which may be airport related. This is supported by policy 5 of the JCS and the recent designation of the airport as a focus for growth and investment as part of the Greater Norwich City Deal.

The government strongly recommends licensed airports to set out their future development proposals by preparing a masterplan. The expectation of the city council for many years has been that the need for this site for operational uses to enable further airport expansion would be investigated fully through the preparation of a masterplan which would be produced by the airport. The airport company have confirmed their intention to commence work on a masterplan in 2015.

The major Norwich Aeropark development to the north-east (approved in 2013) is expected to accommodate a substantial amount of future operational development within the airport

boundary, although the airport has not confirmed whether additional land will be required for this purpose. Equally, it would not be appropriate to delay beneficial development of the Paddocks site unreasonably if the preparation of a masterplan were delayed for any reason.

Consequently the policy provides for two eventualities: development for airport operational purposes if a masterplan shows that the site is necessary for this, or development for general needs employment use if not. Should no masterplan be agreed within two years of the adoption of this plan, the policy allows for the release of the site for general employment purposes, subject to meeting specified access and design criteria.

The anticipated development of the Aeropark and the proximity of a major junction with the proposed Norwich Northern Distributor Road (NDR) mean that traffic flows on the A140 are likely to remain high for the foreseeable future. Standing advice from Norfolk County council as local highway authority is that vehicular access direct from the A140 and additional turning movements into and out of the site cannot be achieved without disrupting the free flow of traffic on the local highway network and potentially compromising its effectiveness as a bus rapid transport corridor. For highway safety reasons, therefore, the preferred access to the site is from Gambling Close rather than directly from Holt Road unless it can be demonstrated that direct access can be achieved without unacceptable transportation consequences.

The development's design and uses must take account of the need to protect the amenity of the residents of the housing on the opposite side of Holt Road.

A noise impact assessment is likely to be required for any operational uses proposed. Development on this land will require additional screening with landscape features to site boundaries facing towards Holt Road.

As the site is more than 1 hectare in size, a flood risk assessment is required.

### **Deliverability**

The site is suitable and available for development within the plan period.

The owner of the site proposed it for a general needs employment allocation. This is considered to be acceptable in principle but is subject to resolution of access constraints and confirmation that the site is not required for airport operational purposes.

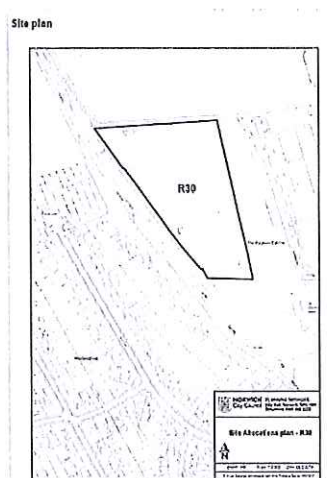
### **POLICY R30: The Paddocks, Holt Road – Airport extension or development for general employment purposes**

The Paddocks, Holt Road, is allocated for either:

- airport operational uses, where an airport masterplan endorsed by the city council within two years from the adoption of this plan demonstrates that the land is required for airport operational purposes during the plan period, or;
- development for general employment purposes (use classes B1, B2 and B8) where:
  - a) the agreed airport masterplan referred to above demonstrates that the land will not be required for airport operational purposes during the plan period, or;
  - b) no masterplan for the airport has been endorsed by the city council within two years from the date of adoption of this plan.

In all cases, development will:

- provide vehicular access to the site only from Gambling Close, unless it can be demonstrated that satisfactory direct access from Holt Road can be achieved without unacceptable impacts on highway safety or the free flow of traffic;
- provide appropriately for servicing, parking and other transportation requirements, taking account of the need to promote sustainable transport in accordance with DM policy DM28;
- demonstrate (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, in accordance with DM policy DM11;
- incorporate 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, in accordance with DM policies DM2 and DM3.



## Related items