

Connectivity Assessment

On:

Land off Holt Road, Horsford

For:

Caipile
Church Street
Horsford
Norwich
Norfolk
NR10 3DB

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Contents

1	INTRODUCTION	1
1.1	Site Planning History	1
2	POLICY REVIEW	3
2.1	National Planning Policy Framework (NPPF) (Feb 2019).....	3
2.2	Norfolk County Council	3
2.3	Joint Core Strategy (JCS).....	3
2.4	Greater Norwich Local Plan (GNLP)	4
2.5	Horsford Neighbourhood Plan.....	5
3	GNLP0283 LAND OFF HOLT ROAD, HORSFORD	6
3.1	Surrounding Land Use	6
3.2	Site and Local Highway Network Description.....	6
3.3	Local Services – Accessibility	8
3.4	Public Transport - Accessibility	8
3.5	Walking to School Routes.....	9
3.6	Historic Accident Review	9
4	GNLP0264 – DOG LANE, HORSFORD	11
4.1	Surrounding Land Use	11
4.2	Site and Local Highway Network Description.....	11
4.3	Local Services – Accessibility	11
4.4	Public Transport - Accessibility	12
4.5	Walking to School Routes.....	12
4.6	Historic Accident Review	13
5	OTHER REFUSED SITES.....	14
6	COMPARISONS OF GNLP0283 LAND OFF HOLT ROAD & GNLP0264 DOG LANE	16
6.1	Introduction.....	16
6.2	Facilities	16
6.3	Sustainable Travel Options.....	16
6.4	Site Assessment.....	17
7	SUMMARY	19

Appendices

- Appendix A - Horsford, Felthorpe & Haveringland Sites
- Appendix B - Horsford Site Assessment
- Appendix C - Proposed Footway Extension Plan
- Appendix D - Highway Boundary Plan

List of Tables

- Table 1 - GNLP0283 Local Facilities
- Table 2 - GNLP0283 Frequency of Bus Services
- Table 3 - GNLP0264 Local Facilities
- Table 4 - GNLP0264 Frequency of Bus Services
- Table 5 - Additional Refused Sites
- Table 6 - HELAA Comparison Table Extract

List of Figures

- Figure 1 - Site Location Plan
- Figure 2 - GNLP0283 Crashmap Extract
- Figure 3 - GNLP0264 Crashmap Extract

1 INTRODUCTION

Canham Consulting Ltd have been commissioned by Caipile to produce a Connectivity Assessment in support of the Stage C Regulation 18 Draft Strategy and Site Allocations Consultation. The site is located to the east of Holt Road, Horsford. The site location is shown in Figure 1, centred on Grid Reference TG196152.

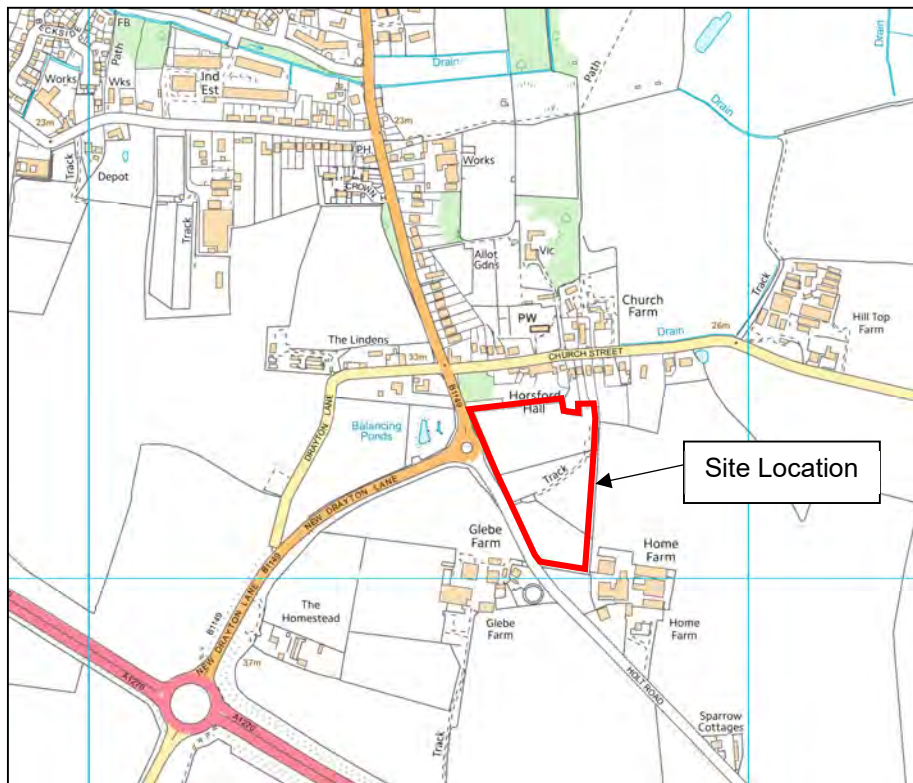


Figure 1: Site Location Plan

This report has been prepared in line with the Greater Norwich Local Plan (GNLP) and National Planning Policy Framework (NPPF).

1.1 Site Planning History

The site was put forward as part of the 'Call for Sites', originally for a scheme comprising 105 residential dwellings. The site (GNLP0283) did not receive allocation in the local plan for the following reason:

'This site is not considered to be reasonable for allocation as it is separate from the built edge of the village and development here would be quite remote from the services and facilities in the main part of the village. There is no safe walking route to Horsford Primary School.'

This report will assess the impact of the proposed development site (GNLP0283) and the effect it would have in comparison to the site that is the preferred allocation (GNLP0264). Other sites that have also not been successful in being allocated have been reviewed. The GNLP Horsford sites are included in Appendix A, with the assessment document included in Appendix B.

The initial "Call for Sites" land bid through the GNLP process submitted on 22nd June 2016

referred to 105 dwellings on an overall site of approximately 3.5 hectares, based on an average density of 30 per hectare.

The site is presently being considered by Broadland District Council through an outline planning application (Ref:20181408) submitted on 23rd Aug 2018, initially involving 65 dwellings and has been subject to extensive consultation and negotiation.

Taking into account several unique site characteristics, the afore mentioned negotiations have resulted in a scheme reduced to 47 dwellings, including 17 affordable homes at 36% and a substantial amount of public open space over 12,600m².

2 POLICY REVIEW

Planning policy has been considered in the production of this report to ensure it meets the governing requirements set out at a local, district and national level. Below is a summary of the policy that has been considered within this report:

2.1 National Planning Policy Framework (NPPF) (Feb 2019)

The NPPF sets out the governments planning policies for England and how these are applied. The NPPF also constitutes guidance for local planning authorities and decision makers for plans and material consideration in determining applications.

Section 9 of the NPPF 'Promoting Sustainable Transport' outlines the importance of facilitating sustainable travel in developments by reducing the need to travel and offering genuine sustainable alternatives. This section requires all developments that generate significant amounts of movements to be supported by a Transport Statement (TS) or Transport Assessment (TA) and a Travel Plan (TP)

There are three key transport tests set out in Paragraph 108, these are:

- Appropriate opportunities to promote sustainable transport modes can be - or have been – taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impact from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 109 states 'development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'

Finally, priority should be given to pedestrian and cycle movements both within the scheme and the surrounding areas to facilitate access to bus or other public transport services, all of the previous should be considered alongside the needs of people with disabilities and reduced mobility.

The outline planning application for the site (Ref: 20181408) had a Transport Statement to support the proposals.

2.2 Norfolk County Council

Norfolk's Local Transport Plan provides strategy and policy to 2026.

Parking will be provided in line with Norfolk County Council (NCC) standards.

2.3 Joint Core Strategy (JCS)

The JCS is a key planning document for Greater Norwich area. It forms part of the Local Plans for the districts of Broadland, Norwich and South Norfolk, with strategic policy for the period 2008-2026.

2.4 Greater Norwich Local Plan (GNLP)

The GNLP builds on the established joint working arrangements for Greater Norwich, delivered through the JCS. The JCS plans for housing and jobs to 2026. The GNLP will ensure the needs continue to be met to 2038.

The GNLP is expected to be adopted in 2022 and is currently in 'Stage C Regulation 18 Draft Strategy & Site Allocations' stage which is expected to run until March 2020. This is a consultation period and comprises of the following:

- A Draft strategy including the visions and objectives, and strategic policies.
- A sites document that contains details of all the preferred sites for future development (excluding South Norfolk villages that will be allocated through the South Norfolk Villages Clusters Housing Site Allocation Document).
- Booklets that explain why certain sites were preferred over others
- Various evidence documents (such as Sustainability Appraisals and Habitats Regulations Assessments).

The aim of the GNLP is to achieve the following:

- Contain a vision and objectives for the area and strategic policies.
- Allocate land for a range of uses, such as housing, employment, community uses, leisure and retail.
- Identify land that should be protected from development.
- Outline how we will monitor the plan's effectiveness.
- The Greater Norwich Local Plan will support and promote the growth of an enterprising, creative, broad based economy with high productivity and a skilled workforce. In a time of rapid social, economic and environment change, it will help the area to transition to a post carbon economy.

It will include policies that:

- Support the economy by investing in infrastructure, enhancing the environment and helping to improve quality of life for residents.
- Encourage and enable development of strategic employment locations in the city centre, the Norwich Airport area, Broadland Business Park/Broadland Gate, Norwich Research Park, Wymondham / Hethel, Longwater and the Food Enterprise Zone.
- Promote the Cambridge/Norwich Tech Corridor growth initiative. This will support the growth of the employment sectors which our area specialises in, including food and health research and the digital creative and high value engineering sectors. This will promote positive growth and help the country to move towards a post carbon economy.

- Promote strong communities.
- Provide jobs close to where people live.
- Support a thriving rural economy.

This report is being prepared for inclusion in the Reg 18 Consultation in relation to site GNLP0283 – Land off Holt Road, Horsford.

An extract of the sites in Horsford assessed for site allocation in the GNLP is included in Appendix A. Horsford Site Assessment follows the site assessment process methodology. A copy of the Horsford site assessment is included in Appendix B

Horsford, Felthorpe and Haveringland form a village cluster in the emerging GNLP. Commentary on the assessment is covered in later sections.

The preferred site following assessment of all sites is site GNLP0264 – Dog Lane. The assessment provided no reasonable alternative sites in the Horsford, Felthorpe and Haveringland area. Site GNLP0283 – Land at Holt Road, was considered to be unreasonable for allocation (reason outlined above).

This report addresses the reasons for site GNLP0283 to be considered unreasonable, to demonstrate there are some benefits of the site over the preferred site GNLP0264.

2.5 Horsford Neighbourhood Plan

Horsford has made a Neighbourhood Plan. The plan covers the area of the parish boundary. The Plan covers the period 2018-2038. Any application for development should have regard to policies within the plan.

3 GNL0283 LAND OFF HOLT ROAD, HORSFORD

This chapter examines the existing highway infrastructure and local facilities surrounding the proposed development site. Understanding the setting of the proposed development is important when considering the site in relation to the other sites assessed as part of the GNL0. The development site, located to the east of Holt Road, Horsford was put forward in the call for sites. The GNL0 site reference is GNL0283.

The majority of the site is currently greenfield. The site provides access to a number of buildings.

The current development proposals for the site are for 47 residential dwellings, including 17 affordable dwellings. The proposals include for an extension to the existing footway/cycleway on the eastern side of Holt Road to enable pedestrians to access facilities in the village centre. The footway/cycleway extension would be approximately 25m and connect from the existing footway/cycleway at the B1149 / Brewery Lane / Holt Road roundabout and provide pedestrians a safe and connected route to walk from the site to Church Street, with provision of a pedestrian crossing location, to provide connection to the existing footway to the north of Church Street. An offsite highway works plan, showing the stretch of proposed footway/cycleway is included in Appendix C. It is noted that the site will also provide a footway /cycleway along the whole site frontage.

The site boundary is adjacent to the settlement boundary. Therefore we would not consider the site to be separate to the built environment, rather adjacent to it. Given this is one of the reasons the site is considered unreasonable, it is not considered to be a compelling reason.

3.1 Surrounding Land Use

North of the site there are residential dwellings, beyond this is Church Street, further residential development and Horsford All Saints Church. East of the site there are several large agricultural fields. Adjacent to the south-east of the site there is a farm. South of the site there is agricultural land, and beyond this is the Northern Broadway (formally known as the Northern Distributor Road (NDR)). South-west of the site there are agricultural buildings. Adjacent to the west of the site is Holt Road and a roundabout which links the A1270 Northern Broadway to the B1149 Holt Road. There is a farm and agricultural land west of Holt Road.

3.2 Site and Local Highway Network Description

Holt Road, south of the Brewery Lane roundabout is subject to the national speed limit, however, traffic numbers are expected to be low due to the road being a no-through route. The B1149 Holt Road to the north of the roundabout and through Horsford is subject to a 30-mph limit. Brewery Lane from the A1270 is subject to a 40mph limit.

The GNL0283 site proposals include for extending the 30mph speed limit along the site frontage.

There are numerous options for accessing the site as the roundabout could be redesigned to include a fourth arm or a new access could be taken off Holt Road as a simple T-junction. NCC highways preference is for a single access in the form of a T junction located towards the south of the site.

Any site access would require suitable visibility splays to be provided. A site visit undertaken in February 2020 shows that all visibility to the north from either the roundabout or a T-junction would be to standard (at a minimum). The visibility splay to the south is slightly more variable depending on the access location but for both types of access a suitable visibility splay is achievable. In order to achieve the visibility splay, some hedging may be affected, but no established trees will be disturbed and removed hedging will be replaced.

There is an existing footway/cycleway on the eastern side of the roundabout which allows cyclists to leave the carriageway and manoeuvre the roundabout. There is a small distance of footway/cycleway proposed by the development to allow for pedestrian movements northwards and the details of this are provided in Appendix C.

The highway boundary data for the proposed footway/cycleway extension has been assessed and the land required appears to all be within the highway boundary. The highway boundary data is in Appendix D.

Once the proposed footway/cycleway link is incorporated then pedestrians will be able to access all facilities available in Horsford (which are accessible by the allocated site GNLP0264). Cyclists will be able to use Holt Road (south of the roundabout) to access Norwich City Centre. The traffic flows are expected to be low along this stretch of road, given the no through route for vehicles and the road only serving two farms to the south of the site. It is proposed to extend the 30mph speed limit along the site frontage.

The site will provide links to Horsford Restricted Bridleway RB7.

The site has good connectivity of various modes, with good vehicle links to the Northern Broadway, which would not involve travel through the village to connect to the strategic road network (A1270, A140 and A47); Whereas the other sites involve travel through the village before connecting with the strategic road network. The site has good cycle links to the cycle routes located to the south that provide links to Norwich.

As noted, there is only a 25m stretch where footway that is not currently available from between the Brewery Lane roundabout to Church Street and the village. Its proposed to extend the footway/cycleway along this stretch. As shown on the highway boundary plan in Appendix D, the area for the footway/cycleway is within the highway boundary.

Site GNLP0283 has received correspondence from the Reverend at All Saints Church located on Church Street, regarding additional car parking provision for the Church. The site would be willing to incorporate this into the site to provide wider community benefit.

Parking will be provided in line with standards, to minimise on-street parking and to ensure parking doesn't impact on the amenity of residents.

3.3 Local Services – Accessibility

The facilities and services available within the area surrounding the site are summarised in Table 1 below.

Facility	Walking Distance (km)	Walking Time
Primary School (Reception, 1 & 2)	1.15	15-minute
Primary School (Years 3 - 6)	1.90	23-minute
Local Shop	0.90	11-minute
	0.96	12-minute
Medical Centre	1.60	20-minute
Post Office	0.96	12-minute
Village Hall	1.20	14-minute
Pharmacy	1.60	20-minute
Recreation Ground	1.20	14-minute
Public House	0.55	6-minute
Place of Worship	0.40	4-minute
	1.22	15-minute
Bus Stop	0.25	3-minute

Table 1: GNLPO283 Local Facilities

All facilities should be located within a 20-minute walk of the proposed site as per national policy guidance and bus stops should be located within 400m of sites. The above table confirms that only one local facility is only just outside of the walking time by three minutes and the bus stops are comfortably within 400m of the site. However, it is noted that the standard distance to schools in Norwich area is 2miles and 7 miles for the rest of Norfolk. The site is within 2 miles of both Primary Schools and is therefore within an acceptable walking distance.

3.4 Public Transport - Accessibility

The nearest bus stop is on Holt Road approximately 250m north of the site. The bus stop is known as Church Street (id: NFOAWPWP). The bus services and their frequency serving this stop are shown below in Table 2. Up-to-date bus timetables and route maps can be found at the following link: www.travelineeastanglia.org.uk.

Bus Route	Bus Operator	Route (Outbound)	Weekday Frequency*	Saturday Frequency*	Sunday Frequency*
36	First	Horsford - Norwich	30 mins	30 mins	2x Daily
43A	Sanders	Aylsham – Hellesdon - Norwich	1-a-day	None	None
45A	Sanders	Holt - Norwich	1-a-day	None	None
56	Sanders	Sheringham - Easton College	1-a-day	None	None

*Outbound Service Frequency

Table 2: GNLPO283 Frequency of Bus Services

The site will support provision of bus shelters in vicinity of the site as necessary.

3.5 Walking to School Routes

Consideration has been taken of the 'Identification of Hazards and the Assessment of Risk of Walked Routes to School' (2002) document. These guidelines, authored by the Local Authority Road Safety Officer's Association, have been produced for assessing the safety of walked routes to school as local authorities have a responsibility under the 1996 amended Education Act to provide alternative means for pupils to access schools if a safe walking route is not available.

In assessing the safety of an 'available route', consideration is given to the potential risk created by traffic, highway and topographical conditions but not personal safety. If there is a footway of adequate width throughout the whole length of the journey and there is no need to cross the road then the route is considered 'safe'. Where road crossings are necessary, the availability of any facility to assist such crossing should be taken into consideration. Where no crossing facility exists, an assessment of the risks which may be generated by crossing the road should be undertaken for each crossing point. If a person must cross a road, there needs to be sufficient gaps in the traffic flow to allow enough opportunities to cross safely.

The site is approximately a 15-minute walk (0.7miles) to Horsford Primary School off Holt Road and a 23-minute walk (1.2 miles) to Horsford Primary School off Mill Lane.

There is a new stretch of footway/cycleway along part of the site frontage in the vicinity of the new roundabout. The footway/cycleway ceases approximately 25m south of Church Street. North of Church Street there are existing footways along the B1149 Holt Road and Mill Lane that provide suitable walking routes to the primary schools. There are formal crossing locations near each school which are zebra crossings and thus provide suitable crossing points for school children.

It is suggested that the footway south of Church Street will need to be extended to Church Street, to provide a continuous footway to the local schools and nearby facilities.

Given that the site will largely use the existing routes used by existing dwellings, subject to provision of a footway/cycleway along the site frontage and extension of the footway/cycleway to Church Street, it is concluded that a safe walking route to the local schools is available from the proposed development. Caution should always be exercised when attempting to cross the roads.

3.6 Historic Accident Review

Accident data for the past five years has been obtained from www.crashmap.co.uk and indicates that there have been 8 accidents classed as 'slight' within a 400m radius of the centre of the site, no other accidents are noted. None of these involve a pedestrian or a cyclist and it is unclear whether or not the data includes the new link road from the A1270 and new roundabout or not.



Figure 2: GNLP0283 Crashmap Extract

4 GNL0264 – DOG LANE, HORSFORD

This chapter examines the existing highway infrastructure and local facilities surrounding site GNL0264 Dog Lane, Horsford which is the preferred site for allocation proposed by the GNL0264 to provide 30 – 40 residential dwellings, 33% to be affordable. The site area is approx. 1.76Ha.

The site is currently brownfield and is occupied by numerous light industrial units including a soft play centre, car mechanics and others. As part of the proposal the site will share its access with the remainder of the industrial units that will not be redeveloped and fall outside the site allocation area.

4.1 Surrounding Land Use

Immediately north of the site is a watercourse which is culverted by the access road into the development with numerous residential dwellings beyond this. East of the site will be the remainder of Horsbeck Industrial Estate that will not be developed by the allocated site, beyond this appears to be gardens of residential dwellings. The southern boundary is bound by Dog Lane which is of narrow width and has no footways present along the stretch of road adjacent to the site. There is a mixture of commercial and residential premises on Dog Lane beyond the site area. Finally, west of the site is a greenfield area with dense trees and a residential area beyond this.

4.2 Site and Local Highway Network Description

Horsbeck Way is subject to a 30mph speed limit along its entire length from the junction with the B1149 Holt Road to the junction with Gordon Godfrey Way. There are numerous additional roads off Horsbeck Way serving residential dwellings, but these are not through roads.

The access location will have to be off Horsbeck Way as Dog Lane is not adopted by Norfolk County Council in parts and does not have sufficient width to serve the proposed development. Furthermore, highway comments suggest the site is only suitable if vehicle access is taken from Horsbeck Way. The access will have to serve the remaining industrial units that are adjacent to the allocated residential development that are being retained. Highways have commented that segregation should be provided from the industrial area that remains.

The visibility from the existing access is approximately 90m in either direction from a setback of 4.5m. A speed survey would have to be undertaken to determine the actual visibility required but if it is 30mph then the visibility splay accords with DMRB standard.

There are existing 2.0m wide footways on both sides of the access road at the entrance to the industrial site, although the footways do not extend into the site.

There are footways on both sides of Horsbeck Way. On the northern side there is also a footway which is approximately 2.0m wide, immediately opposite is a 3.0m connection to Pimpernel Road. There is a footway/cycleway approximately 180m west of the site which links Horsbeck Way to Corner Lane.

4.3 Local Services – Accessibility

The facilities and services available within the area surrounding the site are summarised in Table 3 below.

Facility	Walking Distance (km)	Walking Time
Primary School (Reception, 1 & 2)	0.77	8-minute
Primary School (Years 3 - 6)	1.53	17-minute
Local Shop	0.55	7-minute
	0.60	8-minute
Medical Centre	1.24	16-minute
Post Office	0.60	8-minute
Village Hall	0.81	11-minute
Pharmacy	1.24	16-minute
Recreation Ground	0.85	11-minute
Public House	0.38	5-minute
Place of Worship	0.86	12-minute
	0.90	14-minute
Bus Stop	0.22	3-minute

Table 3: GNLPO264 Local Facilities

All facilities are located within a 20-minute walk of the site.

4.4 Public Transport - Accessibility

The nearest bus stop is on Holt Road approximately 220m east of the site. The bus stop is Columbine Road (id: NFOGMTPG). The bus services and their frequency serving this stop are shown below in Table 4. Up-to-date bus timetables and route maps can be found at the following link: www.travelineeastanglia.org.uk

Bus Route	Bus Operator	Route (Outbound)	Weekday Frequency*	Saturday Frequency*	Sunday Frequency*
36	First	Horsford - Norwich	30 mins	30 mins	2x Daily

*Outbound Service Frequency

Table 4: GNLPO264 Frequency of Bus Services

4.5 Walking to School Routes

Consideration has been taken of the 'Identification of Hazards and the Assessment of Risk of Walked Routes to School' (2002) document. These guidelines, authored by the Local Authority Road Safety Officer's Association, have been produced for assessing the safety of walked routes to school as local authorities have a responsibility under the 1996 amended Education Act to provide alternative means for pupils to access schools if a safe walking route is not available.

In assessing the safety of an 'available route', consideration is given to the potential risk created by traffic, highway and topographical conditions but not personal safety. If there is a footway of adequate width throughout the whole length of the journey and there is no need to cross the road then the route is considered 'safe'. Where road crossings are necessary, the availability of any facility to assist such crossing should be taken into consideration. Where no crossing facility exists, an assessment of the risks which may be generated by crossing the road should be undertaken for each crossing point. If a person must cross a road, there needs to be sufficient gaps in the traffic flow to allow enough opportunities to cross safely.

The site is approximately an 8-minute walk (0.5miles) to Horsford Primary School off Holt Road and a 17-minute walk (0.95 miles) to Horsford Primary School off Mill Lane.

There is assumed to be a footway throughout the site which will lead to the existing footways present on Horsbeck Way. There are no formal crossings present along Horsbeck Way but there is adequate visibility to allow for people to cross, then use the western side of the B1149 Holt Road to the primary school off Holt Road.

Holt Road can continue to be used, before using the zebra crossing south of Mill Lane to cross, then follow the southern side of Mill Lane before crossing to the northern side to reach the primary school off Mill Lane.

Given that the site will largely use the existing routes used by existing dwellings currently present on the northern side of Horsbeck Way, it is concluded that a safe walking route to the local schools is available from the proposed development. Caution should always be exercised when attempting to cross the roads.

4.6 Historic Accident Review

Accident data for the past five years has been obtained from www.crashmap.co.uk and indicates that there have been 9 accidents within a 400m radius of the site, one of these was classed as 'serious' and the remainder 'slight'. Of the accidents one involved a pedestrian casualty and three, including the 'serious' involved a pedal cycle casualty.



Figure 3: GNLP0264 Crashmap Extract

5 OTHER REFUSED SITES

The remainder of the sites considered are summarised below in Table 5 with a brief reason for refusal, full details of the document can be found in Appendix A.

Site Name	Proposed Dwelling No.	Location	Reason(s) for Refusal
GNLP0059	Unspecified	Bramley Lakes, Dog Lane	Dog Lane is unsuitable for the proposed traffic and is not adopted.
GNLP0151	Unspecified	Pronto Joinery, Dog Lane	Dog Lane is unsuitable for the proposed traffic and is not adopted.
GNLP0192	Unspecified	Arable Lane, Dog Lane	Dog Lane is unsuitable for the proposed traffic and is not adopted.
GNLP0222	Unspecified	Land to East of Brands Lane	Isolated by the NDR and outside built up area
GNLP0251	15 - 20	33 St Helena Road	Landscape, Ecology and Other issues relating to the woodland
GNLP0302	150 - 200	Land off Reepham Road, Horsford	Isolated by the NDR and outside built up area
GNLP0332R	600 - 700	Reepham Road/Cromer Road, Horsford	Landscape, Airport, and noise concerns, outside the built-up area
GNLP0333	Unspecified	Reepham Road/Holt Road	Landscape, Airport, and noise concerns, outside the built-up area
GNLP0334R	250 - 300	West of Reepham Road, Horsford	Landscape, Airport, and noise concerns, outside the built-up area
GNLP0359R	150	Drayton Lane, Horsford	Remote from services and facilities and outside built-up area.
GNLP0419	750	Holly Lane/Reepham Road, Horsford	Remote from services and facilities and outside built-up area.
GNLP0422	40	Lodge Farm, Horsford	Convolutated access and site wouldn't accommodate dwelling numbers
GNLP0423	10	Mill Lane, Horsford	Development already has planning
GNLP0469	10 - 15	St Helena Way, Horsford	Landscape, Ecology and Arboricultural issues
GNLP0479	80	West of Holt Road, Horsford	Development already has planning
GNLP0519	266	East of Holt Road, Horsford	Development already has planning
GNLP0578	Unspecified	Hilltop Farm, Church Street, Horsford	Separate from built up edge
GNLP1008	Unspecified	Home Farm, Holt Road, Horsford	Too large for the capacity of the cluster, separate from built-up edge.
GNLP1043	Unspecified	Dog Lane, Horsford	Dog Lane is unsuitable for the proposed traffic and is not adopted.
GNLP2160	600	Green Lane, Horsford	Highway concerns, access not achievable and scale.
GNLP3005	Unspecified	North of Reepham Road, Horsford	Separate from built up edge
GNLP2009	15 - 20	Swanington Lane, Felthorpe	Primary School over 3km away.
GNLP2012	5	Brand's Lane, Felthorpe	Primary School over 3km away.
GNLP3004	16	North of Church Lane, Felthorpe	Primary School over 3km away.

Table 5: Additional Refused Sites

The above sites have largely been refused for allocation due to the location being situated outside of the built-up area of Horsford. Numerous sites lack specified development numbers, propose dwelling numbers that are higher or lower than the 40 specified by the Local Plan. Some of the developments already have planning, whilst others are over 3km from the Primary School.

The advantage site GNLP0283 has over the majority of the sites listed in Table 5 is that the site has good connectivity for various modes of travel, with good vehicle links to the Northern Broadway, which would not involve vehicle travel through the village to connect to the strategic road network; whereas the other sites involve travel through the village before connecting with the strategic road network. The site also has good cycle links to the south of Horsford that provide links to Norwich. With the provision of a 25m stretch of footway, the site has continuous pedestrian links to the village, local services and Primary School.

Site GNLP0283 would be willing to incorporate additional parking for all Saints Church into the site proposals, which would provide wider community benefit.

Negatives of site GNLP0264 are the industrial use which will remain adjacent to the site, possibility of contamination from the current industrial use, restrictions on acceptable vehicle access location, higher accident record in the local area compared to area of site GNLP0283.

6 COMPARISONS OF GNLP0283 LAND OFF HOLT ROAD & GNLP0264 DOG LANE

6.1 Introduction

The allocated site (GNLP0264 – Dog Lane) will be compared to our clients proposed site (GNLP0283 – Land off Holt Road) with regards to the criteria required for local plan, distance to local facilities and public transport assets within the vicinities of the respective sites.

6.2 Facilities

Both sites are well connected to the local services. Site GNLP0283 has connectivity with the village centre, with a 25m footway/cycleway extension proposed to Church Street, that provides connectivity to all facilities accessible by site GNLP0264. With the new stretch of footway/cycleway, a continuous safe, convenient and sustainable pedestrian route is available from the site to the village centre from site GNLP0283.

Site GNLP0283 provides large areas of publicly accessible open space. The open space promotes healthy and active lifestyles and wider community benefit. It is unclear whether site GNLP0264 would be able to provide large areas of publicly accessible open space.

Site GNLP0283 will provide a pedestrian cross over point on Church Street

Site GNLP0283 will assist to alleviate limited parking at All Saints Road Church on Church Road, providing wider community benefit.

6.3 Sustainable Travel Options

The site will have a Travel Plan, which will manage travel demand and promote active sustainable travel.

Electric car charging points to be provided. This meets new technology, travel, and energy aspects of GNLP policy.

Site GNLP0283 can promote strategic infrastructure improvements being implemented through Transport for Norwich, in it will provide improvements to bus facilities (bus shelters), and extension to footway cycleway network to promote modal shift in the local area. Other key transport strategy is focused more on the strategic network in wider area.

The site is located with good connectivity to the strategic road network, with vehicles travelling to and from the site GNLP0283, not having to travel through Horsford village (along the B1149), instead there is access direct to the Northern Broadway (A1270) via Brewery Lane. This is a benefit of site GNLP0283 over the preferred site for allocation and other refused sites.

Both sites have bus stops within a short walking distance, providing good opportunity for travel by bus. Site GNLP0283 will contribute / provide bus shelters in vicinity of the site as necessary.

Site GNLP0283 has good cycle links, providing sustainable travel options to nearby employment areas located in Norwich City Centre.

Site GNLP0283 will provide a pedestrian cross over point on Church Street.

6.4 Site Assessment

The Horsford Assessment extract form GNLP is included in Appendix B. Stage 3 consultation comments for site GNLP0283 include the general comment of: 'This site would prejudice a 'no development' policy near the NDR of which the aim was to free traffic on the radial roads. Also ribbon development.'

Comments submitted in support of site include: 'The site is considered suitable for development as investigation, surveys and reporting has been undertaken in relation to the site to justify its suitability.'

No comments were submitted for site GNLP0264, which is the preferred site in Horsford.

Site GNLP0264 is only considered acceptable from a highway perspective if accessed via Horsbeck Way. Any access to the residential development from Horsbeck Way would require segregation from the industrial area that remains. Further highway comments on the assessment of Site GNLP0264 include the need to provide enhanced pedestrian crossing facility and the potential substandard visibility from Horsbeck Way onto B1149 Holt Road.

Site GNLP0264 benefits from onsite watercourse, which could be looked at as an alternative to soakaway drainage.

Site GNLP0283 has a surface water drainage strategy that incorporates SuDS.

Site GNLP0283 provides multi-functional green infrastructure on site that will be accessible to the public, providing wider community benefit. Further wider community benefit of site GNLP0283 is the potential for additional parking to serve All Saints Church on Church Road.

There doesn't seem to be any wider community benefit provided by site GNLP0264.

Site GNLP0283 provides affordable housing, to a higher level (36%) than site GNLP0264 (33%).

Site GNLP0283 is located adjacent to the settlement boundary. Therefore we would not consider the site to be separate to the built environment, rather adjacent to it. Given this is one of the reasons the site is considered unreasonable, it is not considered to be a compelling reason.

An extract of the Stage 2 HELAA comparison table is provided below in Table 6.

	GNLP0264	GNLP0283	Comments
Site Access	Amber	Amber	0283 has options for access locations and the previous assessment was undertaken for two accesses for a larger development. the site now proposed a single T junction and reduced development of 47 dwellings. 0264 will have to incorporate the remaining industrial units. Site 0264 has access restrictions for it to be deemed suitable from a highway perspective.
Access to Services	Green	Green	Site 0283 is likely to provide additional parking for All Saints Church providing wider community benefit.
Utilities Capacity	Amber	Amber	No comment
Utilities Infrastructure	Green	Green	No comment
Contamination/ Ground Stability	Amber	Green	Site 0264 has a higher contamination risk due to the past and current uses.
Flood Risk	Amber	Green	0283 has no evidence of fluvial or surface water flooding. 0264 is immediately adjacent to a watercourse and appears to have areas in flood zone 2.
Market Attractiveness	Green	Green	No comment
Significant Landscapes	Green	Green	No comment
Sensitive Townscapes	Green	Amber	Site 0283 proposals provide a vast area of publicly accessible open space. Furthermore it will have buffer zones around the north and south boundaries, to be sensitive to surrounding uses.
Biodiversity & Geodiversity	Green	Green	No comment
Historic Environment	Green	Amber	
Open Space & GI	Green	Green	No comment
Transport & Roads	Green	Amber	Unknown why site 0283 has been shown as amber for this category. Site 0283 has the best access options and surrounding highway network, whereas 0264 has substandard visibility at the junction onto the B1149 Holt Road. Furthermore site 0283 will not require travel through the village to get to the strategic road network.
Compatibility with Neighbouring uses	Green	Green	No comment

Table 6: HELAA comparison Table Extract

It can be seen from Table 6 that site GNLP0264 has four ambers, whilst site GNLP0283 has five ambers. Both sites have amber for site access and utilities capacity. Site GNLP0264 has amber for contamination and flood risk, whilst site GNLP0283 has ambers for sensitive townscapes, historic environment and transport and roads. The contamination and flood risk elements are considered to be of a higher risk than sensitive townscapes and historic environment.

Negatives of site GNLP0264 are the industrial use which will remain adjacent to the site, possibility of contamination from the current industrial use, restrictions on acceptable vehicle access location, higher accident record in the local area compared to area of site GNLP0283.

7 SUMMARY

This report has looked at the proposed development site (GNLP0283) and the effect it would have in comparison to the site that is the preferred allocation (GNLP0264). Other sites that have also not been successful in being allocated have been reviewed.

Negatives of site GNLP0264 are the industrial use which will remain adjacent to the site, possibility of contamination from the current industrial use, flood risk, restrictions on acceptable vehicle access location and requirement for segregation of vehicles between the residential and industrial use and higher accident record in the local area compared to area of site GNLP0283.

Negatives of site GNLP0283 are deemed to be the connectivity to the village. A 25m stretch of footway/cycleway is to be provided to provide connectivity to the village and therefore, connectivity is not seen as a negative aspect for this site. The site is 390m further way to the village centre (village hall) than the preferred site.

Positives of site GNLP0264 are it's a brownfield site. However that could also be considered a negative, as the development will be adjacent to an industrial area, which could cause some conflict. This site is located (390m) closer to the village centre (village hall).

Positives of site GNLP0283 are the wider community benefits the site can offer, higher level of affordable home provision, better transport links, better and less restrictive access options and lower accident records in the vicinity of the site. A key advantage site GNLP0283 has over the majority of the sites listed in Table 5 is that the site has good connectivity for various modes of travel, with good vehicle links to the Northern Broadway, which would not involve vehicle travel through the village to connect to the strategic road network; whereas the other sites involve travel through the village before connecting with the strategic road network.

Project Name: Land off Holt Road, Horsford
CCL Ref: 206164



Appendix A

Horsford, Felthorpe & Haveringland Sites

HORSFORD, FELTHORPE AND HAVERINGLAND

The catchment of Horsford Primary School brings Horsford, Felthorpe and Haveringland into a village cluster. The school currently has limited capacity.



It is considered that as well as existing commitments and windfall development, approximately 20-50 new homes are appropriate for the Horsford cluster. In addition to the primary school, services include a shop, doctor's surgery, village hall, library and public house.

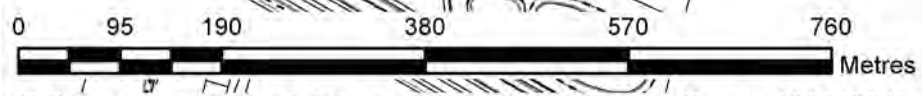
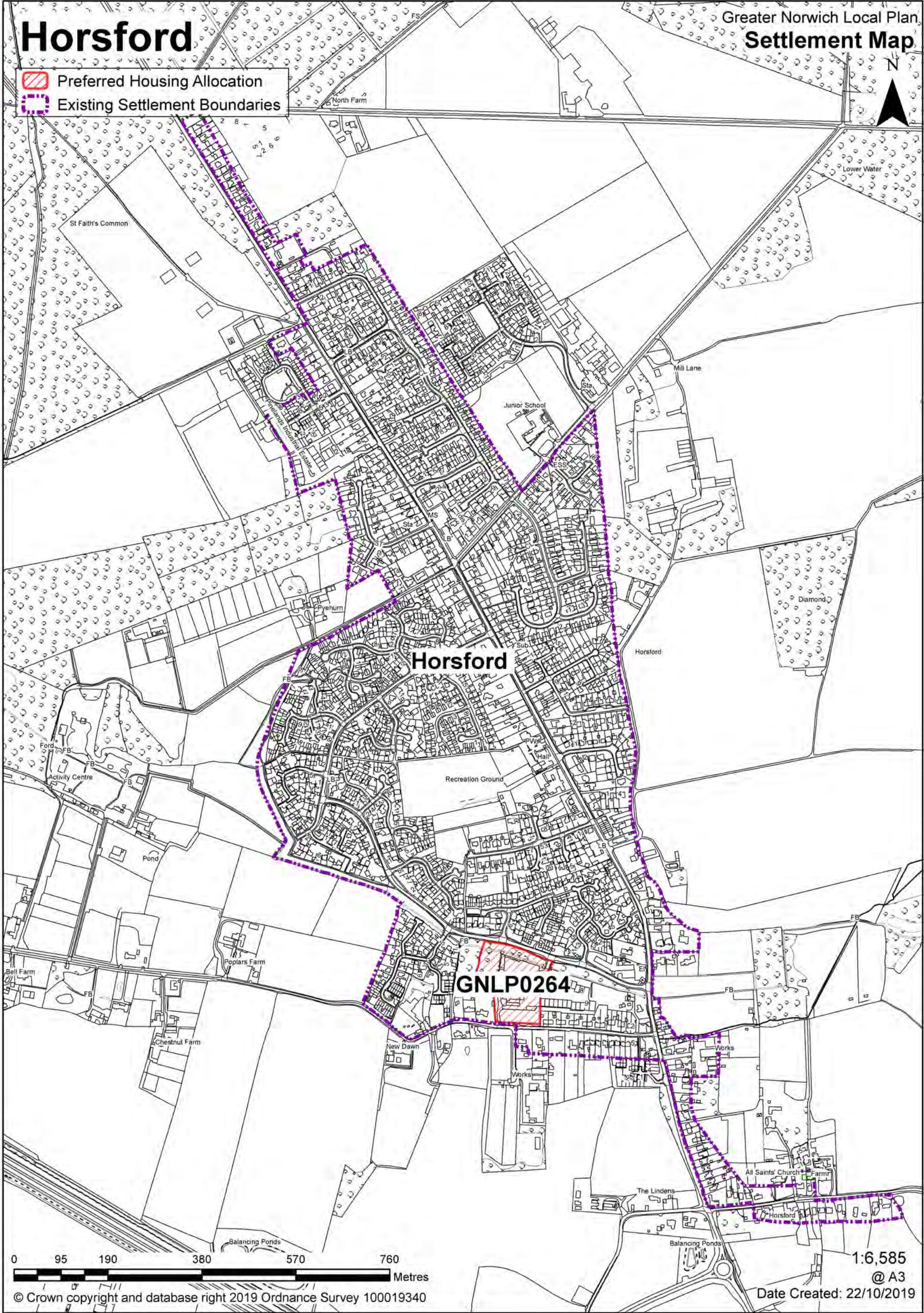
One site is identified as a preferred option, providing for between 30-40 new homes in the cluster. There are no carried forward residential allocations but there is a total of 394 additional dwellings with planning permission on a variety of sites. This gives a total deliverable housing commitment for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

Horsford has a made neighbourhood plan which covers the same area as that of the parish boundary. The Plan was made in July 2018 and covers the period to 2038. It contains a series of policies that look to shape development within the neighbourhood area. There are policies within the plan that will be of relevance to development and any applications that are submitted for development within the parish should have due regard to those policies.

All new and carried forward allocations are expected to address standard requirements associated with development. These vary from place to place, but are likely to include mitigations for flood risk (as well as SUDs), highways improvements, safeguarding of minerals resources, land remediation, measures to protect the environment, biodiversity, and landscape intrusion.

Horsford

-  Preferred Housing Allocation
-  Existing Settlement Boundaries



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1:6,585

@ A3

Date Created: 22/10/2019

New allocation proposed.

POLICY GNLP0264, Dog Lane, Horsford, (approx. 1.76ha) is allocated for residential development. The site is likely to accommodate 30-40 homes, 33% of which will be affordable.

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:

- Vehicular access will be from Horsbeck Way.
- Provision of enhanced pedestrian crossing facility and the access would need to be modified to enhance pedestrian facilities and walk to school routes.


Notes

GNLP0264: This proposal is for the redevelopment of a soft play centre and other commercial premises. It is preferred for allocation as it is a brownfield sites which is well related to the form and character of Horsford although the proximity to remaining industrial uses will need to be considered. The site is only acceptable for development if access is taken from Horsbeck Way as Dog Lane and it's junction with the Holt Road are not suitable for additional traffic.

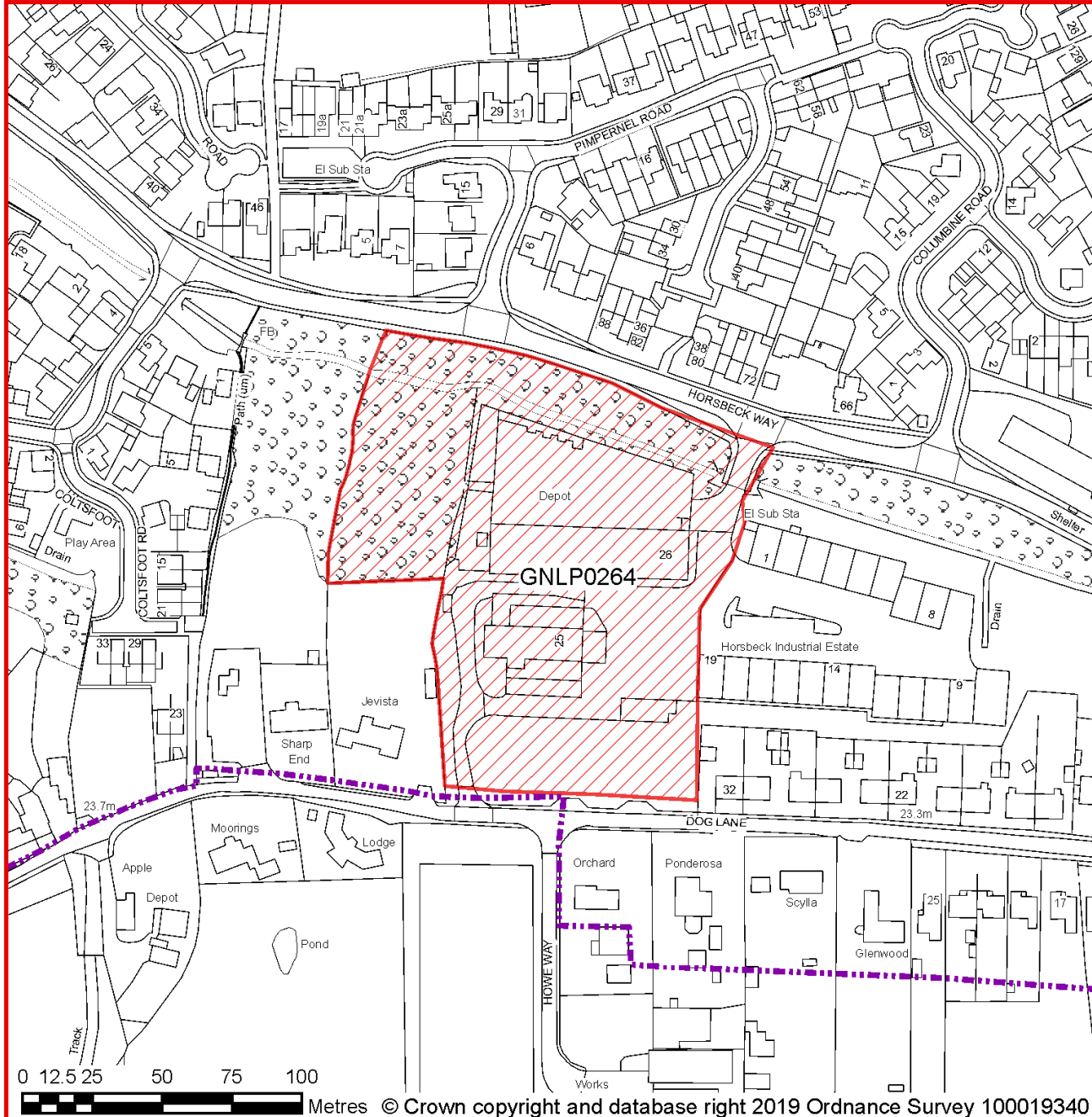
HORSFORD



Greater Norwich Local Plan
Preferred Site

Site Reference GNL0264
Location Dog Lane
Allocation Residential Development (30-40 dwellings)
Area 1.76 ha


N
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@ A4

Date Created: 17/10/2019



-  Preferred Housing Allocation
-  Existing Settlement Boundaries

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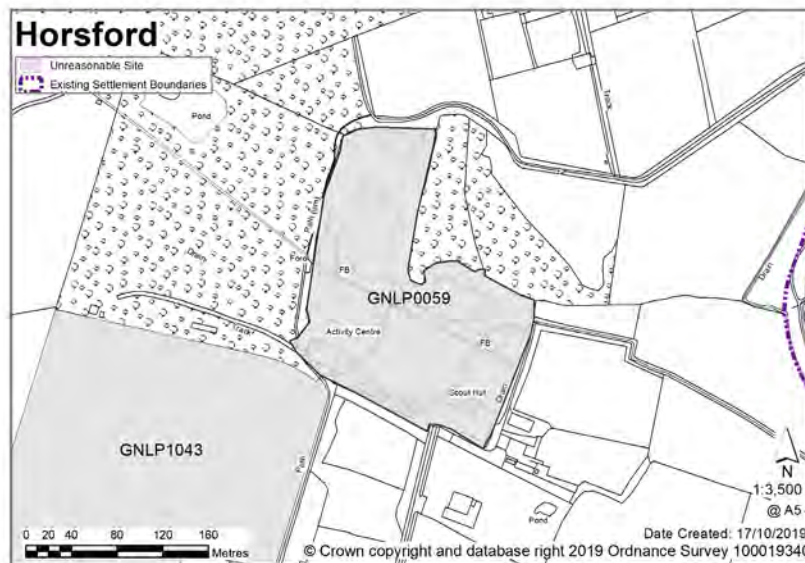
No existing allocations to be carried forward

Reasonable Alternatives

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

Unreasonable Sites

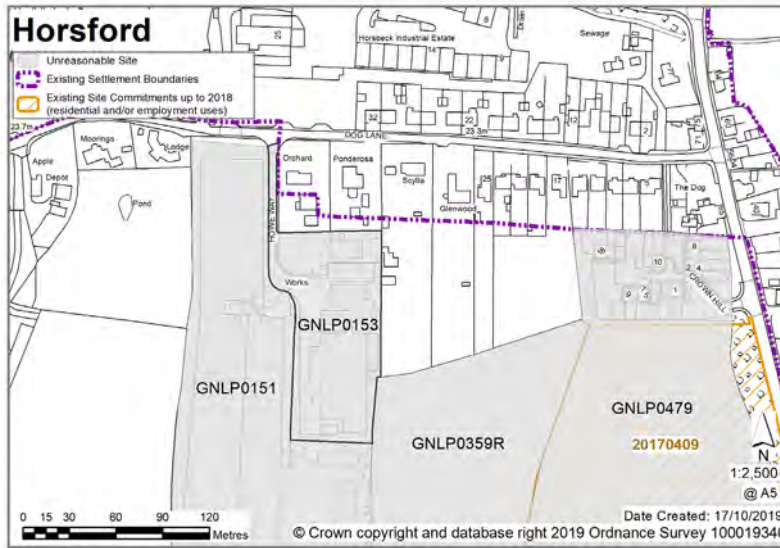
Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
Horsford, Felthorpe and Haveringland				
Bramley lakes, Dog Lane, Horsford	GNLP0059	3.33	Range of uses (industrial, residential, commercial, recreation, leisure and tourism)	This site is not considered to be reasonable for allocation as access would be via an unadopted part of Dog Lane. An additional limiting factor is the capacity of the junction with Holt Road. There is no safe walking route to Horsford Primary School.



Pronto Joinery, Dog Lane, Horsford	GNLP0151	2.34	Residential (unspecified)	This site is considered to be unreasonable due to
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Address	Site Reference	Area (ha)	Promoted for (number)	Reason considered to be unreasonable
				highway constraints along Dog Lane. An additional limiting factor is the capacity of the junction with Holt Road.
Pronto Joinery, Dog Lane, Horsford	GNL0153	0.85	Mixed Use (unspecified number)	This site was considered worthy of further investigation due to its proximity to the existing built edge of the village, brownfield nature and the fact that it would fulfil the NPPF requirement for sites of 1ha or less. However, the site is considered to be unreasonable for allocation due to highway constraints along Dog Lane, the capacity of the junction with Holt Road and potential loss of existing commercial operations.

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
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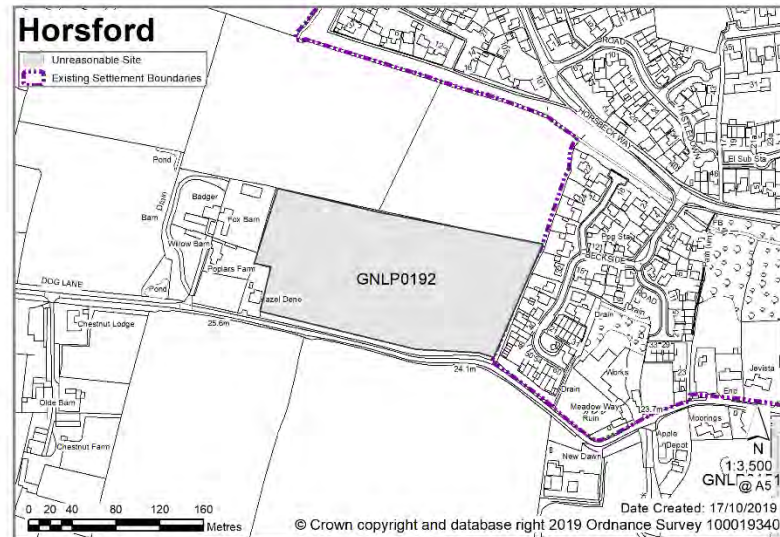
Arable Land, Dog Lane, Horsford

GNLP0192

2.66

Residential (unspecified number)

This site is not considered to be reasonable for allocation as access would be via an unadopted part of Dog Lane. An additional limiting factor is the capacity of the junction with Holt Road. There is no safe route to Horsford Primary School.



Land to east of Brands Lane,

GNLP0222

11.05

Light industrial and office uses,

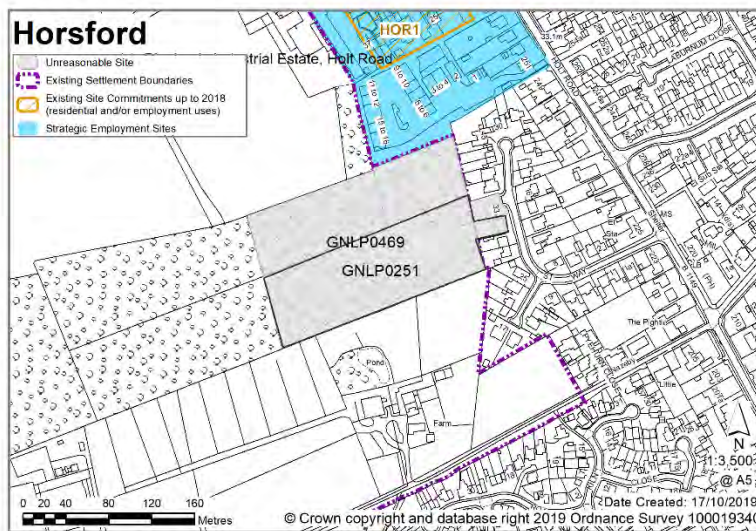
This site is considered to be unreasonable for

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
Horsford, (partly in Drayton)			market and affordable housing including starter homes, live work and public open space	allocation as it is some distance from the built-up area of Horsford. It is closer to Thorpe Marriot but still separated from the built-up area by the Broadland Northway. Development here, of either a residential or commercial nature, would be remote and quite prominent in the landscape. There is no safe walking route to catchment schools in Horsford. Non catchment schools in Taverham or Drayton are closer but again with no safe walking route.

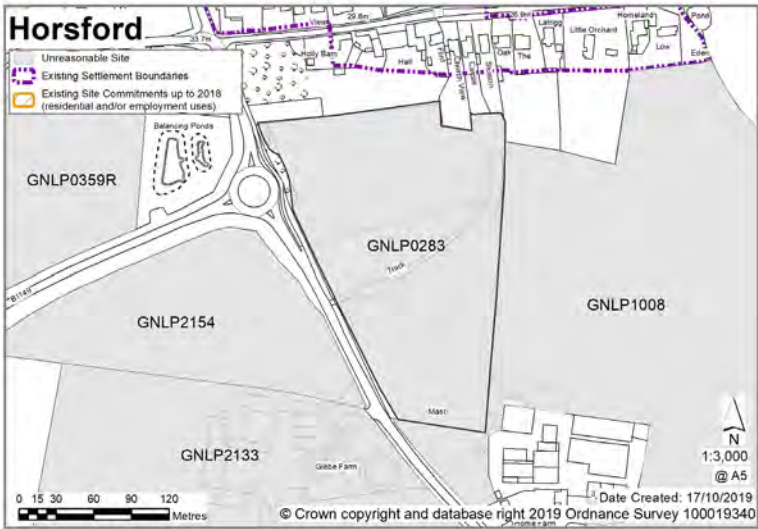


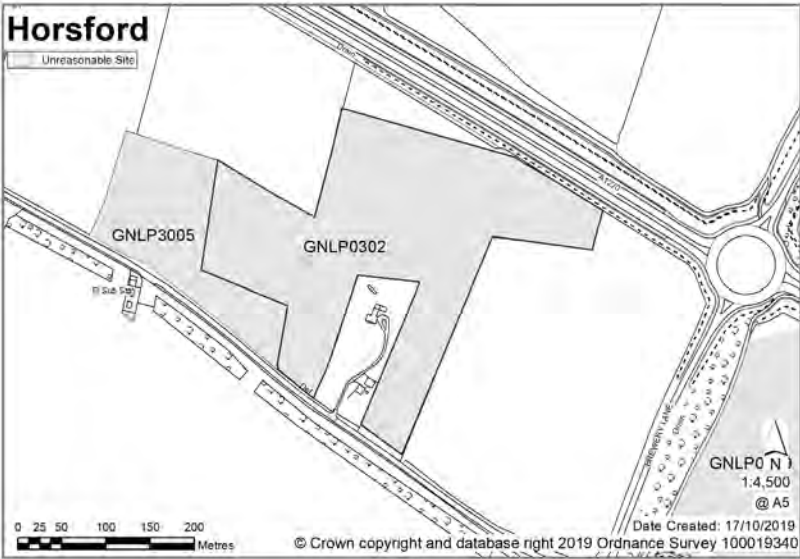
Land at 33 St Helena Way, Horsford	GNLP0251	1.44	15-20 dwellings	This site is not considered to be reasonable for allocation due to landscape/ecology and arboricultural issues. Trees to the southern boundary are likely to be a significant constraint
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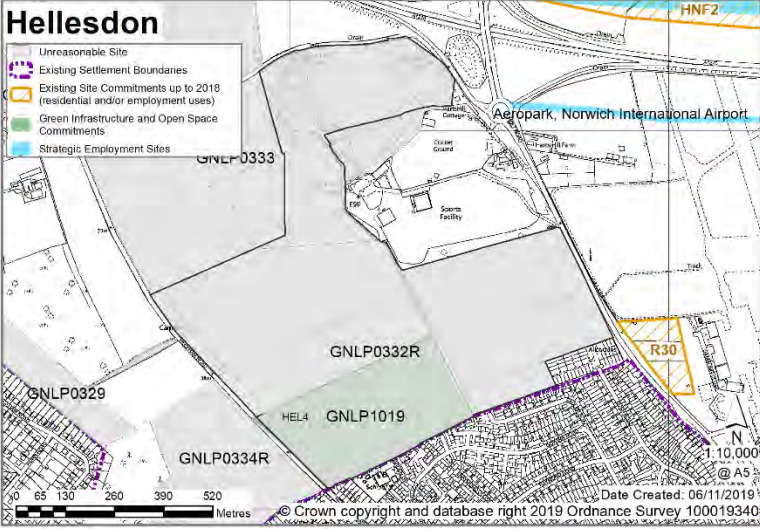
Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				and the woods to the north and west are a County Wildlife Site. Norfolk Wildlife Trust suggest that this site should also be designated as a County Wildlife Site highlighting the potential ecological significance.

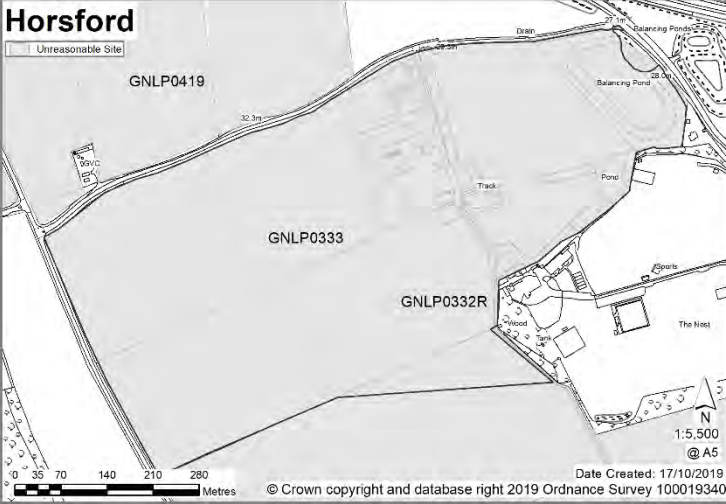


Land off Holt Road, Horsford	GNLP0283	3.43	105 dwellings	This site is not considered to be reasonable for allocation as it is separate from the built edge of the village and development here would be quite remote from the services and facilities in the main part of the village. There is no safe walking route to Horsford Primary School.
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Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				
Land off Reepham Road, Horsford	GNLP0302	7.34	150-200 dwellings	<p>This site is considered to be unreasonable for allocation as it is some distance from the built-up area of Horsford, separated by the Broadland Northway. It is closer to Thorpe Marriot but still separated from the built-up area. Development here would be remote and potentially quite prominent in the landscape. There is no safe walking route to catchment schools in Horsford. Non catchment schools Taverham or Drayton are closer but again with no safe walking route.</p>

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
	GNLP0332R	64.00	600-700 dwellings	<p>This site was considered worthy of further investigation due to its location as an urban extension to Hellesdon. Development here would benefit from proximity to the extensive range of services and facilities in Hellesdon. However, the site raises potentially significant landscape issues given the scale of development and setting between the existing built edge and the Broadland Northway and it is therefore not considered to be reasonable for allocation. Noise and safety concerns with the airport are also critical. Surface water suds are unlikely to be allowed due to the potential to attract birds.</p>
Reepham Road/ Cromer Road, Horsford				

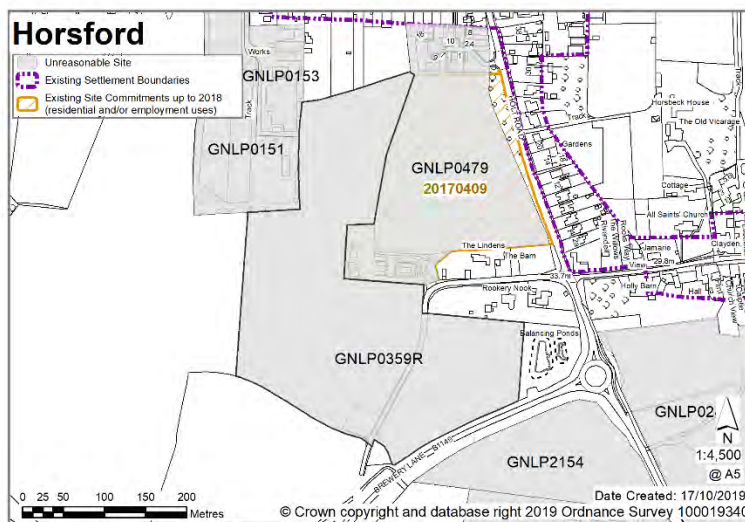
Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				
Reepham Road/Holt Road	GNLP0333	36.60	Residential (unspecified number), improved cricket field, employment, roadside services and retail	<p>This site is considered to be unreasonable for allocation as it is some distance from the built-up area of Horsford, separated by the Broadland Northway. It is closer to Hellesdon or Drayton but still separated from the built-up area. Development here would be remote and have potential significant landscape impacts. There is no safe walking route to catchment schools in Horsford. Non-catchment schools in Hellesdon or Drayton may be closer but again with no safe walking route.</p>

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				
West of Reepham Road, Horsford	GNLP0334R	11.70	250-300 dwellings	<p>This site was considered worthy of further investigation due to its location as an urban extension to Hellesdon. Development here would benefit from proximity to the extensive range of services and facilities in Hellesdon. However, the site is not considered to be reasonable for allocation as it would represent a significant expansion into the countryside and would impact on the character of Reepham Road. Noise and safety concerns linked with the airport are also critical. Surface water suds are unlikely to be allowed due to the potential to attract birds. Roadside trees may impact on achieving suitable access.</p>

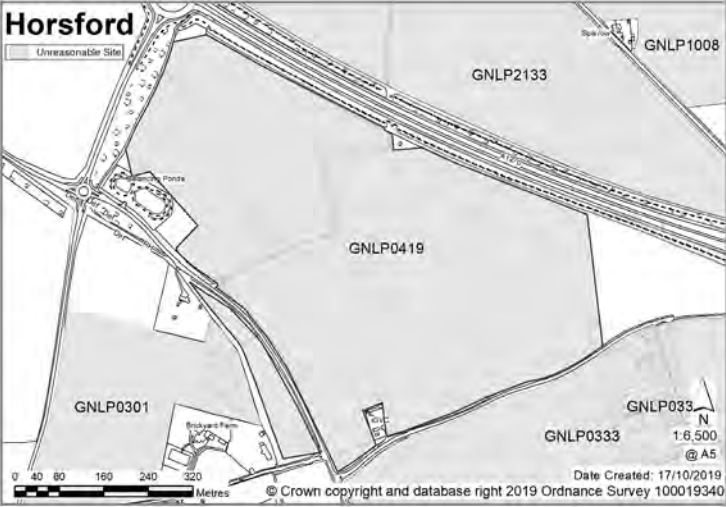
Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
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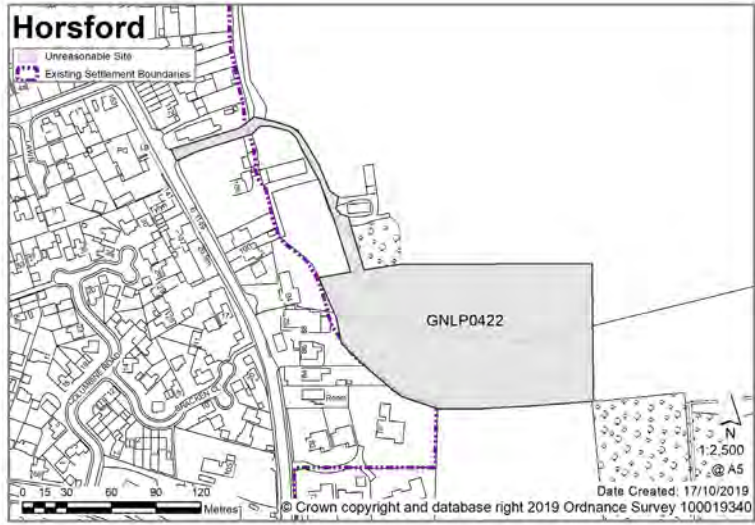
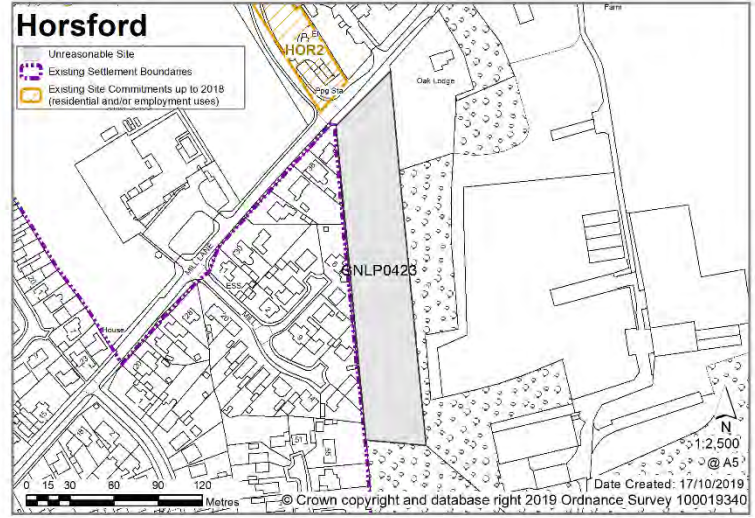


Land adjacent Drayton Lane, Horsford	GNLP0359R	8.10	Up to 150 dwellings	This site is not considered to be reasonable for allocation as it is separate from the built edge of the village and development here would be quite remote from the services and facilities in the main part of the village. There is no safe walking route to Horsford Primary School.
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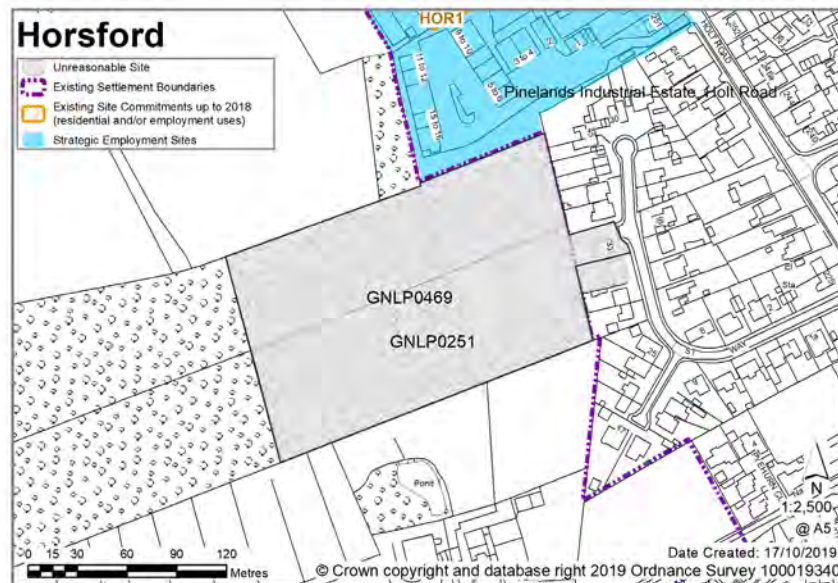


Land at Holly Lane/ Reepham Road, Horsford	GNLP0419	40.65	Approx. 750 dwellings with associated	This site is considered to be unreasonable for allocation as it is some
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Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
			access and open space	<p>distance from the built-up area of Horsford, separated by the Broadland Northway. It is closer to Hellesdon or Drayton but still separated from the built-up area. Development here would be remote and have potential significant landscape impacts. There is no safe walking route to catchment schools in Horsford. Non catchment schools in Hellesdon or Drayton may be closer but again with no safe walking route.</p>
				
Land at Lodge Farm, Horsford	GNLP0422	1.65	40 dwellings	<p>This site is not considered to be reasonable for allocation as it has convoluted access and it is not clear how the site would be accessed from the highway. The site could not accommodate the scale of development proposed.</p>

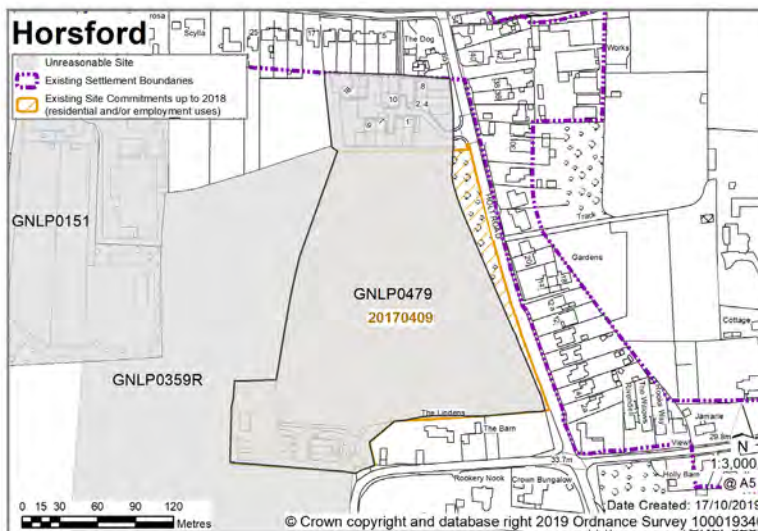
Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				
Land at Mill Lane, Horsford	GNLP0423	0.95	10 dwellings	This site is considered to be unreasonable as it is unlikely to meet the minimum 12-15 dwelling requirement for allocation and is already committed for development of 8 dwellings under planning application reference 20170707.
				
Land off St Helena Way, Horsford	GNLP0469	2.64	Approx. 10-15 dwellings with remaining land available as	This site is considered to be unreasonable due to landscape/ecology and arboricultural issues.

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
			open space	Trees to the southern boundary are likely to be a significant constraint and the woods to the north and west are a County Wildlife Site. Norfolk Wildlife Trust suggest that this site should also be designated as a County Wildlife Site highlighting the potential ecological significance.

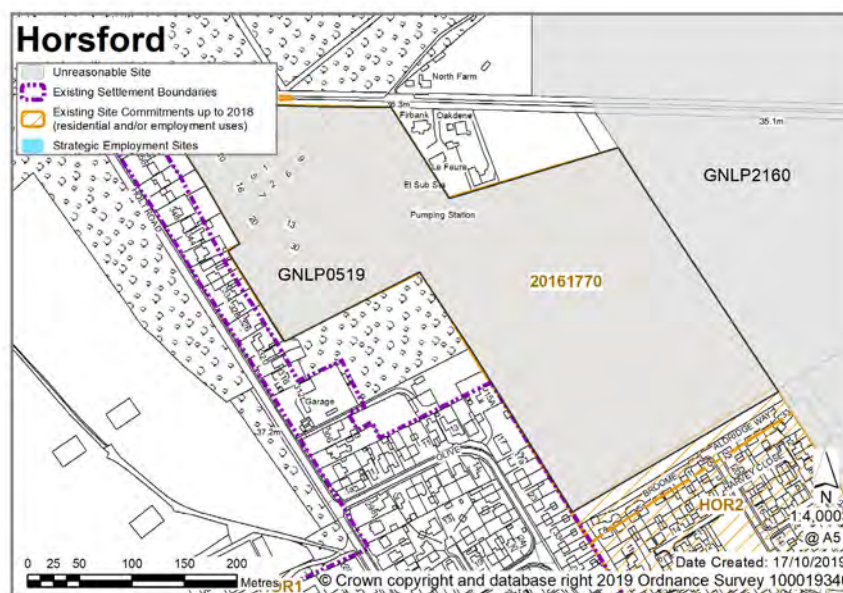


Land east of Holt Road, Horsford	GNLP0479	4.38	Approx. 80 dwellings with open space, play equipment and GI	This site is not considered to be suitable for allocation as despite being a reasonable location for development it already had planning permission at the base date of the plan in 2018 and is currently under construction.
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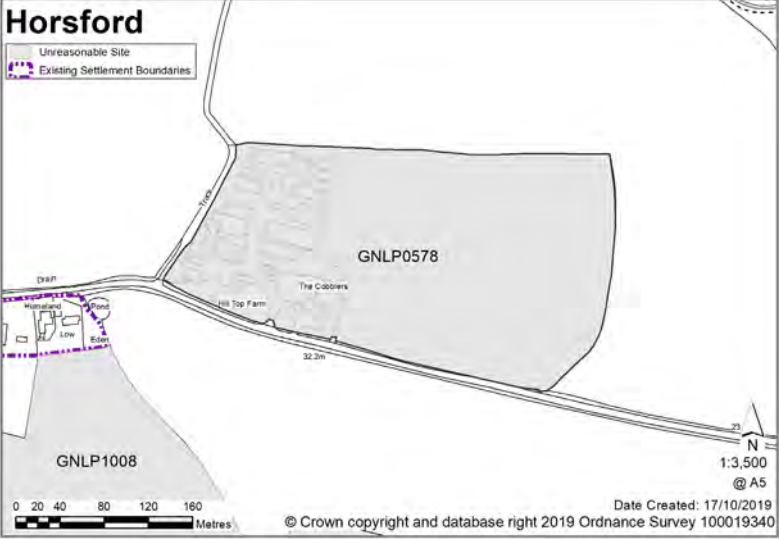
Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
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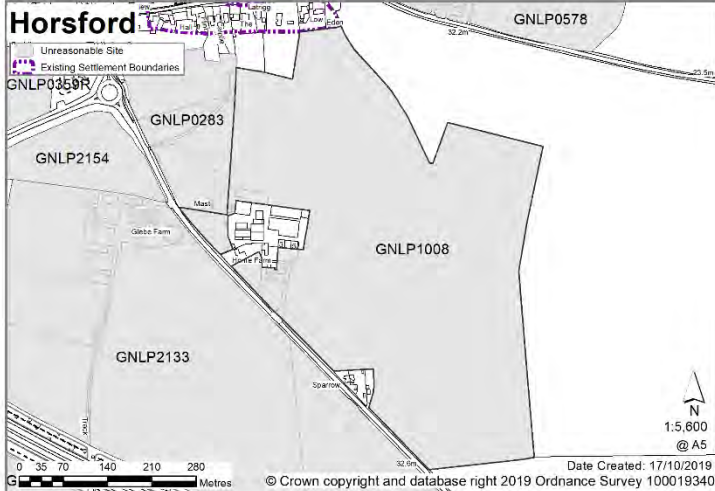
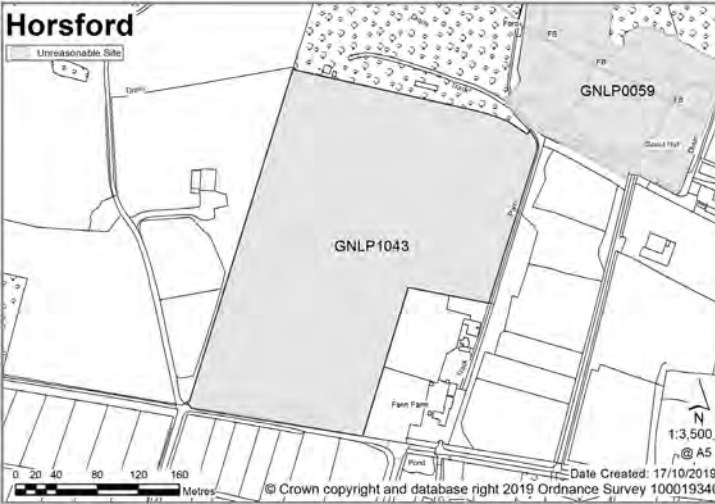


Land to the east of Holt Road, Horsford	GNLP0519	15.59	Approx. 266 dwellings	This site is not considered to be suitable for allocation as despite being a reasonable location for development it already had planning permission at the base date of the plan in 2018 and is currently under construction.
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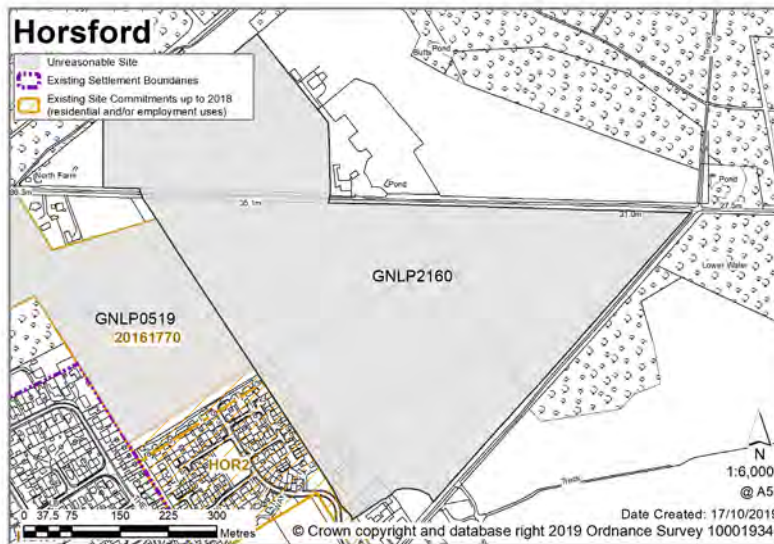


Hilltop Farm, Church Street, Horsford	GNLP0578	6.67	Residential (unspecified)	This site is not considered to be reasonable for
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Address	Site Reference	Area (ha)	Promoted for (number)	Reason considered to be unreasonable
				allocation as it is separate from the built edge of the village and development here would be quite remote from the services and facilities in the main part of the village.
				
Home Farm, Holt Road, Horsford	GNL1008	20.25	Residential (unspecified number)	This site is not considered to be reasonable for allocation as it is separate from the built edge of the village and development here would be quite remote from the services and facilities in the main part of the village. There is no safe walking route to Horsford Primary School. The site as proposed is too large for the capacity of the cluster.

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				
Dog Lane, Horsford	GNLP1043	7.21	Residential (unspecified number)	This site is not considered to be reasonable for allocation as access would be via an unadopted part of Dog Lane. An additional limiting factor is the capacity of the junction with Holt Road. There is no safe route to Horsford Primary School.
				
Green Lane, Horsford	GNLP2160	29.70	600 dwellings	This site is not considered to be reasonable for allocation as the scale of the proposal is a concern

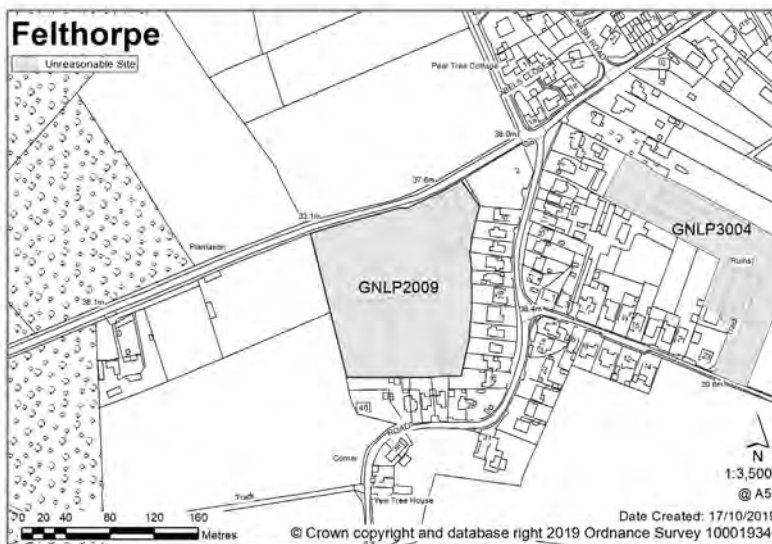
Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				<p>with a lack of safe walking/cycling route to the catchment high school. Development would require highway improvements and it is unlikely that a satisfactory access strategy would be able to be developed for the entire level of development. There are also ongoing concerns with the new B1149 roundabout. Smaller areas of the larger site were considered but dismissed as unsuitable due to the standard of Mill Lane and Green Lane.</p>



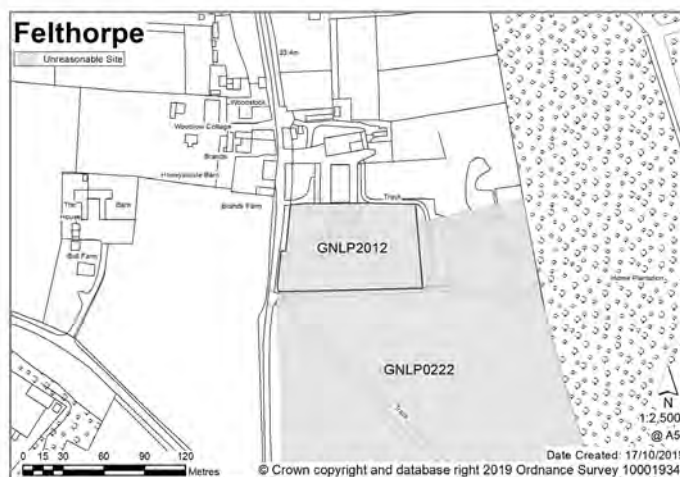
<p>North of Reepham Road, Horsford</p>	<p>GNLP3005</p>	<p>2.25</p>	<p>Residential (unspecified number)</p>	<p>This site is considered to be unreasonable for allocation as it some distance from the built-up area of Horsford, separated by the Broadland Northway. It is closer to Thorpe Marriot but still separated from</p>
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Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				<p>the built-up area. Development here would be remote and potentially quite prominent in the landscape. There is no safe walking route to catchment schools in Horsford. Non catchment schools Taverham or Drayton are closer but again with no safe walking route.</p>
 <p>The map shows a residential area in Horsford. A specific site, GNL2009, is highlighted in a darker grey. It is situated between two larger areas labeled GNL3005 and GNL0302. A road, Swanton Lane, runs along the bottom edge of the site. A scale bar at the bottom left indicates distances up to 160 metres. A north arrow and scale of 1:3,500 @ A5 are shown at the bottom right. The map is dated 17/10/2019 and is a copyright of Ordnance Survey 100019340.</p>				
Swanington Lane, Felthorpe	GNL2009	2.00	15-20 dwellings	<p>This site is not considered to be reasonable for allocation as it has poor access to core services and facilities in Horsford some distance away. In particular there is no safe walking route to Horsford Primary School which is over 3km away.</p>

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
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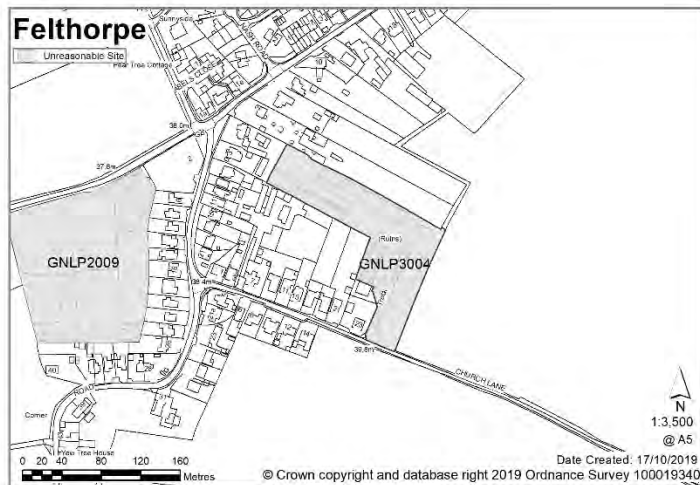


Brand's Lane, Felthorpe	GNLP2012	0.63	5 dwellings	This site is not considered to be reasonable for allocation as it has poor access to core services and facilities in Horsford some distance away. In particular there is no safe walking route to Horsford Primary School which is over 3km away.
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North of Church Lane, Felthorpe	GNLP3004	1.24	16 dwellings	This site is not considered to be reasonable for allocation as it has poor access to core services and facilities in Horsford
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Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				some distance away. In particular there is no safe walking route to Horsford Primary School which is over 3km away.



Unreasonable Sites – Non-Residential

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
Horsford, Felthorpe and Haveringland				
Glebe Farm North, Horsford	GNLP2133	26.23	Employment/mixed	This site is not considered to be suitable for allocation as evidence suggests that currently committed land is more than sufficient in quantity and quality to meet the employment growth needs in Greater Norwich. There is therefore no need to allocate any additional large-scale employment sites in the new local plan.

Project Name: Land off Holt Road, Horsford
CCL Ref: 206164



Appendix B Horsford Assessment

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

STAGE 1 – COMPLETE LIST OF SITES PROMOTED IN THE SETTLEMENT

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

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

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

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

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

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

LIST OF SITES SUBMITTED FOR OTHER USES

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

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

STAGE 2 – HELAA COMPARISON TABLE

RESIDENTIAL/MIXED USE

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

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

STAGE 3 – SUMMARY OF CONSULTATION COMMENTS

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

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

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

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

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

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

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

STAGE 4 – DISCUSSION OF SUBMITTED SITES

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

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

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

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

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

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

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

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

STAGE 5 – SHORTLIST OF REASONABLE ALTERNATIVE SITES FOR FURTHER ASSESSMENT

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

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

STAGE 6 – DETAILED SITE ASSESSMENTS OF REASONABLE ALTERNATIVE SITES

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

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

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

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

PLANNING HISTORY:

No relevant history

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

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

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

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

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

PLANNING HISTORY:
No applications found

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

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

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

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

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

PLANNING HISTORY:
Not known

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

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

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

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

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

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

Minerals & Waste

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

Lead Local Flood Authority

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

PLANNING HISTORY:

No known history

OTHER CONSTRAINTS/ISSUES NOT IDENTIFIED IN THE HELAA:

Development Management comments

BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION

- Position Statement

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

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

CONSTRAINTS IDENTIFIED IN THE HELAA

Amber Constraints in HELAA

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

HELAA Conclusion

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

FURTHER COMMENTS

Highways

No comments

Development Management

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

Minerals & Waste

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

Lead Local Flood Authority

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

PLANNING HISTORY:

No relevant history

BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION

- Position Statement

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

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

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

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

PLANNING HISTORY:

No relevant history

BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION

- Access Appraisal

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

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

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

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

PLANNING HISTORY:

Not known

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

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

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

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

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

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

Lead Local Flood Authority

No comments

BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION

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

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

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

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

Preferred Sites:

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

Reasonable Alternative Sites:

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

Unreasonable Sites:

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

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

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

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

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

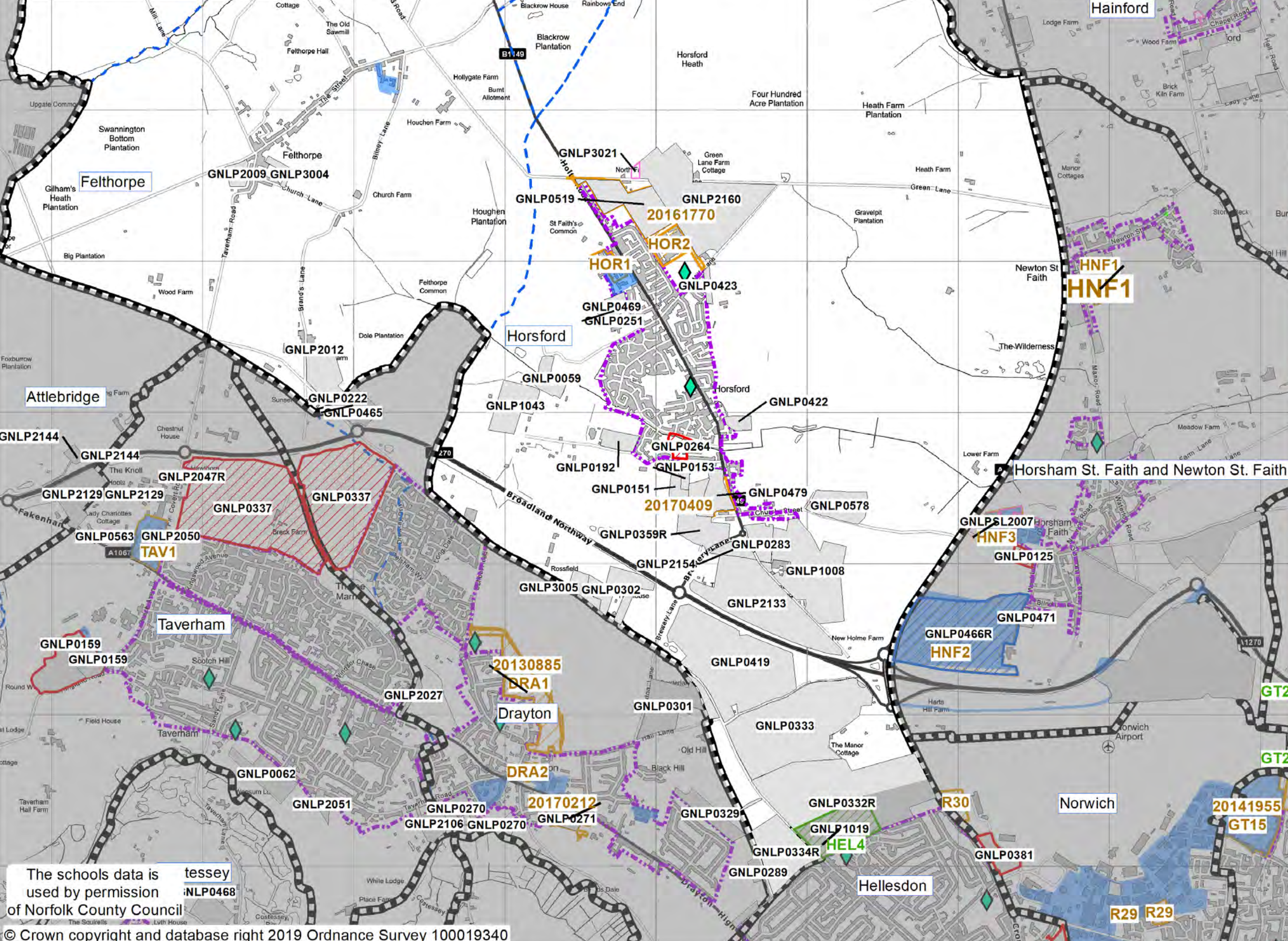
Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				safe walking route to catchment schools in Horsford. Non catchment schools in Hellesdon or Drayton may be closer but again with no safe walking route.
Land at Lodge Farm, Horsford	GNLP0422	1.65	40 dwellings	This site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

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

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

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

Horsford, Felthorpe and Haveringland



Greater Norwich Local Plan

Promoted Sites by School Catchment Areas

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



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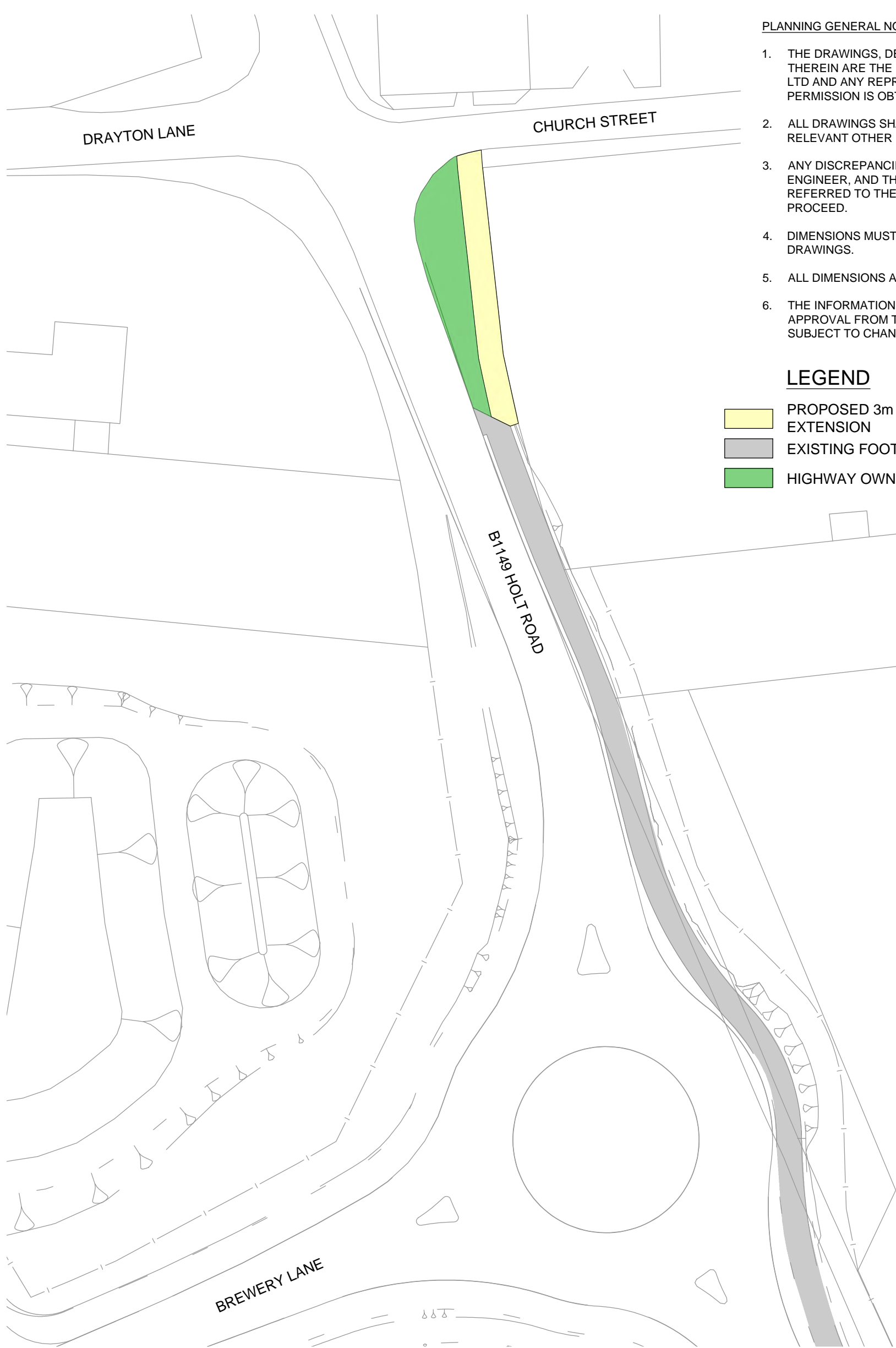
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Project Name: Land off Holt Road, Horsford
CCL Ref: 206164



Appendix C

Proposed Footway Extension Plan



PLANNING GENERAL NOTES:

1. THE DRAWINGS, DESIGN AND ALL INFORMATION CONTAINED THEREIN ARE THE SOLE COPYRIGHT OF CANHAM CONSULTING LTD AND ANY REPRODUCTION IS FORBIDDEN UNLESS PERMISSION IS OBTAINED IN WRITING.
2. ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT OTHER DRAWINGS AND SPECIFICATIONS.
3. ANY DISCREPANCIES BETWEEN THE INFORMATION GIVEN BY THE ENGINEER, AND THAT PROVIDED BY OTHERS, MUST BE REFERRED TO THE ENGINEER BEFORE THE AFFECTED WORKS PROCEED.
4. DIMENSIONS MUST NOT BE SCALED FROM THE ENGINEER'S DRAWINGS.
5. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
6. THE INFORMATION SHOWN DOES NOT CONSTITUTE TECHNICAL APPROVAL FROM THE RELEVANT AUTHORITIES AND COULD BE SUBJECT TO CHANGE POST PLANNING.

LEGEND

- PROPOSED 3m WIDE FOOTWAY /CYCLEWAY EXTENSION
- EXISTING FOOTWAY / CYCLEWAY
- HIGHWAY OWNED VERGE

P2	03.03.20	AMENDED TO 3m FOOTWAY/ CYCLEWAY, DRAWING TITLE REVISED	AW	MR
P1	24.02.20	PRELIMINARY ISSUE	AW	JDP
rev	date	details	by	check

client
CARL PALMER
'CAIPLIE', HORSFORD

architect

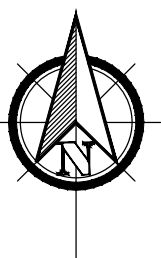
project
LAND OFF HOLT ROAD
HORSFORD

title
PROPOSED FOOTWAY / CYCLEWAY
EXTENSION

CCL A3 1213: CAD DRAWING NOT TO BE HAND MODIFIED OR SCALED IF IN DOUBT ASK

drawn	design	checked	scales	date
AW	AW	JDP	1:500	21.02.20

drawing number
206164-CCL-XX-XX-DR-C-5000



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Project Name: Land off Holt Road, Horsford
CCL Ref: 206164



Appendix D Highway Boundary Plan



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2011 Ordnance Survey 100019340

 **Norfolk** County Council
Grid Ref: 619,595.8892 315,156.0040

 **Public highway hatched green**

**Holt Road
Horsford**

Date created:
21/06/2018
Scale:
1:1,500



Schedule of Services

CIVIL ENGINEERING	STRUCTURAL ENGINEERING	BUILDING SURVEYING
<ul style="list-style-type: none"> • Earthworks • Geotechnical Advocacy • Soil Structure Interaction • Sub Surface Modelling and FEM • 3D Level Design • Ground Modelling • Expert Witness 	<ul style="list-style-type: none"> • Building Structure Design • Building Conservation Support • Conversions, Extensions and Adaptations Support • Forensic Engineering • Temporary Works • Scaffolding Inspection / Design • Structural Reports • Expert Witness 	<ul style="list-style-type: none"> • Building Pathology • Property and Building Surveys • Party Wall Services • Fire, Impact and Flood Damaged Properties • Insurance Advocacy • Contract Administration • Expert Witness • Dilapidation • Project Management
FLOOD RISK AND DRAINAGE		CONTRACTOR SERVICES
<ul style="list-style-type: none"> • Hydraulic Analysis • Sewer and Drainage Design • Sustainable Drainage Design (SuDS) • Flood Risk Assessments • Drainage Strategy • Maintenance Manual / Strategy • Statutory Applications (S102/S104/S106/S185) • Water Course Modelling • Breach and Overtopping Assessments 	<ul style="list-style-type: none"> • Contractor Services • Design Services • Enabling Works • Temporary Works • Surveying Services • Health and Safety Support • CDM Services • Condition Surveys • Site Supervision / Support 	
HIGHWAYS AND TRANSPORT	PRE-PLANNING SERVICES	BUILDING DYNAMICS
<ul style="list-style-type: none"> • Highway Advice and Design • Visibility Splay Assessment • Transport Assessments • Travel Plan • Junction Assessment (LinSig, ARCADY, PICADY) • Parking Surveys and Studies • Statutory Applications (S38/S278) • Private Road and External Design • Vehicle Tracking / Swept Path Analysis 	<ul style="list-style-type: none"> • Phase 1 Land Contamination • Design for Discharge of Conditions / Reserved Matters • Combined Utilities Plan • Conceptual Scheme Design • Site Appraisals and Due Diligence • Feasibility Study • Coastal Erosion Vulnerability Assessments • Appeals • Pre-Application Advice and Planning Advocacy • Public Exhibitions 	<ul style="list-style-type: none"> • BIM (Building Information Modelling) • Point Cloud Surveys • Revit Modelling • Building Analysis • Topographical Surveys • Measured Building Surveys • Thermal Imaging



Canham Consulting

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**Civil
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**Building
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