

# **Borough Council of King's Lynn & West Norfolk**

## **Sustainability Appraisal Report Incorporating Strategic Environmental Assessment for the Site Allocations and Development Management Policies Pre-Submission Document**

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The Sustainability Appraisal Report can be viewed:

- On the Council's website at <http://consult.west-norfolk.gov.uk/portal/>
- Borough Council Offices at King's Lynn, Hunstanton, and Downham Market
- Public libraries in the Borough

If you have any queries, please contact the LDF Team at [ldf@west-norfolk.gov.uk](mailto:ldf@west-norfolk.gov.uk) , or by telephoning 01553 616200.

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## 1) NON-TECHNICAL SUMMARY

### 1.1 About the Report

1.1.1 This Report identifies how the Borough's Site Allocations and Development Management Policies Document would perform in terms of sustainability if the Pre-Submission version were adopted, and how sustainability criteria have been used to inform the choices.

1.1.2 The conclusion of the Sustainability Appraisal is that overall the Pre-Submission Plan would constitute a sustainable form of development. The Strategic Environmental Assessment which forms part of the sustainability appraisal finds that the Site Specific Policies will have an overall positive effect on the environment, as defined by the Directive.

1.1.3 The Report should be read in conjunction with the Site Allocations and Development Management Policies Pre-Submission Document and appendices. These are available to inspect at the Borough Council's offices and at <http://www.west-norfolk.gov.uk/>.

### 1.2 Approach to the Appraisal

1.2.1 The scale and general pattern of growth in the Borough is already set (through the adopted Core Strategy and the now defunct East of England Plan), so the decisions in the current plan preparation are primarily limited to choices between alternative potential sites in the same vicinity to accommodate that development, and the formulation of topic based policies to elaborate national planning policy in the light of local circumstances.

1.2.2 The allocations, and a range of other reasonable alternatives, were assessed against a set of Sustainability Objectives developed in the earlier stages of the preparation of the Local Plan. To aid the assessment of individual sites these were assessed against more detailed Site Sustainability Factors. The impact of the Plan was also considered in relation to the current sustainability conditions and issues in and around the Borough.

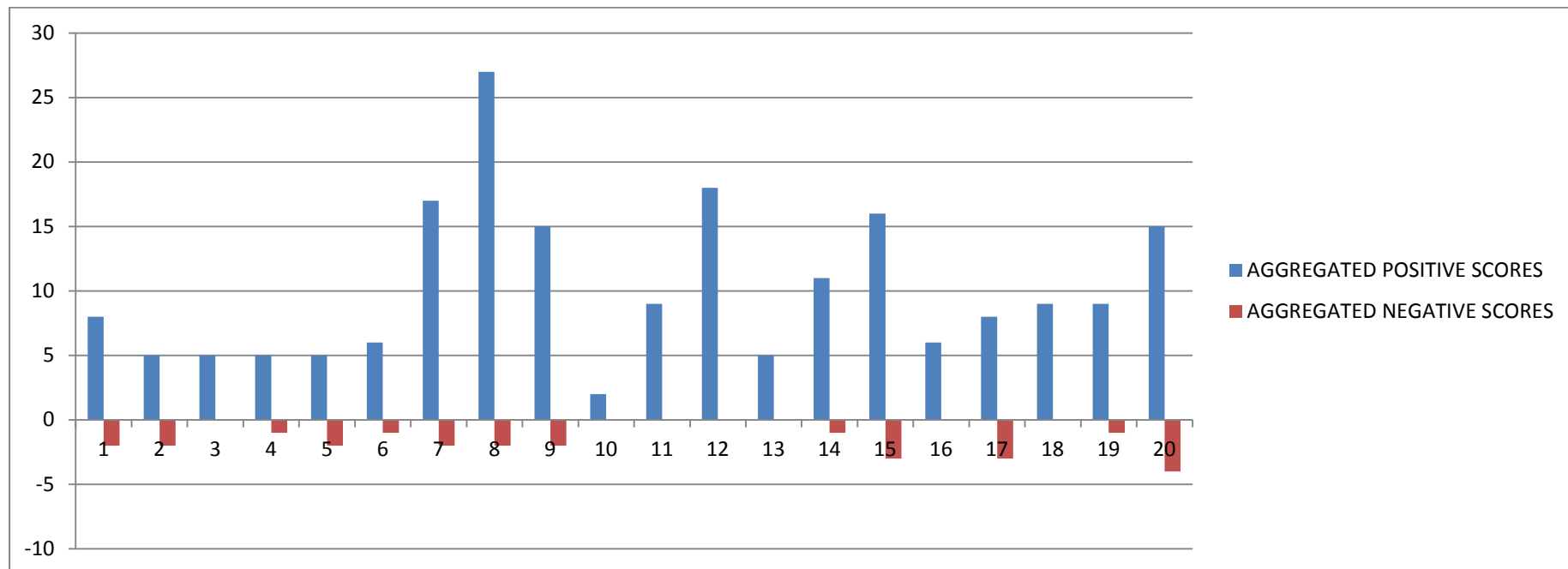
1.2.3 The findings of these individual assessments confirmed that there were no obvious, easy choices: in almost every case a potential site or policy which performed well in one respect would perform less well in another. Hence difficult choices had to be made as to which aspect of sustainability to give greatest weight to, both in any particular case and more generally.

### 1.3 Results of Appraisal

1.3.1 The minor amendments to existing Core Strategy policies do not alter the thrust of the policies, but clarify their meaning and coverage. The overall result of these changes is a small but positive increase in sustainability.

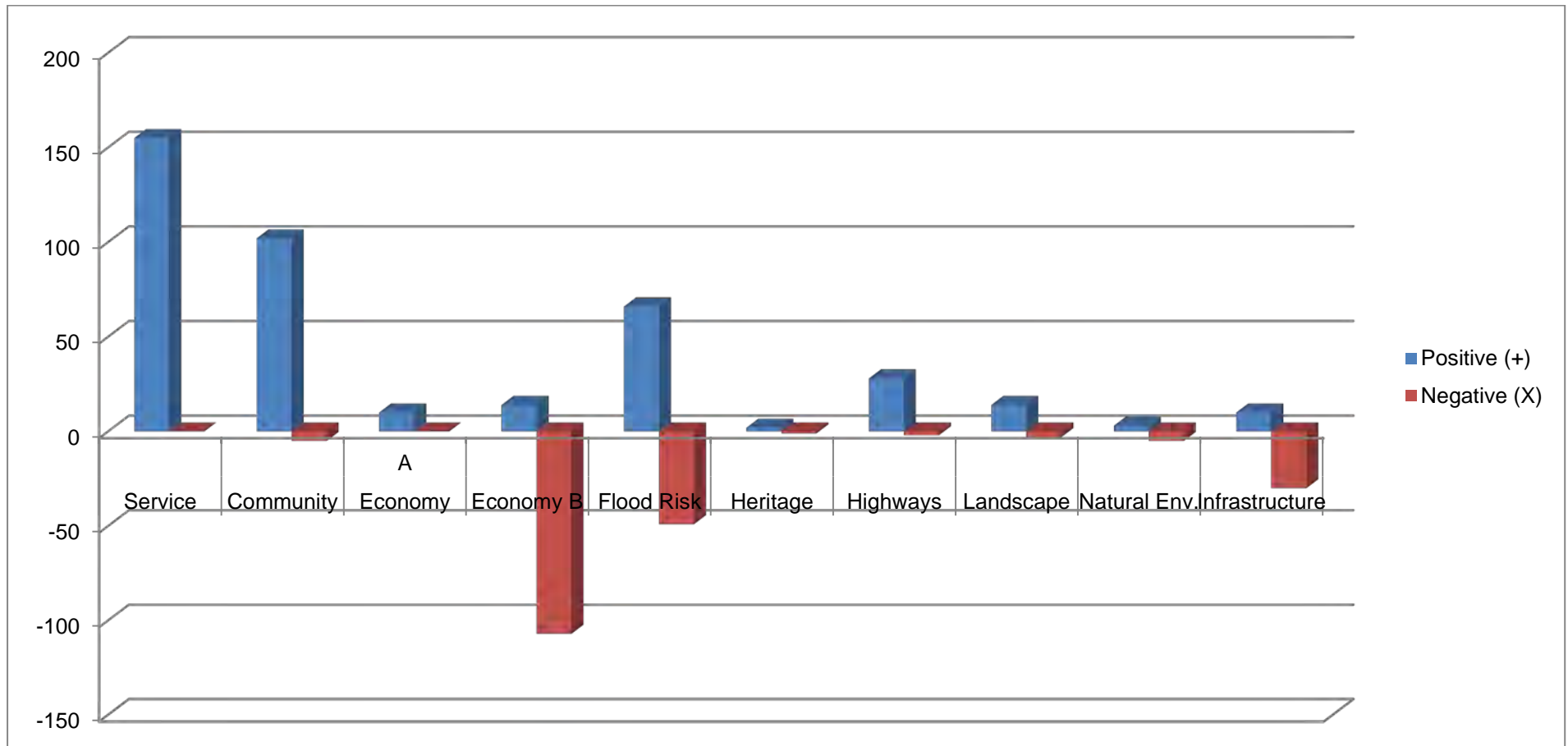
1.3.2 The positive sustainability scoring of the Development Management policies, taken together, substantially outweighed the negative ones. There were particularly notable advantages scored for this set of policies in terms of landscape/townscape, place-making, pollution reduction and human health, and no marked negative effects.

**Figure 1.3a – Aggregated Scores of Development Management Policies – Bar Chart**



1.3.3 The development allocations and settlement related policies, taken together, scored most positively in terms of services, community and flood risk factors, and most negatively in terms of flood risk, food production (loss of high grade agricultural land), and infrastructure factors. Overall though, taking all factors together, there were more than double the number of positive scores as negative ones.

Figure 1.3b - Aggregated Scores of Site Allocations and Settlement Specific Policies – Bar Chart



## 1.4 Conclusions

1.4.1 The conclusion of the Sustainability Appraisal is that overall the Pre-Submission Plan would constitute a sustainable form of development. The Strategic Environmental Assessment which forms part of the sustainability appraisal similarly finds that the Site Specific Policies will have an overall positive effect on the environment, as defined by the Directive.

## 2) BACKGROUND

### 2.1 The Borough Council of King's Lynn & West Norfolk

2.1.1 The Borough Council is the local planning authority for King's Lynn and West Norfolk, and has the responsibility for preparing a local plan (formerly local development framework) for the area, and for deciding planning applications in the Borough. (Note the exception that responsibility for minerals planning and waste planning in the Borough lies with Norfolk County Council.) The Borough Council must prepare its local plan 'with the objective of contributing to the achievement of sustainable development'<sup>1</sup>.

### 2.2 The Local Plan for King's Lynn & West Norfolk

2.2.1 The Council is currently preparing a Site Allocations and Development Management Policies Pre-Submission Document (for brevity referred to in the rest of this document as the Detailed Plan), and this sustainability appraisal is prepared in support of that.

2.2.2 This Detailed Plan is intended to implement, complement and supplement the adopted Core Strategy. The Core Strategy sets the overall scale, general location and purpose of development in the Borough up to the year 2026.

2.2.3 The Core Strategy and Detailed Plan have been developed in relation to the current and emerging plans for the adjoining districts and the wider region, and to complement a wide range of plans and programmes on, for instance, provision of infrastructure and facilities, and management of issues such as coastal and flood protection, water supply, etc. These plans and programmes are listed in Table 3.7 in Section 3.

2.2.4 The 'Pre-Submission' version of the Detailed Plan is a plan including a number of different types of policy, such as:

- A. Settlement specific policies, which may be divided into several types:
  - a. allocation of land for specified development;
  - b. guidance for the future evolution of, for instance, existing town centres;
  - c. delineation of development boundaries.
- B. Topic based Development Management policies, generally applying across the whole Borough, though in a few instances to more limited areas.

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<sup>1</sup> S.39, Planning & Compulsory Purchase Act 2004



2.2.5 The Local Plan (formerly Local Development Framework) for King's Lynn and West Norfolk currently comprises the Core Strategy (adopted 2011), and also a small number of policies from the 1998 Local Plan are 'saved' and remaining in force. These remaining 1998 policies will be superseded and cease to have effect upon adoption of the Detailed Plan.

2.2.6 Once the Detailed Plan is adopted (anticipated 2015) this will also become part of the Local Plan for King's Lynn and West Norfolk, alongside the Core Strategy.

2.2.7 The Local Plan is (together with any neighbourhood plans in force) the statutory development plan for the Borough, and planning applications must be decided in accordance with this unless there are material planning reasons to require otherwise.

### 2.3 Sustainability Appraisal

2.3.1 The Council is obliged to undertake a sustainability appraisal with each of its development plan documents<sup>2</sup>, to inform its preparation and assess its anticipated impact.

2.3.2 While the terminology and documentation of sustainability appraisal can be rather forbidding, in essence it is simply making explicit the thinking about a comprehensive range of factors and effects that goes into all good plan-making. This is to ensure that decisions are made explicitly considering the principles of sustainable development and that any potential adverse impacts are minimised and beneficial impacts maximised.

2.3.3 The term 'sustainability appraisal' (SA) is used, in this context, to describe a form of assessment that considers the social, environmental and economic effects of implementing a particular plan. It is intended that the SA process helps plans meet the objective of contributing to the achievement of sustainable development. The results of the SA have informed the Authority's decisions on the Pre-Submission Plan.

2.3.4 The process for conducting this particular sustainability appraisal is set out later in this document.

2.3.5 The SA was undertaken by officers in the Local Plan team. This 'in-house' approach facilitates the use of the detailed knowledge of localities and issues within the team, and the integration of the SA process with the development of the Plan.

2.3.6 The current Sustainability Appraisal Report builds on and develops the earlier Draft Sustainability Appraisal Report published alongside the 'Preferred Options' consultation for this Plan. (The Draft SA Report can be viewed at [http://consult.west-norfolk.gov.uk/portal/sustainability\\_appraisal?tab=files](http://consult.west-norfolk.gov.uk/portal/sustainability_appraisal?tab=files) )

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<sup>2</sup> Section 19, Planning & Compulsory Purchase Act 2004.

## **2.4 Strategic Environmental Assessment (SEA)**

2.4.1 The Borough Council has determined that the nature and scope of the Detailed Plan mean it is likely to have significant environmental effects (in the terms of Regulation 9(1) of the Environmental Assessment of Plans and Programmes Regulations 2004) and consequently a SEA is required.

2.4.2 Although the requirements for a SEA are distinct from those for SA, they overlap substantially in terms of process and content. Therefore the required Strategic Environmental Assessment has been integrated into this sustainability appraisal. A later section sets out more information on strategic environmental assessment and demonstrates how the various requirements have been met in this report.

## **2.5 Appropriate Assessment (Habitats)**

2.5.1 Directive 92/43/EEC (the Habitats Directive) on the Conservation of Natural Habitats and of Wild Fauna and Flora, and the UK regulations that give effect to this, require an 'Appropriate Assessment' (AA) (also known as Habitats Regulations Assessment or HRA) of the potential impacts of land-use plans (this includes the Detailed Plan) on European designated habitat sites to ascertain whether they would adversely affect the integrity of such sites. Where significant adverse effects are identified, alternative options must be examined to avoid any potential damaging effects.

2.5.2 While any effect of the policies of the Detailed Plan on European Designated habitats is obviously a component of the SA/SEA of the document, the specific requirements and process of an 'appropriate assessment' differ, and so the Appropriate Assessment/Habitats Regulations Assessment has been carried out separately in parallel, and is reported in a separate but accompanying document.

### 3) THE BASIS AND METHOD OF THE SUSTAINABILITY APPRAISAL

#### 3.1 Approach to the Sustainability Appraisal

3.1.1 It is important that sustainability appraisal is proportionate and appropriate to the type of plan and policies under consideration. There can be a danger that a proliferation of data and complex processes may tend to obscure, rather than illuminate, the key issues and choices to be faced. On the other hand, the appraisal must be robust.

3.1.2 The Detailed Plan did not start from a blank sheet, but in the context of the Core Strategy, which had previously decided the overall approach to development and the use of land in the Borough, and the broad locations and amounts of development to be achieved by 2026. That Core Strategy was itself subject to a SA, and therefore the SA of the Detailed Plan has not needed to rehearse or revisit the foundations and effects of its strategy and policies, but examine whether the additional effects of the specific site allocations, and site or Development Management policies, give rise to further sustainability benefits or dis-benefits.

3.1.3 Therefore key tasks for the sustainability appraisal are firstly to assess the long-term social, environmental and economic, etc. effects of the individual site or development management policy options on their locality and, where applicable, on any wider area, and secondly to assess the combined effects, in these terms, of the policies of the whole area.

3.1.4 This SA has sought to follow legislation and advice to:

- Take a long-term view of how the Borough is expected to develop, taking account of the likely social, environmental, and economic effects of the Plan;
- Provide a mechanism for ensuring that sustainability objectives are translated into sustainable planning policies;
- Reflect established sustainability objectives for the area;
- Provide an audit trail of how the plan has been developed in light of the provisional findings of the sustainability appraisal; and
- Incorporate the requirements of the EU SEA Directive.

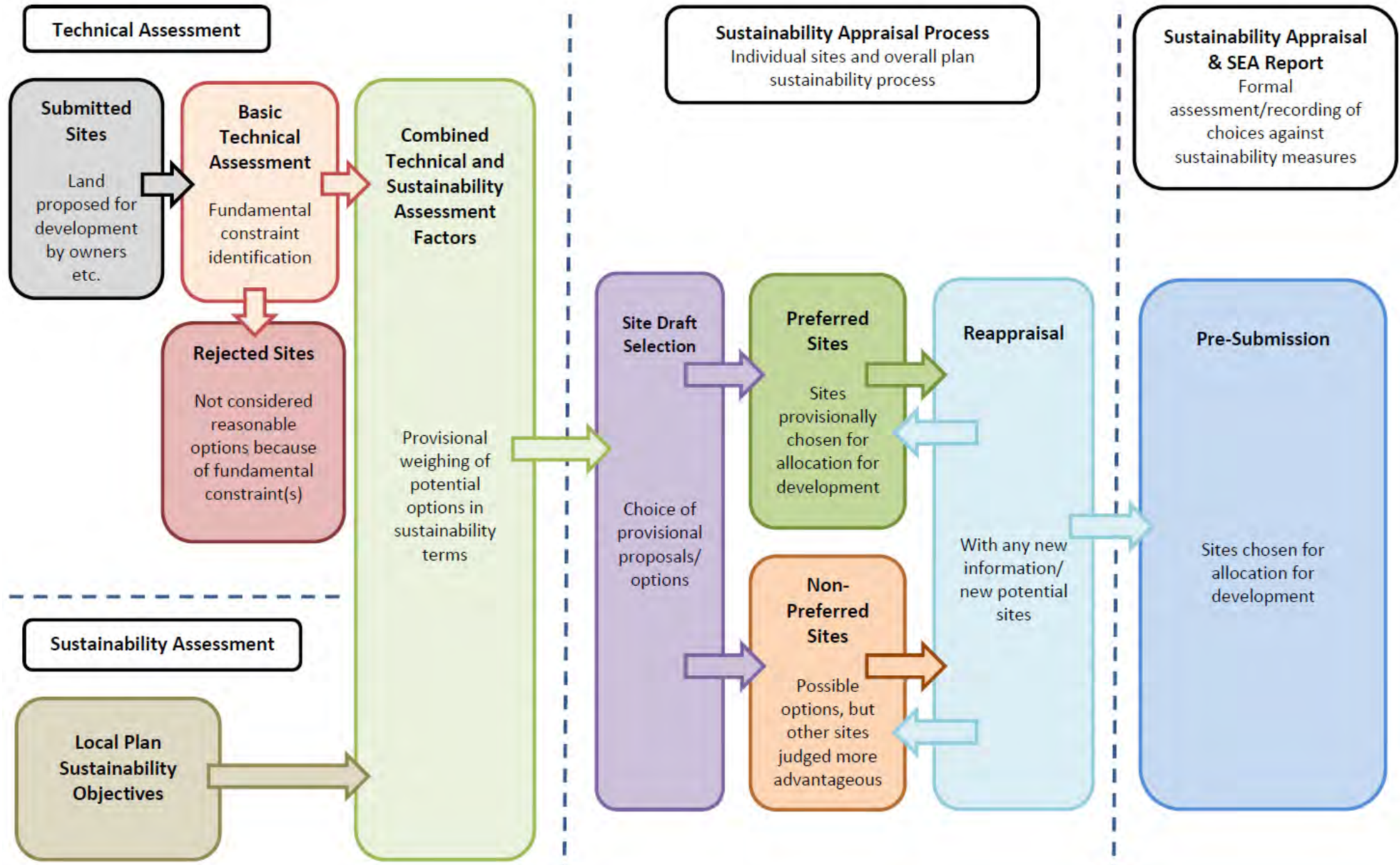
3.1.5 The sustainability appraisal process is intended to provide both an aid to the selection of the most appropriate policies and a measure of the sustainability of the finalised plan.

**Table 3.1 - Stages of Sustainability Appraisal**

STAGE	HEADING	SUMMARY OF STAGE	HOW IMPLEMENTED
A	<b>SCOPING</b>	Setting the context and objectives, establishing the baseline, and deciding on the scope	The scoping report for the Core Strategy set these for the successive components of the Local Plan (then termed 'Local Development Framework'), following statutory consultation with the relevant bodies on a Draft Scoping Report in 2006.
B	<b>OPTION TESTING</b>	Developing and refining options	Undertaken through the 'Issues and Options' Stage, and subsequently through the process of identifying the 'Preferred Options'. This process continued as these preferred options were reviewed in light of the responses to the last consultation.
C	<b>ASSESSING PLAN</b>	Appraising the effects of the plan	This Report contains an outline assessment of the anticipated effects of the plan, and this has been subject to refinement and elaboration in the light of the 'Preferred Options' consultation and any subsequent changes to policies.
D	<b>CONSULTING</b>	Consulting on the plan and SA Report	Consultation was undertaken in 2011 on a preliminary Sustainability Appraisal as part of the 'Issues and Options' consultation. This was followed by consultation on the Draft Sustainability Report alongside the Preferred Options prior to the submission of the plan for examination. This final Sustainability Appraisal Report will accompany the submission version of the Plan.
E	<b>MONITORING</b>	Monitoring the implementation of the plan	The implementation of the Plan, and its sustainability impacts, will be monitored primarily through the Borough's Annual Monitoring Report. See Section 4.3, later in this document, for details.

3.1.6 The following figure illustrates how the SA fits into the broader process of developing the Plan in relation to individual policies and sites.

Figure 3.1 - Diagram of Site Selection Process



## 3.2 Key Sustainability Issues in West Norfolk

3.2.1 The SA Scoping Report identified the sustainability issues for the Borough through evidence-gathering, and a series of workshops and focus groups with stakeholders and Council Members. These issues can be summarised as follows (for full details see the Scoping Report on the Council's website):

### 3.2.2 Environment

- Impending climate change and issues associated with it.
- Much of the Borough is low-lying, meaning that it may be at risk of flooding. Coastal locations are particularly at risk.
- There is a potential lack of water resources due to over abstraction, and climate change leading to decreased water availability.
- The Borough is renowned for its wildlife, geology and natural resources, which should be protected from any negative impacts of development.
- Loss and disturbance to fragile habitats and species susceptible to climate change.
- The Borough has a large number of designated sites protecting sensitive habitats and species.
- The Borough contains part of the Norfolk Coast Area of Outstanding Natural Beauty, which will require protection.
- The Borough has over 100 Scheduled Ancient Monuments, around 2,000 Listed Buildings, 5 Historic Parks and Gardens and buildings and landscapes with cultural value.
- Greenhouse gas emissions from the Borough are contributing to climate change, and are higher than the national average.
- Air Quality targets are unlikely to be met for nitrogen dioxide and PM10.
- National policy pressure for increased renewable energy generation and for improvements in the energy efficiency of buildings.
- Increasing levels of household (and municipal) waste produced.
- Increased impact of traffic on town centres and rural areas.
- High percentage of journeys to work undertaken by car.
- High percentage of homes not energy efficient.
- Pressures of visual intrusion of some renewable technologies in the landscape.
- Water supply, management and drainage problems.
- Lack of surveys pre-planning decisions.
- Some SSSI's not in 'favourable' condition.
- Local areas of biodiversity and geodiversity which have no statutory protection susceptible to impact of development.
- High number of vacant dwellings.

- Areas of poor quality environment in urban areas.
- Threatened landscape character.

### 3.2.3 Social

- Unsustainable transport patterns as a result of dispersed populations.
- Low skills base in the Borough; under national average for GCSE's and A levels.
- There are higher proportions of people living with limiting long term illnesses in the Borough than the national, regional or county averages.
- The difference in life expectancy between the best and worst wards in the Borough is over 10 years, representing significant health inequalities.
- The Borough has an ageing population. This places demands on the health/care sector and means a shortage of residents of working age.
- Lack of facilities for young people. This leads to younger people leaving the area and not returning.
- The Borough has been identified as an area of high deprivation; three of the eight wards in King's Lynn are in the most deprived 10% in England.
- There is a low proportion of affordable housing developed in the Borough as well as a poor mix of housing types and sizes.
- Impact of communities particularly on the coast from 'second homes'.
- Hunstanton, and other coastal locations, have significant retired populations, which creates an imbalance in the age structure.
- The isolated rural nature of parts of the Borough leads to inaccessibility of essential services and facilities.
- Increasing rural populations are increasing demand for housing and service provision in the countryside.
- Withdrawal of village services.
- Low proportion of journeys to work on foot or by cycle.
- Lack of courses and access to educational classes in rural areas of the Borough.
- High perception of crime.
- Poor access to public transport.
- Poor Broadband coverage.
- Shortage of local services such as surgeries, schools, post offices, village shops and local leisure facilities.
- Insufficient infrastructure and facilities to support new housing development.
- Low average earnings.
- High average property price to income ratio.

- Lack of community spirit in some wards.
- Low electoral turnout in local authority elections.
- Low number of Parish Plans.

### 3.2.4 Economy

- Attracting and retaining key workers in the Borough.
- A high proportion of the Borough's employment is in agriculture and manufacturing, compared with the rest of Norfolk and England. Although there is some very high technology engineering and manufacturing, employment in the Borough is more predominantly in low-skilled employment sectors.
- Average earnings in the Borough are lower than both the national and regional averages.
- King's Lynn is under performing in terms of services, the economy, housing and tourism given its role as a significant centre.
- Some areas of King's Lynn town centre appear uncared for and unsafe.
- An increase in residential development in Downham Market has led to the town outgrowing its compact market town characteristics and facilities.
- Downham Market has suffered from a number of years of underinvestment, and is in need of improvement of its visual amenity and regeneration of the economy.
- Downham Market is used as a dormitory town due to its location on the main railway line to Cambridge and London. This leads to under-spending in the town and lower community spirit.
- The seasonal nature of visitors to Hunstanton and other coastal locations lead to variations in population and demands on local services.
- The role of Hunstanton and other coastal locations as seaside resorts means there is large seasonal variation in employment opportunities and income in the town.
- Changes in farming needs and practice mean that agricultural diversification is needed.
- Loss of high quality agricultural land.
- Poor perception of the King's Lynn area.
- Lack of serviced employment land in the right locations to meet the needs of local business and inward investment.
- Low business formation and survival rate.
- Number employed in tourism is low given the relative importance of tourism in the Borough.
- Lack of cultural and quality night time economy.
- Poor transport links.



- Lack of investment.

### 3.3 Local Plan Sustainability Objectives

3.3.1 The ‘Local Plan Sustainability Objectives’, set in the earlier stages of evolution of the Local Plan (formerly referred to as the ‘Local Development Framework Sustainability Objectives’) provide the criteria against which the individual policies and the completed plan are assessed.

3.3.2 It is important to appreciate that the scoring of policy options against these objectives is intended to give only a broad indication of its performance: more detailed and qualitative judgements are a necessary part of the decision-making process. Neither can the scoring against different objectives be directly compared to one another. A certain score against flood vulnerability, for instance, cannot be said to be equivalent to the same score against, say, economic impact. Rather, the scoring helps identify advantages and disadvantages, and hence where different considerations are in alignment and where trade-offs must be (or have been) made.

**Table 3.3 - Local Plan Sustainability Objectives**

TOPICS	LOCAL PLAN SUSTAINABILITY OBJECTIVES	SEA ENVIRONMENTAL EFFECT ‘ISSUES’
Land and water resources	[1] Minimise the irreversible loss of undeveloped land and productive agricultural holdings [2] Minimise waste and reduce the use of non-renewable energy sources. [3] Limit water consumption to levels supportable by natural processes and storage system	<ul style="list-style-type: none"> <li>• Soil</li> <li>• Water</li> <li>• Material assets</li> <li>• Landscape</li> </ul>

TOPICS	LOCAL PLAN SUSTAINABILITY OBJECTIVES	SEA ENVIRONMENTAL EFFECT 'ISSUES'
Biodiversity and Geodiversity	[4] Avoid damage to designated sites and protected species [5] Maintain and enhance the range and viability of characteristic habitats and species	<ul style="list-style-type: none"> <li>• Biodiversity</li> <li>• Fauna</li> <li>• Flora,</li> <li>• Soil</li> <li>• Water</li> <li>• Landscape</li> </ul>
Landscape, townscape	[6] Avoid damage to protected sites and historic buildings and archaeology [7] Maintain and enhance the diversity and distinctiveness of landscape and townscape character [8] Create places, spaces and buildings that work well, wear well and look good	<ul style="list-style-type: none"> <li>• Material assets</li> <li>• Cultural heritage including architectural and archaeological heritage</li> <li>• Landscape</li> </ul>
Climate change and pollution	[9] Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) [10] Minimise waste production and support the recycling of waste products [11] Limit or reduce vulnerability to the effects of climate change (including flooding)	<ul style="list-style-type: none"> <li>• Soil</li> <li>• Water</li> <li>• Climatic factors</li> </ul>
Healthy communities	[12] Maintain and enhance human health [13] Reduce and prevent crime, and reduce the fear of crime [14] Improve the quantity and quality of publicly accessible open space	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> </ul>
Inclusive communities	[15] Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) [16] Redress inequalities related to age, gender, disability, race, faith, location and income [17] Ensure all groups have access to decent, appropriate and affordable housing [18] Encourage and enable the active involvement of local people in community activities	<ul style="list-style-type: none"> <li>• Population</li> </ul>

TOPICS	LOCAL PLAN SUSTAINABILITY OBJECTIVES	SEA ENVIRONMENTAL EFFECT 'ISSUES'
Economic activity	[19] Help people gain access to satisfying work appropriate to their skills, potential and place of residence [20] Improve the efficiency, competitiveness and adaptability of the local economy	<ul style="list-style-type: none"> <li>• Population</li> <li>• Material assets</li> </ul>

### 3.4 Site Sustainability Factors

3.4.1 The twenty Local Plan Sustainability Objectives are used to assess the sustainability of the general policies in the Plan. However, having been formulated with Core Strategy strategic polices preparation in mind, these were not ideally suited to comparing individual sites. Some of the sustainability objectives had only an indirect relationship to sites level issues, while others were closely related but not drafted to focus on features.

3.4.2 In order to overcome these issues a subsidiary set of 10 'Site Sustainability Factors' was developed, these are set out in table 3.4a below. These are more directly related to issues affecting the choices between one site and another, yet relate to the 20 Local Plan Sustainability Objectives, the links between the two are set out in table 3.4b below. These 'Site Sustainability Factors' were used to inform the choices between sites, and then to assess the combined anticipated effects of the selected sites. This was achieved by developing a 'Site Sustainability Factor Scoring Guide' as set out in table 3.4c below.

3.4.3 As with the sustainability objectives scoring, it is important to appreciate that the scoring of policy options against these factors is intended to give only a broad indication of its performance: more detailed and qualitative judgements are a necessary part of the decision-making process. Neither can the scoring against different factors be directly compared to one another. A certain score against flood vulnerability, for instance, cannot be said to be equivalent to the same score against, say, economic impact. Rather, the scoring helps identify advantages and disadvantages, and hence where different considerations are in alignment and where trade-offs must be (or have been) made.

**Table 3.4a – Site Sustainability Factors**

	<b>SITE SUSTAINABILITY FACTOR</b>	<b>Includes positive and negative anticipated results in terms of, for example:</b>
a	<b>Access to Services</b>	Proximity to services; development providing supporting local services; availability of public transport to towns and such major service centres.

	<b>SITE SUSTAINABILITY FACTOR</b>	<b>Includes positive and negative anticipated results in terms of, for example:</b>
b	<b>Community and Social</b>	Local community support for proposals; provision of community facilities; provision of housing, especially types/tenures/mixes that meet community needs; neighbourhood plan promoted development; development contributing to healthy lifestyles.
c	<b>Economy A: Business</b>	Promotes economic development; creates supports employment.
d	<b>Economy B: Food Production</b>	Use of higher or lower grade agricultural land; development that involves/supports food production.
e	<b>Flood Risk</b>	Development of land at different levels of flood risk; development type sensitivities.
f	<b>Heritage</b>	Conservation or enhancement of cultural heritage, including listed and other historic buildings, conservation areas and others of local distinction, archaeology, etc.
g	<b>Highways and Transport</b>	Relationship of development to transport networks, especially public transport; safety, free flow and efficiency of use of highway and other transport networks; transport infrastructure improvements and extensions; cycle and footway provision/availability for practical access and reduction of car use.
h	<b>Landscape and Amenity</b>	Conservation and enhancement of designated Norfolk Coast Area of Outstanding Natural Beauty and other distinctive landscapes; protection and improvement of local amenity (including visual/aural/olfactory);
i	<b>Natural Environment</b>	Biodiversity; geodiversity.
j	<b>Infrastructure, Pollution and Waste</b>	Provision, protection and best use of infrastructure; avoidance of waste and pollution;

3.4.4 The Site Sustainability Factors (SSFs) link to the Local Plan Sustainability Objectives (LPSOs) as indicated in Table 3.4b, following.

**Table 3.4b: Relationship between Site Sustainability Factors and Local Plan Sustainability Objectives**

Local Plan Sustainability Objectives		Site Sustainability Factors									
		a	b	c	d	e	f	g	h	i	j
		Access to Services	Community & Social	Economy A: Business	Economy B: Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
1	Minimise the irreversible loss of undeveloped land and productive agricultural holdings				<b>STRONG</b> (direct relationship)		<b>MODERATE</b> (maintenance of character of settlements and the landscape)		<b>STRONG</b> (maintenance of character and amenity value of the landscape)	<b>STRONG</b> (direct relationship with undeveloped land)	
2	Minimise waste and reduce the use of non-renewable energy sources	<b>MODERATE</b> (reductions in need to travel, and travel distances)								<b>MODERATE</b> (complex, sometimes, conflicting, relationships)	<b>STRONG</b> (direct relationship re pollution and waste)
3	Limit water consumption to levels supportable by natural processes and storage system					<b>MODERATE</b> (use of natural processes for water supply reduces flood risks)				<b>STRONG</b> (use of natural processes favours the natural environment)	<b>STRONG</b> (use of natural processes avoids waste and need for additional infrastructure)

Local Plan Sustainability Objectives		Site Sustainability Factors									
		a	b	c	d	e	f	g	h	i	j
		Access to Services	Community & Social	Economy A: Business	Economy B: Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
4	Avoid damage to designated sites and protected species								<b>MODERATE</b> (landscape important factor in habitats/species health, and vice versa)	<b>STRONG</b> (direct relationship)	
5	Maintain and enhance the range and viability of characteristic habitats and species								<b>MODERATE</b> landscape important factor in habitats/species health, and vice versa)	<b>STRONG</b> (direct relationship)	
6	Avoid damage to protected sites and historic buildings and archaeology			<b>MODERATE</b> (protecting the basis of the appeal of the area for tourism and as a place to live)			<b>STRONG</b> (direct relationship)		<b>MODERATE</b> (heritage remains important component of landscape, and landscape important for their setting)		

Local Plan Sustainability Objectives		Site Sustainability Factors									
		a	b	c	d	e	f	g	h	i	j
		Access to Services	Community & Social	Economy A: Business	Economy B: Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
7	Maintain and enhance the diversity and distinctiveness of landscape and townscape character						<b>STRONG</b> (direct relationship)		<b>STRONG</b> (direct relationship)	<b>MODERATE</b> (natural environment important to landscape character)	
8	Create places, spaces and buildings that work well, wear well and look good	<b>MODERATE</b> (locating development well related to services and facilities)	<b>MODERATE</b> (good places help support community cohesion)	<b>MODERATE</b> (providing an attractive and efficient environment for business location)			<b>MODERATE</b> (heritage buildings and spaces important part of the visual quality of localities)	<b>MODERATE</b> (location within, and effect on transport networks, important part of the way places work)	<b>MODERATE</b> (almost direct relationship)		<b>MODERATE</b> (well integrated places are durable and make best use of existing infrastructure)
9	Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light)	<b>MODERATE</b> (locating development to reduce need/desire to travel, and travel distances)							<b>STRONG</b> (amenity, and sometimes landscape, directly adversely affected by pollution)	<b>STRONG</b> (natural environment and pollution avoidance in harmony)	<b>STRONG</b> (direct relationship re pollution)



Local Plan Sustainability Objectives		Site Sustainability Factors									
		a	b	c	d	e	f	g	h	i	j
		Access to Services	Community & Social	Economy A: Business	Economy B: Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
10	Minimise waste production and support the recycling of waste products									<b>MODERATE</b> (SUDS, energy conservation, etc.)	<b>STRONG</b> (direct relationship re waste avoidance)
11	Limit or reduce vulnerability to the effects of climate change (including flooding)		<b>MODERATE</b> (locating development to avoid the human costs of flooding)	<b>MODERATE</b> (reduce the vulnerability of businesses to flood risk)	<b>MODERATE</b> (reducing vulnerability of food chains)	<b>STRONG</b> (direct relationship)		<b>MODERATE</b> (oldest patterns of settlement often less vulnerable than more recent, but changing expectations and increased risks)			<b>MODERATE</b> (avoiding need for new or enhanced flood protection infrastructure coincides with steering development away from flood risk)
12	Maintain and enhance human health		<b>STRONG</b> (supporting healthcare provision and healthy lifestyle opportunities)								

Local Plan Sustainability Objectives		Site Sustainability Factors									
		a	b	c	d	e	f	g	h	i	j
		Access to Services	Community & Social	Economy A: Business	Economy B: Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
13	Reduce and prevent crime, and reduce the fear of crime		<b>STRONG</b> (designing out crime)								
14	Improve the quantity and quality of publicly accessible open space	<b>STRONG</b> (improving quality and quantity of open space)	<b>STRONG</b> (development that supports or improves public open space)						<b>STRONG</b> (often direct relationship)		
15	Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	<b>STRONG</b> (locating development close to services, or public transport links)		<b>MODERATE</b> (improving the efficiency of businesses, and providing business opportunities)							

Local Plan Sustainability Objectives		Site Sustainability Factors									
		a	b	c	d	e	f	g	h	i	j
		Access to Services	Community & Social	Economy A: Business	Economy B: Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
16	Redress inequalities related to age, gender, disability, race, faith, location and income	<b>STRONG</b> (locating development accessible by public transport important for those groups without a car)	<b>STRONG</b> (development that engenders inclusive communities)								
17	Ensure all groups have access to decent, appropriate and affordable housing	<b>MODERATE</b> (lack of good housing acts as barrier to accessing services)	<b>STRONG</b> (housing provision as community need, and as basis for community involvement)								
18	Encourage and enable the active involvement of local people in community activities		<b>STRONG</b> (Community choice of, or support for, site/development)								

Local Plan Sustainability Objectives		Site Sustainability Factors									
		a	b	c	d	e	f	g	h	i	j
		Access to Services	Community & Social	Economy A: Business	Economy B: Food Production	Flood Risk	Heritage	Highways & Transport	Land-scape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
19	Help people gain access to satisfying work appropriate to their skills, potential and place of residence		<b>STRONG</b> (providing work opportunities close to homes)	<b>STRONG</b> (direct relationship, plus helping businesses source suitable staff)							
20	Improve the efficiency, competitiveness and adaptability of the local economy			<b>STRONG</b> (direct relationship)							

3.4.5 Table 3.4c, below, illuminates further these categories, showing how sites were scored against these. The scoring of sites was informed by the site technical assessments undertaken for each, on a settlement by settlement basis. The Site Technical Assessments are published as a separate document.

Table 3.4c - Site Sustainability Factor Scoring Guide

Sustainability impact score	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>++ highly positive</b>	Top scoring in the CAM assessment – good access to a wide range of services (for that particular settlement)	Strong community support. The community benefits from the scheme (housing/mixed communities/equality/facilities)	Highly positive permanent contribution to the economy – jobs, business opportunities		N/A		The allocation will deliver better transport links for the community		Improves natural environment e.g. allocation of a National Nature reserve	Allocation of local/national infrastructure
<b>+ positive</b>	Mid scoring in the CAM assessment – good access to a range of services (for that particular settlement)	Overall favourable community support or, if no comments were received - the community benefits from the scheme (housing/mixed communities/equality/facilities)	Overall positive contribution to the economy – jobs, business opportunities	Grade 6 Urban/Previously developed land	Flood Zone 1	Proven to enhance heritage e.g. allocation for a museum	Identifiable access, preferred allocation for the settlement (NCC Highways)	Allocation will improve the landscape/to wnscape/amenity e.g. replacing an eyesore vandalised building with high crime.	contributes to natural environment e.g. allocation of a local green space	

Sustainability impact score	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>O</b> neutral	N/A	No comments received. Allocation would deliver minimal benefits to the community	Allocation would deliver minimal/no real benefit to the economy	Grade 4 + 5	N/A	No heritage impact		Allocation is unlikely to have either an overall positive, or overall negative impact on the landscape / townscape – it will just fit in with surrounding development	No impact	
<b>+/-</b> positive/negative	N/A	Strong community objection but scheme could deliver community benefits (housing/mixed communities/equality/facilities)	N/A	Part of site grade 4/5 and part of site grade 3 agricultural land	Part of site zone 1 and part of site zone 2 or 3					
<b>?</b> unknown	N/A	Unknown impact	Unknown impact	Unknown impact (unknown grade/type)	Unknown impact (zone not known)	Unknown impact	Unknown if access can be achieved	Unknown impact	Unknown impact	Unknown impact

Sustainability impact score	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>#</b> dependant on implementation	Development is of a scale that could deliver a greater range of services	Scheme details negotiable (may deliver some community benefits)	Scheme details still negotiable (may deliver some employment/mixed uses)	N/A	N/A	Within or immediately adjacent to Conservation Area (could impact on the 'setting')	Allocation ok subject to safe access, etc. (highways comments)	Potential negative impact but this could be mitigated through the design of the scheme (e.g. site could be screened from wider countryside)	Potential negative impact which needs to be further investigated – scheme could be designed to minimise impact	Some minor issues identified but also solutions provided in relation to allocation
<b>X</b> negative	Poor scoring in the CAM assessment – poor access to a range of services (for that particular settlement)	Some community objection – the allocation delivers minimal benefits	Overall negative impact on the economy – minor loss of jobs and business opportunities	Grade 3 agricultural land	Zone 2	Some minor degradation of heritage	Inadequate footpaths to the school/generally disliked by NCC Highways	Allocation likely to have a negative impact on the landscape/landscape. And/or allocation likely to have a negative impact on amenity e.g. within Cordon Sanitaire	Likely negative impact on species/biodiversity (e.g. within Stone Curlew area, immediately adjacent to national/inter national designated area)	Generally negative comments from infrastructure providers

Sustainability impact score	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>XX</b> <b>highly negative</b>	No walking/cycling access to services	Strong community objection – the allocation will not deliver wider benefits to the community	Highly negative permanent impact on the economy – major loss of jobs and business opportunities	Grade 1 + 2 Agricultural Land	Zone 3 or Zone 3 and Hazard Zone	Irreversible loss of heritage asset or permanent negative impact on the setting	Problems with access cannot be overcome	Allocation likely to have a significant negative impact on the landscape/ to wnscape which is virtually impossible to avoid e.g. because of its position (jutting out into countryside on three sides)	Significant adverse impact on major designations (e.g.) within an SPA/SAC/RA MSAR	Significant constraints to delivery identified by infrastructure providers

### 3.5 Sustainability Baseline

3.5.1 Information is presented below on the aspects of King’s Lynn and West Norfolk relevant to sustainability. This provides a baseline against which to judge the anticipated effects of the Plan, the likely difference if the alternative of not having the plan were pursued and (in the fullness of time) the actual outcomes arising from the plan and other changes, both anticipated and unanticipated.

3.5.2 The Baseline is largely drawn from the Core Strategy Sustainability Appraisal, as the Detailed Plan is intended to implement and deliver the Core Strategy. Data on the Borough’s communities and population has, however, been updated to reflect the results of the 2011 Census.



### King's Lynn and West Norfolk Borough

3.5.3 The Borough of King's Lynn and West Norfolk covers approximately 550 square miles, and stretches from the North Sea coast and The Wash in the north, to the boundary of Wisbech in the west and the Brecks in the south. King's Lynn acts as both market town and sub-regional centre, with the market town of Downham Market and the coastal resort of Hunstanton the other smaller centres.

### Land, soil and water resources

3.5.4 The topography of the Borough reflects the underlying geology of a low, flat, peaty landscape overlying fen deposit, and gently undulating hills over chalk uplands. This means that the topography of the Borough does not exceed 100m above sea level at any point.

3.5.5 Beyond the main settlements, the Borough is essentially rural in nature, with a large proportion of high grade agricultural land.

3.5.6 The rivers of West Norfolk are a significant feature, with King's Lynn being located at the mouth of the River Great Ouse. 90% of the rivers in the Borough are of good chemical quality, and 99% of good biological quality. Although water resource availability is not currently a problem for the Borough, the use of underground water reserves is an increasing problem across the East of England, due to rising water demand and abstraction and the Environment Agency are encouraging a 10-25% reduction in water use in the East of England to address this.<sup>3</sup>

### Biodiversity, flora and fauna

3.5.7 The Borough is renowned for its important and valuable biodiversity resource. A variety of habitats have been identified as nationally important ecological areas including: salt marsh and coastal margins, estuaries, woodland, rivers, commons, breck and heathland. There are numerous internationally designated sites, including The Norfolk Coast Area of Outstanding Natural Beauty nationally recognised for its landscape importance, 5 Ramsar sites designated as wetlands of international importance, 8 Special Areas of Conservation, internationally recognised for their unique habitats, 4 Special Protection Areas internationally recognised for birdlife, 29 sites of Special Scientific Interest nationally recognised for their biodiversity and geological value, over 200 County Wildlife Sites locally recognised for their biodiversity value and 23 ancient woodlands.

3.5.8 An Econet Map for the Borough has been prepared by the Norfolk Wildlife Trust. This highlights areas in the Borough with high biodiversity value and areas which could be enhanced.

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<sup>3</sup> Adam Ireland, Planning Liaison Officer, Environment Agency. *Pers. Comm.* 27.06.06.

3.5.9 Of the SSSI sites monitored for change, 16 are in favourable condition, 7 unfavourable recovering, 3 unfavourable declining, 2 unfavourable no change and 1 declining. This is due to factors such as increased recreation pressure, lack of management and water abstraction.

### **Cultural heritage and landscape**

3.5.10 West Norfolk includes part of the Norfolk Coast Area of Outstanding Natural Beauty, as well as part of the North Norfolk Heritage Coast. A landscape characterisation study identified 14 landscape types in the Borough, although the character is predominantly coastal and inland marshes and wooded open or settled farmland.

3.5.11 The Countryside Quality Counts classification describes changes in landscape quality, dividing the Borough into three Landscape Character Areas: The Fens, North West Norfolk and the North Norfolk Coast. Over the period 1990-1998, The Fens and the North Norfolk Coast were subject to limited or small scale change consistent with landscape character; and North West Norfolk was subject to some changes inconsistent with landscape character.

3.5.12 The townscape of King's Lynn varies from the red-brick historic core and terraced housing, to large detached housing, industrial units in industrial estates and low density, poor quality housing. The importance of the built heritage of the Borough, especially the historic core of King's Lynn, can be measured in the 42 Conservation Areas, some 1,878 listed buildings, and 133 Scheduled Ancient Monuments (the greatest number for any district or unitary authority in the East of England). Ensuring that the growth of the Borough respects the historical integrity of its buildings and landmarks is an important element of the Local Plan.

3.5.13 The Council undertook a Borough wide Landscape Character Assessment in March 2007. This study defined 11 Landscape Character Areas and identifies planning guidelines and sensitivities to change. The rural areas were also subject to Historic Landscape Character Assessment. In time, this work may need to be extended to the three main towns.

3.5.14 In 2006 there were 90 visits to museums in the Borough per 1,000 population. This ranked 202 out of 241 Districts in the Country (DAWN).

### **Climate change and air pollution**

3.5.15 King's Lynn and West Norfolk currently contributes more than the national average per capita of carbon dioxide emissions (CO<sub>2</sub>) that are giving rise to climate change.

3.5.16 In 2003, the Borough emitted a total of 1,756kt CO<sub>2</sub>, of which 472kt was domestic (compared to a National average of 385kt per district), 461kt was due to road travel, and 618kt industrial. This equates to emissions of 12.7kt CO<sub>2</sub> per capita, compared to a national average of 10.6kt CO<sub>2</sub> per capita.<sup>4</sup>

3.5.17 Climatic changes are likely to have a variety of effects on West Norfolk. A different climate will affect farming practices, choices of crops and livestock, and may lead to arched soils which could increase erosion. Climate change may also lead to higher risks of drought, and increased water demand, which will put further pressure on water resources in the Borough.

3.5.18 Climate change is likely to increase the risk of flooding. There are considerable areas within King's Lynn and West Norfolk that are subject to fluvial flooding, as well as coastal areas at risk of tidal inundation. Rising sea levels, which are predicted to be over 6mm per year, may mean that in some coastal locations land will be lost.

3.5.19 The Strategic Flood Risk Assessment for the Borough identified three tidal flood risk sources (the North Sea, The Wash and the Great Ouse estuary) and seven fluvial flood risk sources (the Great Ouse, the Ely-Ouse system, the Great Ouse Relief and Cut Off Channels, the River Nar, the Middle Level arterial drainage system, the River Gaywood and the River Nene). The assessment shows that, even with current flood defences in place, much of King's Lynn town and most of the coastal areas in the Borough (generally up to approximately 1km from the sea) are at high risk of tidal flooding.

3.5.20 A level 2 Strategic Flood Risk Assessment has been undertaken to update previous work and this shows levels of high medium and low flood risk in the Borough. These have now been supplemented by Tidal River Hazard maps for the Great Ouse and Nene published by the Environment Agency (June 2012). This work has informed planning decisions including preparation of the Core Strategy and the Detailed Plan. These maps can be seen on the Council website.

3.5.21 The King's Lynn & West Norfolk Surface Water Management Plan was largely completed in 2012. This work concentrated on surface run off in urban areas. The project highlighted further areas of study, into the combined flood risk of surface run off and small rivers, that are required before the Plan can be published. The results of reports on these matters are expected in the Summer of 2014.

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<sup>4</sup> Experimental Statistics on Carbon Dioxide Emissions at Local Authority and Regional Level. *Defra*. 2005.

3.5.22 A Water Cycle Study (phases 1 and 2) has been produced. This identifies areas where there are constraints in terms of water supply, water quality and sewerage, etc. This has been used to guide development particularly in the Detailed Plan stage. These reports can be seen on the Council website.

3.5.23 Two Shoreline Management Plans have been adopted, one for The Wash (November 2010) and the other for North Norfolk (July 2011). This process was led by the Environment Agency and examined different potential approaches to shoreline management over the next 100 years (e.g. 'hold the line', 'advance the line', 'managed realignment' and 'no active intervention'). Such changes will not impact during the intended life of the Core Strategy and Detailed Plan. More information can be found on the East Anglia Coastal Group's website.

3.5.24 There are two Air Quality Management Areas (AQMA) in the Borough, both in King's Lynn – Gaywood Clock (designated in April 2009) and Railway Road (extended in 2007 to include Austin Street, Blackfriars Road and London Road). These were both designated for excessive levels of annual mean NO<sub>2</sub> from road traffic. The former South Quay AQMA was revoked in 2006, as PM10 levels had been successfully reduced below the prescribed limit. A draft Air Quality Action Plan is being prepared and will be adopted in the near future.

## Community

### Health

3.5.25 The Borough has relatively high levels of poor health. The proportion of the population reporting 'bad' or 'very bad' health in the 2011 Census was 9% higher than that for Norfolk, 33% higher than the East region, and 13% higher than England. The West Norfolk population reporting 'good' or 'very good' health was 5% lower than Norfolk and the East of England, and 4% lower than England as a whole. Additionally, the proportion of people with a long-term limiting illness (21%) is higher than the national, regional and county averages.

3.5.26 However, overall King's Lynn and West Norfolk is ranked 139 out of 407 districts for health score, indicating overall standards of health that are above national average, and in the top 40% of districts nationally.

### Population and age-structure

3.5.27 At the time of the 2011 Census, the population of the Borough was 147,451. The population of King's Lynn and West Norfolk is expected to rise by 6.4% to 156,900 by 2026. This would represent an increase of 14.5% from the 2003 population, a greater increase than the average for Norfolk of 10.9%

3.5.28 Children under five made up 5% of the 2011 Borough population, while 23% were of retirement age (65 and over). The equivalent figures for England and Wales overall were 6% of children under five and 16% of retirement age, highlighting the relatively aged population within the Borough.

3.5.29 The proportion of the 2011 resident population aged 15-24 was estimated at 11.03% in 2011, which is low by national standards, with King's Lynn and West Norfolk ranking in the bottom 40% of districts. By comparison, the Norfolk figure was 11.96% and the national average was 13.1%.

3.5.30 With an average age of 45 years, King's Lynn and West Norfolk is marginally higher than that for the rest of Norfolk (42 years) and well above the national median of 39 years. King's Lynn and West Norfolk is ranked 39 out of 408 districts on the average age of residents, indicating it is among the 20% of districts nationally with the highest average age.

3.5.31 King's Lynn and West Norfolk is ranked 184 out of 376 districts on long-term change in its resident population. With a change in population of 8.8% between 2001 and 2011, King's Lynn and West Norfolk is above the national median.

3.5.32 According to the 2011 Census, the proportion of residents who had moved into King's Lynn and West Norfolk from outside the UK was 0.54% in 2001, which was high by national standards, with the area ranking in the top 40% of districts. By comparison, the Norfolk average was 0.61% and the national figure was 0.71%.

### **Ethnicity**

3.5.33 West Norfolk has a predominantly White population, which at 97% is higher than the national average of 86%. This includes, in some parts of the Borough, a notable minority of 'Other White' residents: St. Margarets and St. Nicholas Ward has 20.4%; North Lynn 15.4% and Fairstead 11.7%. This could represent areas where the Borough's Eastern European population are concentrated.

3.5.34 With only 2.74% of residents classified as Non-White, King's Lynn and West Norfolk is below the national average in this respect. King's Lynn and West Norfolk is ranked 251 out of 376 districts on the proportion of its population classified as Non-White; in the 40% of districts nationally with the lowest levels.

### **Household size**

3.5.35 King's Lynn and West Norfolk is ranked 216 out of 376 districts on the average household size. With an average household size of 2.3 people per household, King's Lynn and West Norfolk is just below the national median of 2.4 people.

3.5.36 The average number of rooms per household in King's Lynn and West Norfolk was 5.8 in 2011. This is relatively high. The Norfolk figure was 5.7, the East of England figure was 5.6 and the national figure was 5.4.

3.5.37 10.7% of all housing built in the Borough in 2004/05 fell under the definition of 'affordable', compared to a national average of 24%; the proportion of affordable housing built has decreased over recent years.

3.5.38 The 2002 Housing Needs Survey estimated an increase of 790 households per year in the Borough. Of these, approximately 400 households will be in housing need.

3.5.39 House prices in King's Lynn and West Norfolk have increased by almost 200% since 1995, and by 100% since 2001.

3.5.40 King's Lynn has the second highest proportion of second homes in the East of England (4%), and in the Area of Outstanding Natural Beauty this rises to 15%. Housing in King's Lynn and West Norfolk is skewed towards large detached and semi-detached properties, particularly in the AONB.<sup>5</sup>

#### **Deprivation and Community Spirit**

3.5.41 King's Lynn and West Norfolk is ranked 132 out of 354 districts on our deprivation score, putting it above the national average of most deprived districts nationally.

3.5.42 Within King's Lynn, four out of the eight wards (North Lynn, Fairstead, St Margarets with St Nicholas and Gaywood Chase) are in the most deprived 10% in England (it is notable that most of these wards are also those with a high 'Other (i.e. other than British) White' population – see Ethnicity above). South Wootton is the least deprived ward in the District.

3.5.43 The inequality score for King's Lynn and West Norfolk Borough overall is roughly average by national standards, with the district ranking in the middle 20% of districts on inequality.

3.5.44 In terms of community spirit, Hunstanton and Burnham in the north of the district came out as the areas where community spirit was said to be high and King's Lynn North came out with the lowest sense of perceived community spirit. Around three quarters (74%) of

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<sup>5</sup> Norfolk Coast Area of Outstanding Natural Beauty: The Housing Market and Affordable Housing. *Three Dragons*, Jane Smith, B. Line Housing information, Dr Andrew Golland. 2005.

respondents like living in their local area 'a lot' and 19% like living in their area 'a little'. There is a clear age pattern across the Borough in the extent people enjoy living in their local area 'a lot'. Younger respondents, particularly aged 16-34, are less likely to enjoy living in their local area compared to respondents over the age of 55 (Quality of Life Survey 2011).

3.5.45 Similarly 58.7% of residents said they enjoyed living in their area. Dersingham and Gayton came out as the top two areas where people most enjoyed where they live and Downham Market came out as the least happy (Quality of Life Survey 2011).

### **Working age, skills and qualifications**

3.5.46 The proportion of the working age population who are unemployed in King's Lynn and West Norfolk is average, with the district ranking in the middle 20% of districts nationally. In King's Lynn and West Norfolk in 2013, 3.2% of people are claiming Job Seekers Allowance, compared with 3.47% in Norfolk and 3.6% nationally.

3.5.47 The proportion of the working age population who were overseas nationals registered for National Insurance in King's Lynn and West Norfolk was 1.98% in 2009. By comparison, the Norfolk figure was 1.33%, the East of England figure was 1.5% and the national figure was 1.8%. This measure is a proxy for the proportion of the workforce who are economic migrants from overseas.

3.5.48 King's Lynn and West Norfolk is ranked 286 out of 407 districts on the skills and qualifications of its population, which are below the national average.

3.5.49 The proportion of the working age resident population qualified to NVQ level 4 and above in King's Lynn and West Norfolk is low, with the area ranking below the national average. In 2012, 27.03% held a degree or equivalent, compared with 30.14% in Norfolk and 34.38% nationally.

### **Crime**

3.5.50 King's Lynn and West Norfolk is ranked 267 out of 376 districts regarding its crime score, and is in the 40% of districts nationally with the lowest levels of crime.

3.5.51 There were 25.48 offences per 1,000 residents in 2012 in King's Lynn and West Norfolk. By comparison the Norfolk figure was 26.8, the East of England figure was 32.39 and the national figure was 38.1.

### **Economic activity**

3.5.51 The proportion of the resident working age population who are in employment in King's Lynn and West Norfolk is low, with the area ranking in the bottom 40% of districts nationally. In King's Lynn and West Norfolk, 69.2% of the resident working age population are in employment, compared with 74.86% in Norfolk and 70.7% nationally.

3.5.52 King's Lynn and West Norfolk is ranked 277 out of 407 districts on its labour market score, with a labour market score of 97.88, and in the 40% of districts nationally with the lowest participation rates within the resident working age population.

3.5.53 King's Lynn and West Norfolk is ranked 186 out of 408 districts regarding the economic productivity score, placing it in the middle 20% of districts nationally.

3.5.54 Between 2010 and 2011, the total number of employees in King's Lynn and West Norfolk fell by 0.65%. This reflects a relatively weak level of economic performance by national standards, placing King's Lynn and West Norfolk below the national average growth.

3.5.55 King's Lynn and West Norfolk is ranked 216 out of 406 districts on our knowledge worker score, indicating a resident workforce that performs in the middle 20% of districts nationally in terms of the number of professional managerial and technical workers.

### **Limitations of Baseline Information**

3.5.56 The main difficulty encountered with the baseline information for the current purposes is that it is at a broad geographic scale yet thematically very specific. The nature of the development planned is, by contrast, geographically specific and mainly small in scale. Thus the impact on the themes is in most cases cumulative, diffuse and likely to be dwarfed by other influences.

## **3.6 Relevant Plans and Programmes**

3.6.1 Plans and programmes relevant to the Borough's Local Plan were identified as part of the SA of the Core Strategy. These have been updated and taken into account, with particular regard to their relationship to the Detailed Plan, in this Report. Implications for the SA were drawn from the plans and programmes indicated in the following table:



**Table 3.6 - Relevant Plans, Programmes and Environmental Protection Objectives**

<b>International</b>
EU Structural Investment Funds Growth Programme for England 2014 - 2020
Europe 2020
Wetlands of International Importance 1971, amended 1982
The Convention on Biological Diversity, Rio de Janeiro, 1992
Kyoto Protocol, 1997
European Climate Change Programme II, 2005
Air Quality Framework Directives 1996/62/EC, 1999/30/EC, and 2008/50/EC
Directive 2002/49/EC on the Assessment and Management of Environmental Noise
Birds Directive 1979 79/409/EEC
Habitats Directive 1992 Flora 92/43/EEC
Water Framework Directive 2000 2000/60/EC
Ramsar Convention on Wetlands of International Importance especially as Waterfowl Habitat, 1971
<b>National</b>
National Planning Policy Framework, 2012
National Planning Practice Guidance 2014
National Infrastructure Plan Update 2012
Wildlife and Countryside Act 1981 (as amended)
The Conservation Regulations, 1994 ('Habitats Regulations')

UK Post-2010 Biodiversity Framework, 2012
Working with the grain of nature: A Biodiversity Strategy for England, 2011
Countryside and Rights of Way Act 2000
<b>Regional (including Sub-Regional / County / Local beyond Borough / etc.)</b>
Greater Cambridge Greater Peterborough LEP Operating Plan 2013/14
New Anglia LEP Operating Plan 2013/14 – 2014/15
New Anglia LEP 'Towards a Growth Plan'
Norfolk Infrastructure Plan
A47: The Gateway to Growth
Once in a generation – A rail prospectus for East Anglia
Norfolk Rail Prospectus
Norfolk Third Local Transport Plan 2011-2026 'Connecting Norfolk'
Norfolk and Suffolk Local Transport Body: Long List
Great Ouse Catchment Flood Management Plan
Norfolk Ambition (Community Strategy) 2003-2023 (refreshed 2008)
Norfolk Biodiversity Action Plan 1999
Norfolk Coast Area of Outstanding Natural Beauty Management Strategy
Norfolk Minerals and Waste Core Strategy
Norfolk Minerals Site Allocations
Greater Cambridge Greater Peterborough Growth Prospectus
Breckland Local Plan

South Holland Local Plan
Fenland Local Plan
Forest Heath Local Plan
East Cambridgeshire Local Plan
North Norfolk Local Plan
The Wash Shoreline Management Plan
North Norfolk Shoreline Management Plan
Water resources for the future: a strategy for the Anglian Region.
Further assessments of the relationship between buildings and stone curlew distribution 2013
<b>Local (Borough or wholly within)</b>
Housing Strategy (BCKLWN) 2010
Economic Strategy (BCKLWN) 2009
Green Infrastructure Study & Management Plan (BCKLWN) 2009
Water Cycle Study (BCKLWN) 2010
Infrastructure Study (BCKLWN) 2010 ( <i>review currently in progress</i> )
Strategic Housing Market Assessment (BCKLWN) 2007 ( <i>review currently in progress</i> )
Strategic Housing Land Availability Assessment (BCKLWN) 2011
Strategic Flood Risk Assessment (BCKLWN) 2007 (addendum 2009)
Surface Water Management Plan 2012
Gaywood Clock Air Quality Management Area 2009
Railway Road Air Quality Management Area 2007

## 4) RESULTS OF THE SUSTAINABILITY APPRAISAL

### 4.1 Appraisal of Plan Elements

4.1.1 The appraisal of individual policies and allocations, and the alternative options to these, are set out in Section 5, later in this document. The following identifies the sustainability appraisal results for each section of the plan taken as a whole, and is presented in the same order as the document.

#### Comparison of Plan Objectives with Sustainability Objectives

4.1.2 The Objective of the Detailed Plan is as follows:

- To facilitate delivery of the distribution, quantity and type of development planned by the Core Strategy by:**
- **Allocating sites and areas for specific types of development and land use;**
  - **Defining development boundaries for larger settlements; and**
  - **Setting policies and standards on particular topics.**

4.1.3 Normally a sustainability appraisal for a plan would include an assessment of the objectives of that plan in relation to the sustainability objectives identified. In the present case the Objective of the Plan is to facilitate implementation of the Core Strategy. In these circumstances, the objectives of the Plan are in effect those Core Strategy Objectives already addressed in the Core Strategy SA.

4.1.4 The overall result of these proposals is a small but positive increase in sustainability.

#### Appraisal of Minor Amendments to the Core Strategy

4.1.5 Individual assessments of these minor amendments are set out later in this Report at Section 5.1. The proposed amendments do not alter the thrust of the policy, but clarify their meaning and coverage.

4.1.6 The overall result of these proposals is a small but positive increase in sustainability.

### Appraisal of Development Management Policies

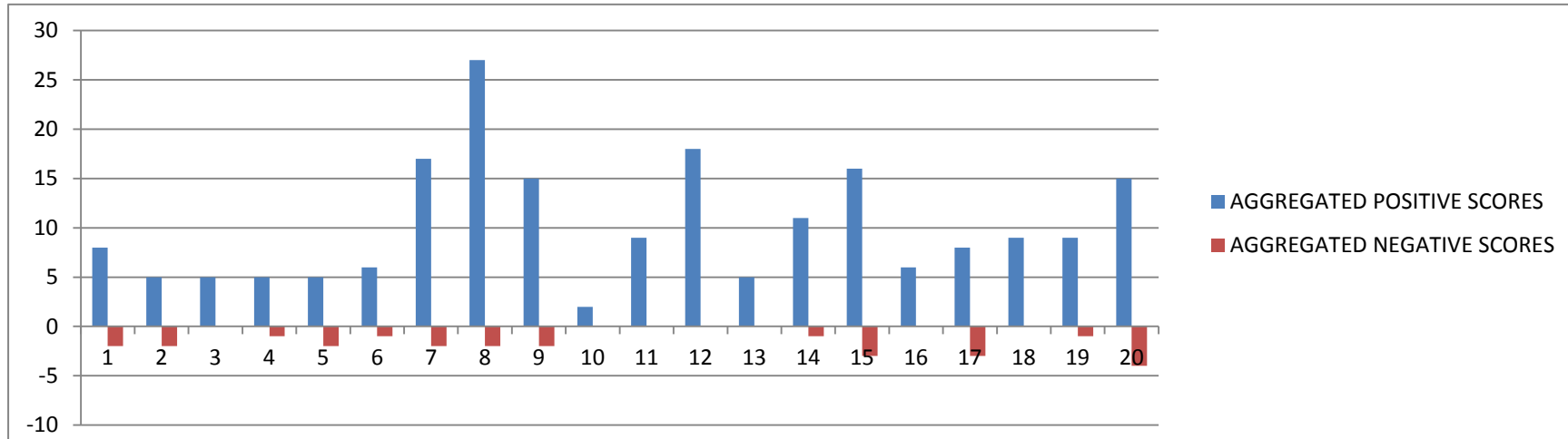
4.1.7 Individual assessments of these minor amendments are set out later in this Report at Section 5.2. Figure 2, below, illustrates graphically the aggregated scores of the Development Management policies against the Local Plan Sustainability Objectives.

4.1.8 It will be seen that, collectively, the positive effects of the Development Management policies substantially outweigh the negative ones.

4.1.9 Particularly high aggregate scores (15 or over) are seen in respect of the following SA Objectives:

- Objective 7 - Maintain and enhance the diversity and distinctiveness of landscape and townscape character;
- Objective 8 - Create places, spaces and buildings that work well, wear well and look good;
- Objective 9 - Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light);
- Objective 12 - Maintain and enhance human health;
- Objective 14 – Improve the quantity and quality of publicly accessible open space; and
- Objective 20 – Improve the efficiency, competitiveness and adaptability of the local economy.

**Figure 4.1a – Aggregated Scores of Development Management Policies – Bar Chart**



4.1.10 There is at least some positive effect against all SA Objectives, with all scoring at least 5 except SA Objective 10 - Minimise waste production and support the recycling of waste products - probably as waste planning is a County planning matter, and not covered by this Plan.

4.1.11 All SA Objectives have negative scores lower than 5. The lowest, at 4, is SA Objective 20 - Improve the efficiency, competitiveness and adaptability of the local economy, though even here the positive scores, at 16, outweigh this by a factor of more than 4.

4.1.12 For every SA objective, the aggregate positive scores of the Development Management policies outweigh the negative scores.

4.1.13 It is therefore concluded that the Development Management policies of the Plan would collectively make a positive contribution to sustainability.

### Appraisal of Site Allocations and other Settlement-Based Policies

(See Section 5 for individual assessments)

4.1.14 Table 4.1, below, presents the aggregated scores for all the site allocations and settlement policies against the Site Sustainability Factors. Note that what is being assessed here is the marginal effect of the specific choices between particular locations for development. The sustainability of the overall scale and general locations for development were assessed in preparing the already adopted Core Strategy. This assessment is about how, not whether, that should be achieved.

**Table 4.1 - Aggregated Scores of Site Allocations and Settlement Specific Policies**

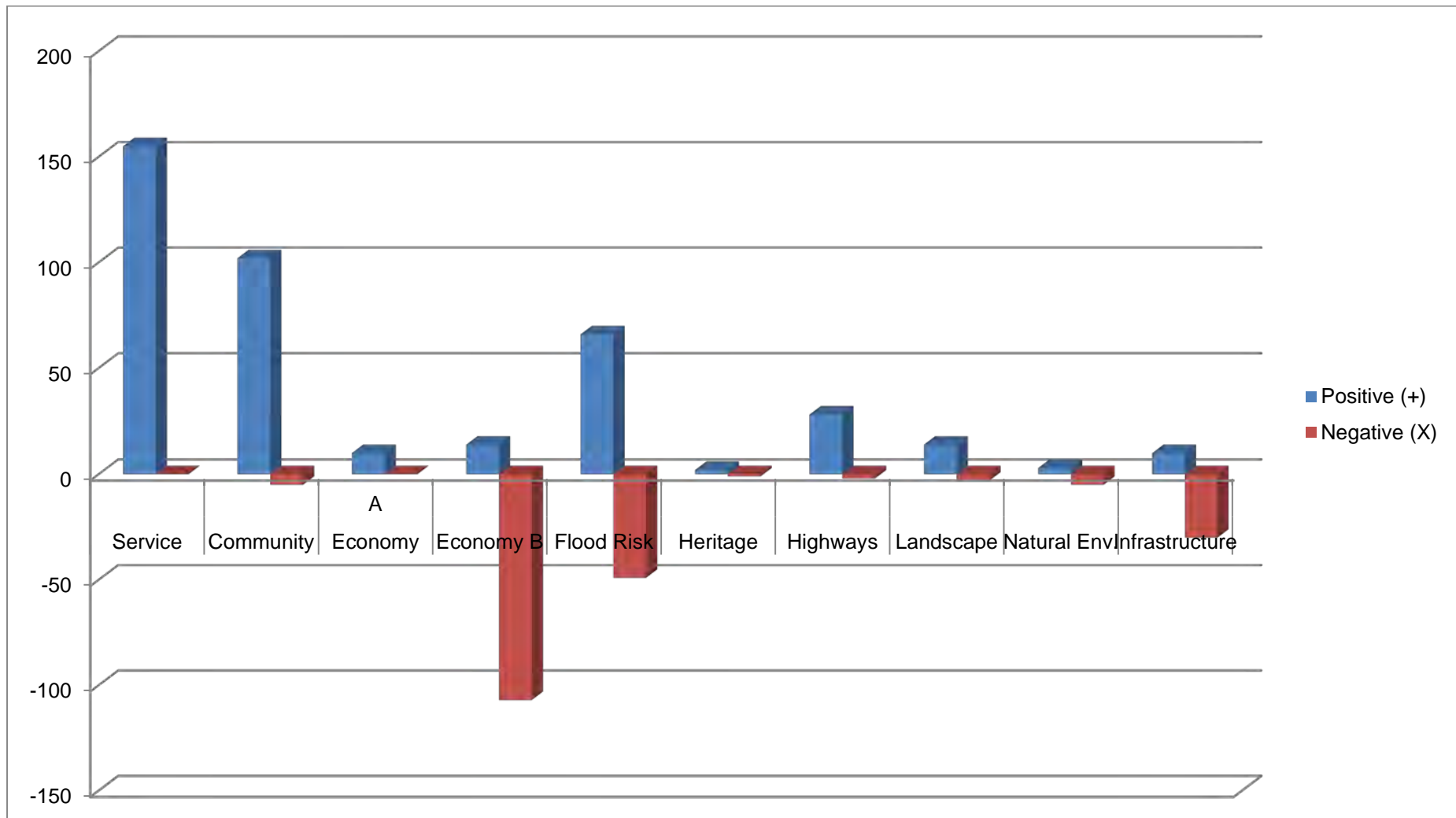
ALL ALLOCATIONS	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste	TOTALS
Aggregated positive scores (+)	155	102	10	14	66	2	28	14	3	10	404
Aggregated negative scores (X)	0	-5	0	-107	-49	-1	-2	-3	-5	-30	-202

4.1.15 The preceding table indicates graphically the aggregated scores for all the allocations (against the Site Sustainability Factors).

4.1.16 In many categories there is no significant collective influence.

4.1.17 There are very positive aggregate scores (50 or more) in relation to services, community and flood risk. The high positive score in terms of the 'Access to Services' factor (155) reflects the general choice of sites relatively well located in terms of access to the available village services. The high 'Community & Social' factor positive score (102) reflects general choice of sites which are of sufficient size to deliver a proportion of affordable housing (under current policy provisions), and, in many cases, where there is community support expressed (i.e. by the parish council) for development. In both those cases the negative scores are tiny in comparison.

Figure 4.1b - Aggregated Scores of Site Allocations and Settlement Specific Policies – Bar Chart





4.1.18 The situation in relation to the 'Flood Risk' factor is more complex. This also has a high aggregate positives score (of 66), but against this must be weighed a lesser but still substantial negative score (of -49). The positive scores come from the choice of sites of lower flood risk. The negative scores reflect the decisions to allocate sites in those large parts of the Borough which are at higher risk of flooding, where the need for development to sustain the local community and its services has been judged to outweigh the presumption against development in higher flood risk areas.

4.1.19 The two 'Site Sustainability Factors' where negative aggregate scores are significantly greater than the positive ones are 'Economy B' (-107) and 'Infrastructure' (-30).

4.1.20 The 'Economy B' factor relates to food production, and the high negative aggregate score is the result of the combination of several influences. In the villages and smaller towns, sites within the development boundary (which, broadly speaking, will cover the existing built up area) have not been considered for allocation on the grounds that these could in any case be developed and do not need to be specifically identified or promoted for development. Sites with a current or recent business use have generally not been selected as housing allocations in order to ensure an adequate supply of employment land in the interests of the economy and employment. These two factors taken together mean that a high proportion of the allocations are on greenfield sites in (actual or nominal) agricultural use (note, though, that this is counterbalanced to a degree by the majority of windfall (non-allocated site) permissions being on brownfield land, some of which will be on sites not chosen as allocation sites for the above reasons). A further significant cause raising the negative score under this heading is the great extent of higher grade agricultural land in the Borough. While both the Local Plan Sustainability Objectives and national planning policy would generally militate against development of such high grade land, this would preclude settlement expansion in much of the Borough. The Borough Council considers that the allocations do not constitute a significant proportion of the high grade land in the Borough taken as a whole, and that in consequence the contribution of development to the sustainability of local communities and their services outweigh the relatively limited loss of best quality agricultural land.

4.1.21 The negative aggregate score for the 'Infrastructure' factor generally reflects the infrastructure constraints and issues affecting whole settlements. A significant proportion of the Borough's villages have less than ideal provision in terms of highways (e.g. limited size, poor alignment, absence of footpaths), sewerage capacity, or water supply network, etc. In the absence of funds to resolve all these issues, the Borough Council considers that a moratorium on development in such settlements would not be desirable, and that allocation of some

development in these locations is in the wider interests of sustainability, particularly taking into account community and access to services issues.

4.1.22 Overall, taking all factors together, the positive scores (404) outweigh the negative (-202), indicating that even with the constraints and tensions outlined above, the sites provisionally chosen to implement the Core Strategy provide an overall gain in sustainability for the Borough.

## 4.2 Plan Impact on Key Sustainability Issues

4.2.1 The following table identifies how the Detailed Plan would impact on the Key Sustainability Issues in West Norfolk identified earlier (see Section 3) by considering how these would evolve with and without the Plan.

**Table 4.2 - Key sustainability issues affecting West Norfolk, and their likely evolution with and without implementation of the Detailed Plan**

Sustainability problem/issue	Likely evolution without the implementation of the Plan	Potential influence of the Plan	Relevant SA Objective(s)
Impending climate change and issues associated with it.	Climate change is anticipated to continue.	This issue is primarily dealt within the Core Strategy, including mitigation and adaptive measures, and unlikely to be greatly affected by the Detailed Plan.	11
Much of the Borough is low-lying, meaning that it may be at risk of flooding. Coastal locations are particularly at risk.	The Borough will remain low-lying, and climate changes are anticipated to increase flood risk through rising water levels and increased storminess.	The Plan allocates some new development to areas at risk of flooding, on the grounds that this is required to ensure the sustainability of particular settlements and communities, but also provides that such development incorporates measures to provide resilience and safety in relation to that risk. The Plan provides development plan weight to consideration of the identified coastal hazard zone.	11

Sustainability problem/issue	Likely evolution without the implementation of the Plan	Potential influence of the Plan	Relevant SA Objective(s)
There is a potential shortfall in water resources due to over abstraction, and climate change leading to decreased water availability.	The potential for water supply shortfall would be likely exacerbated by continued development for housing and business uses.	The Plan does not affect the overall scale or location growth.	<b>3</b>
The Borough is renowned for its wildlife and natural resources, which should be protected from any negative impacts of development.	Protection of wildlife and natural resources would be likely to continue, in line with national and other policies and programmes, but growing pressure on specific wildlife and habitats is likely to result from climate change, farming practices and from continued development.	The Plan seeks to steer development away from the most sensitive areas, and to make provision for additional green infrastructure, including alternative recreational space. This is preferable to a similar scale of development taking place in an uncoordinated manner.	<b>5</b>
The Borough has a large number of designated sites protecting habitats and species.	Protection of wildlife and natural resources would be likely to continue, in line with national and other policies and programmes, but growing pressure on specific wildlife and habitats is likely to result from climate change, farming practices and from continued development.	The Plan seeks to steer development away from the most sensitive areas, and to make provision for additional green infrastructure, including alternative recreational space. (These provisions have, in part, emerged from a specific Habitats Regulations Assessment of the Plan.) This approach is preferable to a similar scale of development taking place in an uncoordinated manner.	<b>4</b>
The Borough contains part of the Norfolk Coast Area of Outstanding Natural Beauty, which will require protection.	The Norfolk Coast AONB would continue to be protected under Core Strategy Policy CS07 and the provisions of the NPPF.	The Plan generally steers development (especially major development) away from the AONB, although it does provide some smaller allocations of development in appropriate settlements within the AONB.	<b>4 and 7</b>
The Borough has over 100 Scheduled Ancient Monuments, almost 2,000 Listed Buildings, 5 Historic Parks and Gardens and buildings and landscapes with cultural value.	The Core Strategy and National Planning Policy Framework contain policies to conserve designated heritage assets. However, these do not include the location specific considerations included within some policies of the Detailed Plan.	The Detailed Plan could strengthen conservation by the addition of refinement and detailed to the approach set in the Core Strategy I the interests of heritage, the local economy and identity.	<b>6</b>

Sustainability problem/issue	Likely evolution without the implementation of the Plan	Potential influence of the Plan	Relevant SA Objective(s)
Greenhouse gas emissions from the Borough are contributing to climate change, and are higher than the national average.	The Borough's contribution to greenhouse gas emissions is likely to increase, notwithstanding the policies in the Core Strategy and NPPF to attenuate this.	The Detailed Plan is unlikely to have a major effect on emissions. It does provide criteria for the siting of renewable energy generators, and reductions in journeys and traffic are considerations informing the choice of policies.	<b>9</b>
Air Quality targets (for NO <sub>2</sub> and PM <sub>10</sub> ) are likely to be missed in some localised areas.	Localised air quality problems would continue to be addressed through Air Quality Management Areas, but there is a risk that continued development could result in adverse impacts in these or other areas.	The Detailed Plan could have some influence in improving air quality through, for example, locating and designing development to reduce travel. However, other plans, including transport strategies, and the availability, or otherwise, of funding for infrastructure improvements, are likely to have a greater effect in this regard.	<b>9</b>
Govt. targets for a reduction in energy demands is rising therefore obtaining energy from renewable energy sources is needed as well as improving efficiency improvements in buildings.	The Core Strategy and NPPF have policies encouraging has included a Merton Style policy. Aiming to reduce co2 emissions by 20% in new development. The Core Strategy has also set policies for sustainable building techniques and incorporation of energy efficiency devices.	The Detailed Plan will have little influence on this, though it does include a policy providing guidance on renewable energy generation development.	<b>2, 9 and 11</b>
Unsustainable transport patterns as a result of dispersed populations.	The Core Strategy does focus most new development in and close to King's Lynn and the Borough's other towns, but the absolute level of dispersed population is set to increase by its provisions.	The Detailed Plan will have only limited influence on this matter, but within each settlement does tend to steer development close to the available services and transport connections.	<b>9 and 15</b>
Low skills base in the Borough under national average for GCSE's and A levels	Borough and County education programmes seek to address this issue. Unlikely to be much influenced by development plans.	Unlikely to be significantly affected.	<b>15 and 19</b>
There are higher proportions of people living with limiting long term illnesses in the Borough than the national, regional or county averages.	Health programmes such as the Health Improvement Plan seek to address this issue. Unlikely to be much influenced by development plans.	The Detailed Plan supports the provision of health facilities and services, and healthy lifestyles (e.g. by providing areas of green-space, making walking and cycling attractive transport options), provision of suitable housing and employment opportunities but the effects of this are likely to be marginal to health programmes and wider factors.	<b>12, 15 and 18</b>

Sustainability problem/issue	Likely evolution without the implementation of the Plan	Potential influence of the Plan	Relevant SA Objective(s)
The difference in life expectancy between the best and worst wards in the Borough is over 10 years, representing significant health inequalities.	Likely to continue in the absence and be little influenced by the development plan.	The Detailed Plan is unlikely to have a substantial influence, but health-specific plans, such as the Health Improvement Plan are likely to have a larger effect.	<b>12, 15, 16, and 18</b>
The Borough has an ageing population. This places demands on the health/care sector and means a shortage of residents of working age.	The economic and housing growth planned by the Core Strategy is likely to result in an increase in working (and child producing) age population, which should counter, to some extent, the ageing trend of the population. However due the Borough being rural and coastal with relatively low house prices, within the context of a nationally ageing population, this trend is unlikely to be reversed.	The Detailed Plan is unlikely to have a significant effect on his issue.	<b>12, 15, 16, and 18</b>
Lack of facilities for young people. This leads to younger people leaving the area and not returning.	Unlikely to change markedly. The Core Strategy has policies to provide facilities for the local community, including young people however much of this issue also is dependent upon house prices, employment and other factors.	The Detailed Plan does include policies promoting provision of community facilities, and minimum standards for provision of play space, including that for children.	<b>14, 15, 16 and 18</b>
The Borough was identified as an area of high deprivation; three of the eight wards in King's Lynn are in the most deprived 10% in England.	The Local Plan aims to contribute to reducing deprivation, but external factors, as well as other social and economic plans for the Borough, are likely to have much greater influence.	The Detailed Plan does include a range of policies promoting provision of community facilities, and new recreational provision, but is likely to have only a very marginal impact on this issue.	<b>12, 13, 14, 15, 16, 17, 18 and 19</b>
There is a low proportion of affordable housing developed in the Borough.	The Core Strategy includes policies to provide deliver affordable housing, but the mechanisms available for delivery do not match the scale of existing and anticipated future need for such housing.	The Detailed Plan makes a small but useful contribution to delivery of the affordable housing potential created by the Core Strategy. It generally allocates only housing sites which are above the threshold for a requirement for a proportion of affordable housing.	<b>17</b>

Sustainability problem/issue	Likely evolution without the implementation of the Plan	Potential influence of the Plan	Relevant SA Objective(s)
The Borough has a lack of good quality employment sites. This discourages potential businesses from coming to the area.	The Core Strategy identified areas for employment and encouraging new businesses into the area. Some of these areas have already received planning permission in advance of the Detailed Plan's adoption. However the state of the national economy and the sectors within it will continue to play a major role in influencing both the provision and take up of employment sites within the Borough.	The Detailed Plan allocates sites to meet the requirements identified in the Core Strategy. These allocations should help provide the certainty and coordination to increase the range, quality and attractiveness of employment sites in the Borough.	<b>15 and 20</b>
Attracting and retaining key workers in the Borough.	The Core Strategy has acknowledged this issue and seeks to increase the provision of higher skilled jobs. This however is also highly dependent on the evolution of the national and regional economy.	The Detailed Plan alone is unlikely to greatly affect this issue, but it should help provide the facilities and conditions for both inward investment in higher value employment, and the broader quality of life issues that influence both business and worker location decisions.	<b>19 and 20</b>
There is a high level of employment in agriculture and manufacturing in the Borough, compared with other districts in Norfolk, and Britain in general, reflecting the focus on low-skilled employment sectors.	The Core Strategy and Borough draft Economic Strategy seek to broaden the economic base of the Borough and its employment, but other influences, especially changes in the wider economy, are likely to have the greater influence.	The Detailed Plan is unlikely to have a major impact on this issue, but does provide support, though employment land allocations and town centre policies, to facilitate an incremental evolution of the Borough's employment profile.	<b>1, 15, 19 and 20</b>
Average earnings in the Borough are lower than both the national and the regional averages.	The Core Strategy and Borough draft Economic Strategy seek to develop the Borough's economy, and to enhance earnings, but the external economy is likely to have more of an impact.	The Detailed Plan is unlikely to have any but a marginal influence on this issue.	<b>15 and 19</b>
King's Lynn is under performing in terms of services, the economy, housing and tourism given its role as a significant centre.	This is likely to evolve only slowly, but the Core Strategy is intended to play an important role in supporting this through facilitating service provision, developing the economy and tourism, and its key role in housing provision.	The Detailed Plan will help realise the Core Strategy, and hence have a small but helpful influence on addressing these issues.	<b>15 and 20</b>

Sustainability problem/issue	Likely evolution without the implementation of the Plan	Potential influence of the Plan	Relevant SA Objective(s)
Some areas of King's Lynn town centre appear uncared for and unsafe.	These issues are being addressed through an ongoing programme of environmental improvements by the Borough Council and others.	The Detailed Plan includes a policy to encourage the evolution and enhancement of King's Lynn town centre, and positive allocations of sites – e.g. former silos site, waterfront - which would help address these issues.	<b>13, 14 and 15</b>
Impact of communities (particularly those on the coast) of 'second homes'.	The change of a residential dwelling to a second home does not, under current planning law, generally require planning permission. The proportion of second homes within a locality is influenced by the economy (particularly the relative prosperity of different regions and sectors of the population) and changing cultural preferences. The likelihood is the proportion of second homes will not decrease and may well increase.	The Detailed Plan is not anticipated to have a significant effect on this issue.	<b>17 and 18</b>
An increase in residential development in Downham Market has led to the town outgrowing its compact market town characteristics and facilities.	The adopted Core Strategy provides that the town will continue to grow, but at a slower rate than in recent years. This slowing is intended to allow the town's facilities to 'catch up' with the housing and other development which has and continues to take place.	The Detailed Plan facilitates the slower growth that the Core Strategy planned, and is unlikely, of itself, to substantially affect this issue.	<b>7, 8, 15, 17 and 18</b>
Downham Market has suffered from a number of years of underinvestment, and is in need of improvement of its visual amenity and regeneration of the economy.	The continued, but slower growth of the town, planned by the Core Strategy, is intended to provide an opportunity for facilities, services and local employment to 'catch up' with the scale of housing etc. growth, though external factors will also play a large role.	The Detailed Plan provides for the slower rate of growth planned for the period by the Core Strategy, and its selection of housing sites has been intended to foster the evolution of facilities and infrastructure. This Plan also allocates employment land to help stimulate growth of the local economy and provide jobs.	<b>7, 8, 14, 15, 17, 19 and 20</b>

Sustainability problem/issue	Likely evolution without the implementation of the Plan	Potential influence of the Plan	Relevant SA Objective(s)
<p>Downham Market is used as a dormitory town due to location on the main line to Cambridge and London. This leads to under-spending in the town and lower community spirit.</p>	<p>This dormitory role is unlikely to fundamentally change, and the commuting population is both established and to the mutual benefit of the areas such as Cambridge with relatively strong job market but great housing pressure, and West Norfolk with its relatively weak economy and lower cost housing. Local spend and community spirit are likely to grow over time as the town's services and vibrancy develop and 'catch up' with the recent housing growth, as planned by the Core Strategy.</p>	<p>The Detailed Plan seeks to foster the development of local services, vibrancy and economy through its town centre policy and allocation of employment land.</p>	<p><b>15, 16, 17, 18, 19 and 20</b></p>
<p>Hunstanton, and other coastal locations, have significant retired populations, which creates an imbalance in the age structure.</p>	<p>Retired persons are likely to continue to predominate in the local housing market due to the relatively strong appeal of the area combined with limited local employment and low wages associated with more peripheral areas.</p> <p>The Core Strategy is unlikely to have a large effect on the population structure of Hunstanton, but does seek to play a role in making the town more attractive for young people.</p>	<p>By allocating additional land for employment uses the Detailed Plan would provide some job opportunities. This, together with potential affordable housing, could have a modest effect on this issue.</p>	<p><b>16</b></p>
<p>The seasonal nature of visitors to Hunstanton and other coastal locations lead to variations in population and demands on local services.</p>	<p>The Core Strategy can play some role in encouraging year-round tourist and other industries, but would be unlikely to be able to eliminate substantial seasonal variations in such a location.</p>	<p>The Detailed Plan is unlikely to have a significant influence on this issue.</p>	<p><b>15, 18 and 20</b></p>



Sustainability problem/issue	Likely evolution without the implementation of the Plan	Potential influence of the Plan	Relevant SA Objective(s)
The role of Hunstanton and other coastal locations as seaside resorts means there is large seasonal variation in employment opportunities and income in the town.	Likely to continue due to the nature of the area.	The Detailed Plan is unlikely to have a significant influence on this issue. However, the allocation of employment land by the Plan could have some modest effect on this issue.	<b>20</b>
The isolated rural nature of parts of the Borough leads to inaccessibility of essential services and facilities.	The Core Strategy's settlement hierarchy, and the different treatment of each category, should help to strengthen the availability of facilities and services, but this is in the nature of contemporary rural areas and unlikely to significantly change.	The Detailed Plan is unlikely to have a significant influence on this issue.	<b>15</b>
Increasing rural populations are increasing demand for housing and service provision in the countryside.	Likely to continue to increase, due to continuing attractiveness of rural lifestyles.	The Detailed Plan is unlikely to have a significant influence on this issue.	<b>15, 17, 19 and 20</b>
Changes in farming needs and practice mean that agricultural diversification is needed.	The Core Strategy and National Planning Policy Framework are supportive of agricultural diversification.	The Detailed Plan is unlikely to have a significant influence on this issue.	<b>1 and 20</b>
Loss of high quality agricultural land.	The Core Strategy acknowledges the importance of high quality agricultural land. Most of the Grade 1 and 2 land is situated in the Fens, where development is relatively limited and therefore there will be a limited impact.	The safeguarding of higher grade agricultural land is one of the criteria used in the preparation of the Detailed Plan to guide selection of sites. A number of sites with high grade land have been (provisionally) allocated, but these are considered to constitute only a limited reduction in such land, both individually and collectively.	<b>1</b>
Withdrawal of village services.	The Core Strategy seeks to retain village services, and the its settlement hierarchy is also designed to strengthen rural services. However, these have to operate in the wider context of declining viability of rural services as a result of economic change and a generally mobile rural population favouring services elsewhere.	The Detailed Plan is unlikely to have a significant influence on this issue.	<b>15,19 and 20</b>

### 4.3 Monitoring

4.3.1 This section identifies the mechanisms proposed to check that the effects of implementing the Plan, in terms of sustainability criteria, are as anticipated. A monitoring framework is included within the Plan document as an appendix and utilises the same joint SA factors as the Annual Monitoring Report (AMR).

**Table 4.3 - Monitoring Proposals**

Heading	Local Plan Sustainability Objective		How to be monitored	Comments
<b>Land and water resources</b>	1	Minimise the irreversible loss of undeveloped land and productive agricultural holdings	AMR – Proportion of development on brownfield land	Existing monitoring indicator.
	2	Minimise waste and reduce the use of non-renewable energy sources.	AMR – Amount of renewable energy generation.	Tangential indicator. Not feasible to monitor waste or non-renewable energy use associated with planned development, or to compare this with that associated with the same quantum of development with alternative forms or sites. The Plan is, in any case, a minor factor compared to wider trends.
	3	Limit water consumption to levels supportable by natural processes and storage system	n/a	The balancing of water consumption against natural processes and available storage systems is more appropriately dealt with at the strategic level.
<b>Biodiversity and Geodiversity</b>	4	Avoid damage to designated sites and protected species	AMR – Number, extent and condition of designated sites.	This is primarily achieved through the selection of sites in the plan, and the setting of policy criteria for those sites, as examined in the Habitats Regulations Assessment, rather than the implementation of the Plan.
	5	Maintain and enhance the range and viability of characteristic habitats and species		Work is ongoing to identify potential monitoring mechanisms.

Heading	Local Plan Sustainability Objective		How to be monitored	Comments
Landscape, townscape	6	Avoid damage to protected sites and historic buildings and archaeology	AMR – Number of permissions granted contrary to the advice of English Heritage or the National Amenity Societies (Ancient Monuments Society, Council for British Archaeology, Society for the Protection of Ancient Buildings, Georgian Group, Victorian Society, Twentieth Century Society, Garden History Society)	This is a new monitoring indicator intended to provide a basic check on the effectiveness, in this regard, of the selection of sites, and the setting of policy criteria for them, in the Plan; as well as the detailed implementation of the Plan, including design.
	7	Maintain and enhance the diversity and distinctiveness of landscape and townscape character	Conservation Area appraisals; Landscape character appraisals; Norfolk Coast AONB condition surveys.	
	8	Create places, spaces and buildings that work well, wear well and look good	Buildings for Life assessments of larger schemes; West Norfolk Partnership Bi-Annual Quality of Life Survey.	
Climate change and pollution	9	Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light)	n/a	Not feasible to monitor emissions of greenhouse gasses use associated with planned development, or to compare this with that associated with the same quantum of development with alternative forms or sites. The Plan is, in any case, a minor factor compared to wider trends.

Heading	Local Plan Sustainability Objective		How to be monitored	Comments
	10	Minimise waste production and support the recycling of waste products	n/a	Not feasible to monitor emissions of greenhouse gasses use associated with planned development, or to compare this with that associated with the same quantum of development with alternative forms or sites. The Plan is, in any case, a minor factor compared to wider trends.
	11	Limit or reduce vulnerability to the effects of climate change (including flooding)	AMR – (a) Number of planning permissions granted contrary to the advice of the Environment Agency. (b) Number of dwellings granted planning permission in each flood risk level zone.	(a) This is an existing monitoring indicator (previously a national Core Output Indicator) (b) This is a new monitoring indicator intended to provide a more detailed picture of the proportion of new development at each level of flood risk.
Healthy communities	12	Maintain and enhance human health	n/a	The Plan is a minor factor compared to wider trends. The AMR has previously reported Census health statistics. It is currently unclear what statistics may be available following the abandonment of the census, and changes in NHS organisation.
	13	Reduce and prevent crime, and reduce the fear of crime	n/a	The Plan is a minor factor compared to wider trends.
	14	Improve the quantity and quality of publicly accessible open space	AMR – (a) Amount of open space provided in association with development. (b) Enlargements or enhancements of green infrastructure.	(a) This is a new AMR monitoring indicator, associated with POAW 7. (b) Another new AMR indicator, associated with POAW 10 and PO King’s Lynn 13. May include qualitative as well as quantitative assessments where appropriate.
Inclusive communities	15	Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	n/a	The Plan is a minor factor in relation to these issues, and it is not feasible to isolate its impact from wider, more influential trends.

Heading	Local Plan Sustainability Objective	How to be monitored	Comments
	16 Redress inequalities related to age, gender, disability, race, faith, location and income	n/a	The Plan is a minor factor in relation to these issues, and it is not feasible to isolate its impact from wider, more influential trends.
	17 Ensure all groups have access to decent, appropriate and affordable housing	AMR – (a) Number of homes completed; and (b) number and (c) proportion of affordable homes completed.	(a) Is an existing monitoring indicator; (b) & (c) are new AMR monitoring indicators intended to provide a measure of the effectiveness of the Plan in delivering affordable housing.
	18 Encourage and enable the active involvement of local people in community activities	AMR – number of parish/town councils or neighbourhood forums (a) preparing or (b) completing neighbourhood plans.	
Economic activity	19 Help people gain access to satisfying work appropriate to their skills, potential and place of residence	AMR – Amount of employment related land and floor space permitted.	This is intended to provide an indication of the effectiveness of the plan in
	20 Improve the efficiency, competitiveness and adaptability of the local economy		

## 4.4 The Strategic Environmental Assessment

4.4.1 A Strategic Environmental Assessment (SEA) is mandatory for plans/programmes which are prepared for, inter alia, town and country planning or land use and which set the framework for future development consent of projects listed in the EIA Directive. The Detailed Plan is considered to be such a plan or programme. This section is intended to demonstrate how the requirements of the SEA directive and SEA Regulations have been met in the sustainability appraisal process and this report.

4.4.2 SEA involves the systematic identification and evaluation of the environmental impacts of a strategic action such as a plan or programme. The objective of the SEA process is to provide for a high level of protection of the environment and to ensure that environmental considerations have been adequately addressed in the preparation and adoption of plans. The relevant requirements and considerations are set out in an EC Directive and national regulations.

4.4.3 The Directive defines “environmental assessment” as a procedure comprising:

- preparing an Environmental Report on the likely significant effects of the plan or programme;
- carrying out consultation on the plan or programme and the accompanying Environmental Report;
- taking into account the Environmental Report and the results of consultation in decision making; and
- providing information when the plan or programme is adopted showing how the results of the environmental assessment have been taken into account.

4.4.4 The Borough Council has determined that the nature and scope of the Detailed Policies and Sites Plan means it is likely to have significant environmental effects (in the terms of Regulation 9(1) of the Environmental Assessment of Plans and Programmes Regulations 2004) and consequently a SEA is required. It has come to this judgement with particular regard to potential effects on areas or landscapes which have a recognised national and European Community protection status (note, however, that the expectation is that the implementation of the Detailed Plan is unlikely to have significant adverse effects: a SEA is required, it is considered, because of the sensitivity and value of parts of the area, rather than a likelihood of problematic effects).

4.4.5 Although the requirements for SEA are distinct from those for SA, they overlap in terms of process and content. Government advice suggests that it is appropriate to combine the two, and that has been done in this instance. These regulations give effect in England to European Community Directive 2001/42/EC.

4.4.6 Note that the SEA directive and regulations are concerned primarily with environmental effects. The sustainability appraisal goes somewhat beyond this to consider, for instance, community involvement and the economy, which are not properly part of the environmental assessment. Whilst it is quite proper for ‘non-environmental’ sustainability matters (and, indeed, other material planning considerations) to be taken into account in determining the contents of a plan, it is the role of the environmental assessment to ensure that environmental considerations are also properly taken into account in making those decisions, and to identify the anticipated environmental results.

4.4.7 Table 4.4a, below, sets out the stages involved in completing an SEA. In practice the process is more complex and iterative. This document is a draft of the Environmental Report (stage C in the table), following on from the draft document which was actually part of Stage B and the process of refining and assessing options.

**Table 4.4a - Stages in the SEA Process<sup>6</sup>**

<b>SEA Stages and Tasks</b>	<b>Purpose</b>
<b>Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope</b>	
Identifying other relevant plans, programmes and environmental protection objectives	To establish how the plan or programme is affected by outside factors, to suggest ideas for how any constraints can be addressed, and to help to identify SEA objectives.
Collecting baseline information	To provide an evidence base for environmental problems, prediction of effects, and monitoring; to help in the development of SEA objectives.
Identifying environmental problems	To help focus the SEA and streamline the subsequent stages, including baseline information analysis, setting of the SEA objectives, prediction of effects and monitoring.
Developing SEA objectives	To provide a means by which the environmental performance of the plan or programme and alternatives can be assessed.
Consulting on the scope of the SEA	To ensure that the SEA covers the likely significant environmental effects of the plan or programme.
<b>Stage B: Developing and refining alternatives and assessing effects</b>	
Testing the plan or programme objectives against the SEA objectives	To identify potential synergies or inconsistencies between the objectives of the plan or programme and the SEA objectives and help in developing alternatives.
Developing strategic alternatives	To develop and refine strategic alternatives.
Predicting the effects of the plan or programme, including alternatives	To predict the significant environmental effects of the plan or programme and alternatives.
Evaluating the effects of the plan or programme, including alternatives	To evaluate the predicted effects of the plan or programme and its alternatives and assist in the refinement of the plan or programme.
Mitigating adverse effects	To ensure that adverse effects are identified and potential mitigation measures are considered.

<sup>6</sup> A Practical Guide to the Strategic Environmental Assessment Directive, Aug 2006

SEA Stages and Tasks	Purpose
Proposing measures to monitor the environmental effects of plan or programme implementation	To detail the means by which the environmental performance of the plan or programme can be assessed.
<b>Stage C: Preparing the Environmental Report</b>	
Preparing the Environmental Report	To present the predicted environmental effects of the plan or programme, including alternatives, in a form suitable for public consultation and use by decision makers.

4.4.8 The following table shows how this Report meets the particular requirements of the Environmental Assessment of Plans and Programmes Regulations 2004, Regulation 12.

**Table 4.4b - Identifying Coverage of SEA Requirements**

SEA Requirements	Where Covered in SA Report
i. Identify, describe and evaluate the likely significant effects on the environment of (a) implementing the plan or programme; and (b) reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme.	(a) Environmental aspects of the sustainability appraisal of the individual policies and site allocations, as shown in Section 5 of this Report, and of the overall impact of the plan. Also the Habitats Regulations Assessment of the Detailed Plan (see separate document). (b) A range of reasonable alternative policies and sites were assessed, as set out in this Report.
1. An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans or programmes;	Paragraphs 2.2.4 (outline of plan contents); Section 3.4 Local Plan Sustainability Objectives; Section 3.4 Detailed Plan Objectives; Section 3.7 Relevant plans, Programmes and Environmental Objectives.
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	Section 3.2, Key Sustainability Issues in West Norfolk; Section 3.6, Sustainability Baseline; Section 4.2 Monitoring proposals.
3. The environmental characteristics of areas likely to be significantly affected;	Chapter 4.



SEA Requirements	Where Covered in SA Report
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	Section 3.2, Key Sustainability Issues in West Norfolk. (See also the Habitats Regulations Assessment of the Detailed Plan (separate document).)
5. The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;	Section 3.7
6. The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long term permanent and temporary, positive and negative effects);	Chapter 4. Table 3.3 (Section 3.3) shows how the Local Plan Sustainability Objectives relate to the SEA environmental effect 'issues' identified in the left hand column here.
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Individual policies in Detailed Policies and Sites Plan 'Preferred Options' document
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Individual Policy Assessments – Section 5 (see also main Detailed Policies and Sites Plan Pre-Submission document).
9. A description of measures envisaged concerning monitoring in accordance with Art.10;	Section 4.3
10. A non-technical summary of the information provided under the above headings.	Chapter 1:Non-Technical Summary.

4.4.9 The Strategic Environmental Assessment finds that the Site Specific Policies will have an overall positive effect on the environment, as defined by the Directive.

## 5) Individual Policy and Alternative Options Assessments

5.0.1 This section provides the assessments of individual policies and the reasonable alternative options considered. These assessments follow the same order as the Site Allocations and Development Management Policies Pre-Submission Document. These feed into the aggregated scores for groups of policy types used for the assessment of the Plan as a whole in Section 4.1 of this Report, above.

5.0.2 Note that the preferred options policies are shown here with a black background, while the alternative options considered are shown with a white background.

### 5.1 Minor Amendments to Core Strategy – Individual Assessments

5.1.2 The following are the individual scores for the minor amendments to the Core Strategy included in the Detailed Plan (black background), and the alternative options also considered (white background). The appraisal of this section taken as a whole is included in section 4.1 above.

**Table 5.1 - Assessments of Minor Amendments to Core Strategy**

Policy		SA Objective:																				Overall Effect	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
<b>CS02</b> Amendments (Blackborough End, Emneth & typos)	Preferred Option	0	0	0	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0	++	0	0	Positive
	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CS06</b> Amendment (insertion of missing 'not')	Preferred Option	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+	+	+	Positive
	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

### Commentary

**CS02 Amendments** – This correction of the omission of Blackborough End would be responsive to the involvement of local people in raising this issue, and could facilitate a modest amount of development in response to needs and demands. Changing Emneth’s status from ‘Settlements adjacent to King’s Lynn and the main towns’ to ‘Key Rural Service Centres’ reflects the village’s role in serving the surrounding area and the opinion of local people. The typographic correction is of little import in itself but would aid understanding of the policy by lay people including those in the local community.

**CS06 Amendment** – Correction of the omission of the ‘not’ from the text of the policy could avoid the ambiguity being exploited, and thus help the intended retention of rural businesses where appropriate. The less confusing wording would also aid understanding of the policy by lay people including those in the local community.

## 5.2 Development Management Policies - Individual Assessments

5.2.1 The following are the individual scores for the individual Development Management policies included in the Detailed Plan (black background), and the alternative options also considered (white background). The appraisal of this section taken as a whole is included in section 4.1 above.

**Table 5.2a – Development Management Policies Options Scoring**

Policy		SA Objective:																			Overall Effect	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		20
<b>DM 1</b> Presumption in Favour of Sustainable Development	Preferred Option	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Not significant
	PP1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>DM 2</b> Development Boundaries	Preferred Option	++	++	0	0	+/X	+/X	+/X	+	+	0	0	0	0	+/X	+	0	X	0	0	+	Positive
	No Policy	xx	xx	0	0	+/X	+/X	+/X	x	x	0	0	0	0	+/x	x	0	+	0	0	x	Negative
	PP2	+	++	0	0	+/x	+/x	+/x	+	+	0	0	0	0	+/x	+	0	x	0	0	+	Positive
<b>DM 3</b> Infill Development in the SVAH's	Preferred Option	x	xx	0	x	x	0	x	x	x	0	0	0	0	0	xx	0	+/x	++	x	x	Negative
	No Policy	+	++	0	+	+	0	+	+	+	0	0	0	0	0	++	0	+/x	xx	+	+	Positive
	PP3	x	xx	0	x	x	0	x	x	x	0	0	0	0	0	xx	0	+/x	++	x	x	Negative
<b>DM4</b> Houses in Multiple Occupation	PP12/Preferred Option	0	~	+	0	0	0	+	++	0	~	0	+	+	0	0	+	+	0	++	++	Positive
	Option 1	0	~	x	0	0	0	x	xx	0	~	0	xx	x	0	0	+/x	+/x	0	++	++	Negative
	Option 2	0	++	++	0	0	0	++	++	0	~	0	+	+	0	0	xx	xx	0	xx	xx	Mixed
<b>DM 5</b>	Preferred Option	0	0	0	0	+	0	++	+	+	0	0	0	0	0	0	0	+/x	0	0	0	Positive

Policy		SA Objective:																				Overall Effect
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
Enlargement of Dwellings in the Countryside	No Policy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral
	PP13	0	0	0	0	+	0	++	+	+	0	0	0	0	0	0	0	0	+/x	0	0	0
DM6 Housing Needs of Rural Workers	Preferred Option / DM2	++	0	+	0	0	0	+	+	++	++	0	+	++	0	0	0	++	0	++	++	Positive
	Option 1	x	0	+/x	0	0	0	xx	xx	xx	+/x	0	0	0	0	0	0	xx	0	xx	xx	Negative
	Option 2	+	x	+	0	0	0	x	+/x	x	++	0	x	+	0	x	0	xx	0	xx	x	Mixed
	Option 3	xx	++	x	0	0	0	x	+?x	x	++	0	x	+	0	x	0	xx	0	xx	x	Negative
	PP14	++	0	+	0	0	0	+	+	++	++	0	+	++	0	0	0	++	0	++	++	Positive
DM 7 Residential Annexes	Preferred Option	0	0	0	0	0	0	+	++	+	00	0	+	0	0	+	0	0	0	0	0	Positive
	No Policy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral
	PP15	0	0	0	0	0	0	+	++	+	00	0	+	0	0	+	0	0	0	0	0	Positive
DM 8 Delivering Affordable Housing on Phased Development	Preferred Option	0	0	0	0	0	0	0	+	0	0	0	0	0	0	+	++	0	0	0	0	Positive
	No Policy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral
	PP20	0	0	0	0	0	0	0	+	0	0	0	0	0	0	+	++	0	0	0	0	Positive
DM 9 Community Facilities	Preferred Option	0	++	0	0	0	0	+	++	+	0	0	+	+	+	++	+	0	++	+	0	Positive
	No Policy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral
	PP5	0	++	0	0	0	0	+	++	+	0	0	+	+	++	++	+	0	++	+	0	Positive
DM 10 Rural Development Outside Town Centres	Preferred Option	+	+	0	0	0	0	++	++	++	0	0	0	0	0	++	0	0	0	0	+/x	Positive
	No Policy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral
	PP8	+	+	0	0	0	0	++	++	++	0	0	0	0	0	++	0	0	+	0	+	Positive
DM 11 Touring and Permanent	Preferred Option	x	0	0	++	0	++	++	++	0	0	++	++	0	0	+	0	0	0	0	++	Positive
	Option 1	x	0	0	xx	x	xx	~	~	~	0	~	~	0	0	~	0	0	0	0	+	Negative
	Option 2	+/x	0	0	+	+	x	+/x	+/x	+	0	++	++	0	0	++	0	0	0	0	+	Positive

Policy		SA Objective:																				Overall Effect
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
Holiday Sites	PP16	+/x	0	0	++	0	++	++	++	0	0	++	++	0	0	+	0	0	0	0	++	Positive
DM 12 Strategic Road Network	Preferred Option	0	0	0	0	0	0	+	+/x	+/x	0	0	++	0	0	+/x	0	0	0	+	+/x	Positive
	Option 1	0	0	0	0	0	0	xx	x	xx	0	0	xx	x	0	+/x	x	0	0	+/x	++	Negative
	PP17	0	0	0	0	0	0	+	+/x	+/x	0	0	++	0	0	+/x	0	0	0	+	+/x	Positive
DM 13 Disused Railway Trackways	Preferred Option	0	0	0	0	0	0	0	0	+	0	0	+	0	+	+	0	0	0	+	+/x	Positive
	No Policy	0	0	0		0	0	0	0	x	0	0	x	0	x	x	0	0	0	0	+/x	Negative
	PP18	0	0	0	0	0	0	0	0	+	0	0	+	0	+	+	0	0	0	+	+/x	Positive
DM 14 Development associated with CITB Bircham Newton & RAF Marham	No Policy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral
	PPX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	++	0	0	++	++	Positive
DM 15 Environment, Design and Amenity	Preferred Option	0	0	0	0	0	+	++	++	+	0	0	+	+	+	0	0	+	0	0	0	Positive
	No Policy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral
	PP4	0	0	0	0	0	++	++	++	+	0	0	+	+	+	0	0	+	0	0	0	Positive
DM 16 Provision of Recreational Open Space for Residential Developments	Preferred Option	0	0	0	0	0	0	0	+	0	0	0	+	0	++	++	0	0	+	0	0	Positive
	No Policy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral
	PP7	0	0	0	0	0	0	0	0	+	0	0	+	0	++	++	0	0	+	0	0	Positive
DM 17 Parking Provision in New Developments	Preferred Option	0	0	0	0	0	0	#	+	0	0	0	0	0	0	+	0	0	0	0	0	Positive
	No Policy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral
	PP21	0	0	0	0	0	0	#	+	0	0	0	0	0	0	+	0	0	0	0	0	Positive

Policy		SA Objective:																				Overall Effect
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<b>DM 18</b> Coastal Flood Risk Hazard Zone (South Hunstanton to Dersingham)	Preferred Option	0	0	0	0	0	0	0	++	0	0	++	++	0	0	0	0	0	0	0	0	Positive
	Option 1	0	0	0	0	0	0	0	xx	0	0	xx	xx	0	0	0	0	0	0	0	0	Negative
	PP9	0	0	0	0	0	0	0	++	0	0	++	++	0	0	0	0	0	0	0	0	Positive
<b>DM 19</b> Green Infrastructure	Preferred Option	++	0	++	+	+	0	0	++	++	0	++	++	0	++	++	++	0	+	0	+	Positive
	Option 1	+	0	x	+	+	0	0	+	x	0	x	~	0	~	x	x	0	x	0	x	Negligible
	PP10	++	0	++	+	+	0	0	++	++	0	++	++	0	++	++	++	0	+	0	+	Positive
<b>DM 20</b> Renewable Energy	Preferred Option	0	0	0	+	+	+	++	+	+	0	0	0	0	0	0	0	0	0	0	0	Positive
	No Policy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral
	PP11	0	0	0	+	+	+	++	+	+	0	0	0	0	0	0	0	0	0	0	0	Positive
<b>DM 21</b> Sites in Areas of Flood Risk	Preferred Option	0	0	0	0	0	0	0	++	0	0	++	+	0	0	0	0	0	0	0	+	Positive
	No Policy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral
	PP19	0	0	0	0	0	0	0	++	0	0	++	+	0	0	0	0	0	0	0	+	Positive
<b>DM 22</b> Protection of Local Open Space	Preferred Option	+	0	+	+	+	0	+	+	+	0	+	++	0	++	0	+	0	++	0	+	Positive
	Option 1	+	0	+	+	+	0	+	+	+	0	+	+	0	+	0	+	0	++	0	+	Positive
	PP6	+	0	+	+	+	0	+	+	+	0	+	++	0	++	0	+	0	++	0	+	Positive

**Commentary**

DM 1 – This inclusion of this policy is effectively a national requirement. There is therefore no reasonable alternative to assess. As the wording of the policy closely reflects existing parts of the National Planning Policy Framework it is not expected to have any significant additional sustainability effect.

DM 2 - Continuation of a policy which restrains the sprawl of settlements scores a positive effect. The delineation of the precise boundaries to around 60 settlements involves many detailed judgements and is not amenable to simple sustainability appraisal scoring.

DM 3 – The provision of the policy for infilling development in the ‘Smaller Villages and Hamlets’, which generally have few services and are highly dependent on travel by car, scores poorly overall, but the Council has given particular weight to the popular perception in these settlements that there is a need for a continuing modicum of development to sustain them and their communities.

DM 5, DM 7, DM 8, DM9, DM 13, DM 14, DM 15, DM 16, DM 19, DM 20 and DM 21 – These Policies are judged to have a positive effect. The alternative to each of these would be no specific policy, relying on the National Planning Policy Framework and general planning principles, which is considered a ‘neutral’ option.

DM 4, DM 6, DM 10, DM 11, DM 12, DM 17, DM 18 and DM 22 – These Policies are identical, or very similar, to equivalent policies considered in the ‘Preferred Options’ consultation and the sustainability appraisal of that. The assessments of those policies and their related comparative options are shown again above. In each case the proposed policy was assessed as having a positive effect. (Note: The relationship between the Issues and Options stage policies, the Preferred Options stage policies and the current Pre- Submission policies, is outlined in the table A1.)

**Table 5.2b - Combined and Aggregated Scores of Preferred (only) Development Management Policies**

	<b>SA Objective:</b>
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Policy		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Overall Effect	
<b>DM 1</b> Presumption in Favour of Sustainable Development	Preferred Option	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Not significant
<b>DM 2</b> Development Boundaries	Preferred Option	+	++	0	0	+/x	+/x	+/x	+	+	0	0	0	0	+/x	+	0	x	0	0	+	Positive	
<b>DM 3</b> Infill Development in the SVAH's	Preferred Option	x	xx	0	x	x	0	x	x	x	0	0	0	0	0	xx	0	+/x	++	x	x	Negative	
<b>DM 4</b> Houses in Multiple Occupation	Preferred Option	0	~	+	0	0	0	+	++	0	~	0	+	+	0	0	+	+	0	++	++	Positive	
<b>DM 5</b> Enlargement of Dwellings in the Countryside	Preferred Option	0	0	0	0	+	0	++	+	+	0	0	0	0	0	0	0	+/x	0	0	0	Positive	
<b>DM 6</b> Housing Needs of Rural Workers	Preferred Option	++	0	+	0	0	0	+	+	++	++	0	+	++	0	0	0	++	0	++	++	Positive	
<b>DM 7</b> Residential Annexes	Preferred Option	0	0	0	0	0	0	+	++	+	00	0	+	0	0	+	0	0	0	0	0	Positive	
<b>DM 8</b> Delivering Affordable housing on Phased Development	Preferred Option	0	0	0	0	0	0	0	+	0	0	0	0	0	0	0	+	++	0	0	0	Positive	



Policy		SA Objective:																				Overall Effect
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<b>DM 9</b> Community Facilities	Preferred Option	0	++	0	0	0	0	+	++	+	0	0	+	+	++	++	+	0	++	+	0	Positive
<b>DM 10</b> Retail Development Outside Town Centres	Preferred Option	+	+	0	0	0	0	++	++	++	0	0	0	0	0	++	0	0	+	0	+	Positive
<b>DM 11</b> Touring and Permanent Holiday Sites	Preferred Option	+/x	0	0	++	0	++	++	++	0	0	++	++	0	0	+	0	0	0	0	++	Positive
<b>DM 12</b> Strategic Road Network	Preferred Option	0	0	0	0	0	0	+	+/x	+/x	0	0	++	0	0	+/x	0	0	0	+	+/x	Positive
<b>DM 13</b> Disused Railway Trackways	Preferred Option	0	0	0	0	0	0	0	0	+	0	0	+	0	+	+	0	0	0	+	+/x	Positive
<b>DM 14</b> Development Associated with CITB, Bircham Newton & RAF Marham	Preferred Option	0	0	0	0	0	0	0	0	0	0	0	0	0	0	++	0	0	0	++	++	Positive
<b>DM15</b> Environment, Design and Amenity	Preferred Option	0	0	0	0	0	++	++	++	+	0	0	+	+	+	0	0	+	0	0	0	Positive

Policy		SA Objective:																				Overall Effect
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<b>DM 16</b> Provision of Recreation Open Space for Residential Developments	Preferred Option	0	0	0	0	0	0	0	+	0	0	0	+	0	++	++	0	0	+	0	0	Positive
<b>DM 17</b> Parking Provision in New Development	Preferred Option	0	0	0	0	0	0	#	+	0	0	0	0	0	0	+	0	0	0	0	0	Positive
<b>DM 18</b> Coastal Flood Risk Hazard Zone (South Hunstanton to Dersingham)	Preferred Option	0	0	0	0	0	0	0	++	0	0	++	++	0	0	0	0	0	0	0	0	Positive
<b>DM 19</b> Green Infrastructure	Preferred Option	++	0	++	+	+	0	0	++	++	0	++	++	0	++	++	++	0	+	0	+	Positive
<b>DM20</b> Renewable Energy	Preferred Option	0	0	0	+	+	+	++	+	+	0	0	0	0	0	0	0	0	0	0	0	Positive
<b>DM 21</b> Sites in Areas of Flood Risk	Preferred Option	0	0	0	0	0	0	0	++	0	0	++	+	0	0	0	0	0	0	0	+	Positive
<b>DM 22</b> Protection of Local Open Space	Preferred Option	+	0	+	+	+	0	+	+	+	0	+	++	0	++	0	+	0	++	0	+	Positive

Policy	SA Objective:																				Overall Effect
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
TOTAL NUMBER OF PLUS SCORES = 201	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	Very positive
TOTAL NUMBER OF MINUS SCORES = 26	8	5	5	5	5	6	17	27	15	2	9	18	5	11	16	6	8	9	9	15	

### 5.3 Development Management Policy Numbering Evolution

The following table enables the earlier and later versions of the Development Management Policies to be related. This is otherwise complicated by changes in policy numbering between versions.

**Table A1: Relationship of Pre-Submission Polices, Preferred Options Policies and Issues and Options Policies**

<b>Pre-Submission Document Development Management Policies</b>	<b>Preferred Options Area Wide Policies</b>	<b>Issues and Options Development Management Policies</b>
<b>DM 1:</b> Presumption in Favour of Sustainable Development	<b>POAW 1:</b> Presumption in Favour of Sustainable Development	n/a
<b>DM 2:</b> Development Boundaries	<b>POAW 2:</b> Development Boundaries	n/a
<b>DM 3:</b> Infill Development in the Smaller Villages & Hamlets	<b>POAW 3:</b> Infill Development in the Smaller Villages & Hamlets	n/a
<b>DM 4:</b> Houses in Multiple Occupation	<b>POAW 12:</b> Houses in Multiple Occupation	<b>DM3:</b> Houses in Multiple Occupation
<b>DM 5:</b> Enlargement of Dwellings in the Countryside	<b>POAW13:</b> Enlargement of Dwellings Outside Settlements	<b>DM1:</b> Replacement Dwellings and Extensions to Dwellings in the Countryside
<b>DM 6:</b> Housing Needs of Rural Workers	<b>POAW 14:</b> Housing Needs of Rural Workers	<b>DM2:</b> Removal of Agricultural Occupancy Conditions
<b>DM 7:</b> Residential Annexes	<b>POAW 15:</b> Residential Annexes	n/a
<b>DM 8:</b> Delivering Affordable Housing on Phased Development	<b>POAW 20:</b> Delivering Affordable Housing	n/a
<b>DM 9:</b> Community Facilities	<b>POAW5:</b> Community Facilities and Allotments	n/a
<b>DM 10:</b> Retail Development Outside Town Centres	<b>POAW 8:</b> Promoting Town Centres	n/a
<b>DM 11:</b> Touring and Permanent Holiday Sites	<b>POAW 16:</b> Touring and Permanent Holiday Sites	<b>DM7:</b> Static Holiday Sites and Touring, camping and Caravan Sites <b>DM6:</b> Holiday and Seasonal Occupancy Conditions
<b>DM 12:</b> Strategic Road Network	<b>POAW 17:</b> Strategic Road Network	<b>DM10:</b> Corridors of Movement
<b>DM 13:</b> Disused Railway Trackways	<b>POAW 18:</b> Disused Railway Trackways	<b>DM9:</b> Disused Railway Tracks
<b>DM 14:</b> Development associated with CITB Bircham Newton & RAF Marham	None – new policy	n/a
<b>DM 15:</b> Environment, Design and Amenity	<b>POAW 4:</b> Environment, Design and Amenity	n/a
<b>DM 16:</b> Provision of Recreational Open Space for Residential Developments	<b>POAW 7:</b> Provision of Recreational Open Space	n/a
<b>DM 17:</b> Parking Provision in New Development	<b>POAW 21:</b> Parking Provision in New Development	n/a
<b>DM 18:</b> Coastal Flood Risk Hazard Zone	<b>POAW 9:</b> Coastal Flood Risk Hazard Zone	<b>DM8:</b> Flood Risk Coastal Hazard Zone

(South Hunstanton to Dersingham)		
<b>DM 19:</b> Green Infrastructure	<b>POAW 10:</b> Green Infrastructure	<b>DM12:</b> Borough-Wide (Rural Areas and Coastal Areas) Green Infrastructure
<b>DM 20:</b> Renewable Energy	<b>POAW 11:</b> Renewable Energy	n/a
<b>DM 21:</b> Sites in Areas of Flood Risk	<b>POAW 19:</b> Allocated Sites in Areas of Flood Risk	n/a
<b>DM 22:</b> Protection of Local Open Space	<b>POAW 6:</b> Protection of Local Open Space	<b>DM11:</b> Protection of Existing Green Infrastructure and Open Space

## 5.4 Site Allocations and other Settlement-based Policies - Individual Assessments

5.4.1 Sustainability Appraisal is an integral part of the rational plan making process, providing information and analysis of issues, assisting in the identification of sustainable policy approaches and reasonable alternative approaches, and a comparison of their potential impacts. This ensures that decisions are made explicitly considering the principles of sustainable development and that any potential adverse impacts are minimised and beneficial impacts maximised.

5.4.2 This Sustainability Appraisal was undertaken using the methodology described earlier within the document; using a set of 10 'Site Sustainability Factors' that relate to the Local Plan Sustainability Objectives, see Table 3.4a for a list of these Site Sustainability Factors and their links to the Local Plan Sustainability Objectives, and Table 3.4b for their relationships. The Site Sustainability Factor scoring guide appears earlier in this document as Table 3.4c.

5.4.3 The overall site selection process is illustrated by Figure 3.1; this also demonstrates how the Sustainability Appraisal fits into the broader process of the Plan development with regard to individual policies and sites. A site (parcel of land) was submitted as a proposed option for growth, within its relevant settlement, by the landowner, their agent or developer etc., the site is then subject to a technical assessment, which was undertaken for each site individually on a settlement by settlement basis and this identified technical constraints. If any fundamental technical constraints were identified as part of this process that could not be overcome the site was rejected. The individual sites, that were not rejected and therefore still considered reasonable options for growth, were then Sustainable Appraised against the 10 Site Sustainability Factors in combination with the information provided by the technical assessment; this identified preferable sites for allocation and other reasonable site options for each settlement. These other reasonable sites are possible options for development however other sites that have been proposed in the same settlement are judged to more advantageous by the Sustainability Appraisal. Sites and their status as an allocation or other reasonable options are reappraised based on any new information and any new potential sites that came forward during the previous consultation stages. Having completed the Sustainability Appraisal process the sites for allocation and other reasonable options are documented/recorded in this report and those sites which are chosen for allocation for development are presented in the Site Allocations and Development Management Policies Pre-Submission Document .

5.4.4 The following Sustainability Appraisal tables display the individual scores for the allocations and other settlement related policies included within the Site Allocations and Development Management Policies Pre-Submission Document (indicated by a black background), and the reasonable alternative options that have also been considered (indicated by a white background). The appraisal of this section taken as a whole is included in section 4.1. It is important to note that scores in different sustainability factors cannot be compared directly to one another.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

5.4.5 Accompanying the Sustainability Appraisal tables are map insets that geographically represent each site that has been Sustainable Appraised.

5.4.6 The settlements included are listed in alphabetical order and comprise Towns, specified Areas Adjacent to Towns, Key Rural Service Centres and Rural Villages. For a few settlements there were no sites, policy options or reasonable options, in these cases there was no assessment undertaken.

5.4.7 Smaller Villages and Hamlets are not included here as they have no settlement specific allocation policies. However there is a policy for this class of settlement, DM3: Infill Development in the Smaller Villages and Hamlets, which is included within the Development Management policies section, earlier in this report.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Ashwicken - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
1171	x	x	o	o	+	#	x	o	o	#
182	x	+	o	x	+	#	x	xx	o	#
305	x	+	o	+	+	o	x	xx	x	#

**1171** –The site is situated at a considerable distance from village services however the limited services in the village are all restricted to the north of the settlement. There are no footpath links to village services and the surrounding road network is relatively narrow. The Highway Authority objects to the site on grounds of inadequate road network and lack of footpath links. It is not apparent if safe site access is obtainable. Development will result in a loss of grade 4 agricultural land (poor quality). The site is well integrated with existing development and is screened on the east and west. Development of 5 dwellings on the site is unlikely to be visually intrusive in the landscape in comparison to alternative options. The site is not at risk of flooding (flood zone 1). Significant public objections to the site were received. Further investigations are required in relation to archaeological/historical assets on the site.

**182** – The site performs negatively in terms of access to services; it is situated further away from village services with no footpath links to services. The surrounding road network is narrow. Development will result in loss of grade 3 agricultural land (moderate quality). The Sustainability Appraisal identifies significant negative effect in terms of landscape and amenity; development on the site would encroach on to open countryside and would be visually intrusive in the landscape in comparison to the alternative options. Site is not subject to flood risk (flood zone 1). Further investigations are required in relation to archaeological/historical assets on the site.

**305** – The site is within walking distance to the primary school however there are no pavements thus limiting pedestrian access to services. The site is not subject to flood risk. Development of the site will not result in the loss of agricultural land as it is classified as an urban/previously developed land. Development of the site could potentially have an adverse impact on biodiversity as it would require removal of trees and encroachment into woodland area. The site partly falls within a designated County Wildlife Site. The location of the site to the west of East Winch road away from the built up part of the village means that development would potentially have an impact on the form & character of the village.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



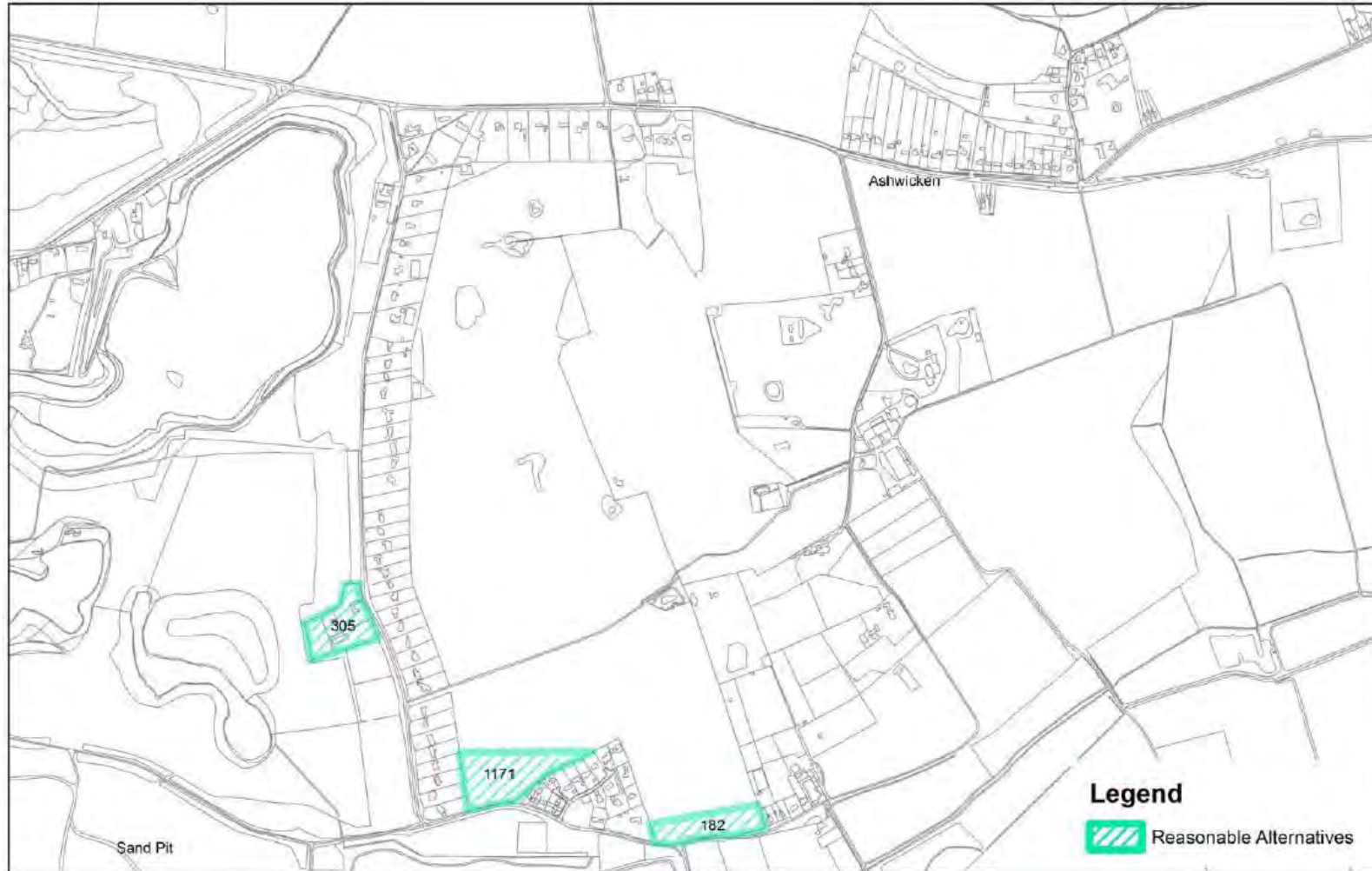
## Discussion

- The Sustainability Appraisal indicates that all three options score relatively poorly and no one option would result in a highly positive effect in the majority of categories. Site 1171 (ASH1) scored poorly in terms of access and distance to services although this is due to the nature of the village and applies to all the other site options. Site 305 is partly within a designated area (County Wildlife Site), encroaches into woodland area and is likely to have significant impacts on the existing village form and character. Site 182 has similar constraints as ASH1 in terms of distance to services, lack of footpath links, and highway safety. Development is also likely to be more visually prominent in the landscape.
- The preferred options consultation indicated site 1171 (ASH1) was not favoured by the public as it received significant public objections. Leziate Parish Council also objects to site 1171 and disputes the need for further development in the village. The Highway Authority objects to site 1171 on grounds of distance to services, lack of pavements and highway safety. The general consensus from the public and statutory consultees was that site 1171 should not be allocated and further development in the village is not required.
- Site 1171 (ASH1) was identified as a suitable option at the Preferred Options stage as the site is located in a fairly built up area, this meant that development would not extend into the countryside but would rather infill the gap between existing housing with minimal landscape impact in comparison to other options. However the Preferred Options consultation raised the following issues:
  - i. Significant local objections
  - ii. Form and character issues
  - iii. Highway safety

## Conclusion

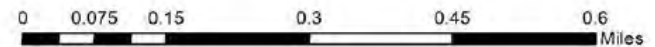
Based on this, the Council considers that site 1171 (ASH1) is not suitable for allocation. The potential to allocate other site options have been explored but these are also highly constrained and are not considered more suitable than site 1171 (ASH1). Therefore no site is allocated in Ashwicken.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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Ashwicken



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Brancaster - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>G13.1 (669)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>#</b>	<b>x</b>
<b>718</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>xx</b>	<b>+</b>	<b>#</b>	<b>o</b>	<b>x</b>
<b>217</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>xx</b>	<b>+</b>	<b>#</b>	<b>o</b>	<b>x</b>

**G13.1 (669)** - Site has safe walking access to services and the primary school. Development of the site would result in a loss of Grade 2 agricultural land although the site is not used for agriculture and is currently unused. A new access would be required to link the site to Mill Road and this is likely to result in the loss of some established hedgerow and trees. The site is currently well screened but is in a sensitive location in relation to heritage and landscape as it is adjacent to undeveloped countryside to the south of the site, situated on the approach to Brancaster village from the south, within the Area of Outstanding Natural Beauty and adjacent to Brancaster Conservation Area. The site has been left undeveloped for a considerable period which has resulted in a variety of mature vegetation. A preliminary Ecological Assessment has been undertaken which indicates mitigation strategies and opportunities for ecological enhancement. The mature trees and hedgerow bordering the site provide the opportunity to reduce the visual impact of any development on the landscape, but ultimately the impact will be determined by the design, layout and roof height of any proposed development. There are identified capacity issues with Burnham Waste Water Treatment Works which serves the settlement therefore new development could have a negative impact on infrastructure. This applies to all identified options for growth.

**718** - Footpaths are present on the opposite side of the A149 and the site is within close proximity to central services. Vehicular access onto the A149 is achievable. Development of the site would result in a loss of Grade 2 agricultural land although the site is not used for agriculture and is currently unused. The site borders undeveloped countryside to the south and is within the designated Area of Outstanding Natural Beauty although public views towards the site are limited aside from a small lane to the east and the site is bordered by a hedgerow. The site is within an area designated as a Scheduled Ancient Monument for Branodunum Roman Fort and associated Romano-British civilian settlement therefore it is not considered that the site could be developed without a negative impact on this heritage designation. There are identified capacity issues with Burnham Waste Water Treatment Works which serves the settlement therefore new development could have a negative impact on infrastructure. This applies to all identified options for growth.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**217** - Footpaths are present on the opposite side of the A149 and the site is within close proximity to central services. Vehicular access onto the A149 is achievable. Development of the site would result in a loss of Grade 2 agricultural land although the site is not used for agriculture appearing to be part of the curtilage of a dwelling which is laid to lawn. The site borders undeveloped countryside to the south and is within the designated Area of Outstanding Natural Beauty although public views towards the site are limited aside from a small lane to the east and the site is bordered by a hedgerow. The site is within an area designated as a Scheduled Ancient Monument for Branodunum Roman Fort and associated Romano-British civilian settlement therefore it is not considered that the site could be developed without a negative impact on this heritage designation. There are identified capacity issues with Burnham Waste Water Treatment Works which serves the settlement therefore new development could have a negative impact on infrastructure. This applies to all identified options for growth.

### Brancaster Staithe with Burnham Deepdale - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
183	+	+	o	xx	+	o	+	x	o	x
<b>G13.2 (part of 183)</b>	+	+	o	xx	+	o	+	#	o	x
267	+	+	o	xx	+	#	x	#	o	x
1154	++	+	o	x	+	o	x	x	o	x
1155	++	+	o	x	+	o	x	x	o	x
1156	+	+	o	x/o	+	xx	#	xx	o	x
1157	+	+	o	x	+	x	#	x	o	x
1158	+	+	o	x	+	o	#	x	o	x
1159	+	+	o	xx	+	o	x	#	o	x

**183** - Site is accessible via The Close and there is walking access to services. Site comprises of an agricultural field therefore development would result in the loss of high quality, productive agricultural land (grade 2). Brancaster Staithe and Burnham Deepdale are within the designated Area of Outstanding Natural Beauty. The site is bordered by undeveloped countryside to the south but is immediately adjacent built development to the west and north and is close to new housing to the east. The site is considerably large in scale and development of the entire site is likely to have a negative impact on the landscape and character of the area. There are identified capacity issues with Burnham Waste Water Treatment Works

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

which serves the settlement therefore new development could have a negative impact on infrastructure. This applies to all identified options for growth.

**G13.2 (part of 183)** - The site is accessible via The Close and there is walking access to services. Site is part of a large agricultural field therefore development would result in the loss of high quality, productive agricultural land (grade 2). Brancaster Staithe and Burnham Deepdale are within the designated Area of Outstanding Natural Beauty. The site is bordered by undeveloped countryside to the south but is immediately adjacent built development to the west and north and is close to new housing to the east, therefore limiting the visual intrusion into the countryside. Also any potential conflicts of built form with the countryside can be mitigated using appropriate landscaping. There are identified capacity issues with Burnham Waste Water Treatment Works which serves the settlement therefore new development could have a negative impact on infrastructure. This applies to all identified options for growth.

**267** - Site is accessible via the private un-adopted Town Lane. Norfolk County Council Highways Authority stated an objection to development from this access. Brancaster Staithe and Burnham Deepdale are within the designated Area of Outstanding Natural Beauty. The site is situated at the western edge of the village although is adjacent to development on all other sides and is bounded by hedgerow therefore it is unlikely to have a negative visual impact on the landscape. Development would result in the loss of high quality agricultural land (grade 2), however the site is relatively enclosed and is not part of the extensive network of agricultural land surrounding the village. There are identified capacity issues with Burnham Waste Water Treatment Works which serves the settlement therefore new development could have a negative impact on infrastructure. This applies to all identified options for growth.

**1154** - The site is close to services but there is no footpath on Delgate Lane. Brancaster Staithe and Burnham Deepdale are within the designated Area of Outstanding Natural Beauty. The site is part of a large agricultural field to the south of the settlement and any development would appear visually intrusive in the landscape and consequently is likely to have a negative impact on the AONB designation. Development would result in the loss of productive agricultural land (grade 3). In terms of vehicular access, NCC Highways Authority consider that the road is narrow and unsuitable to cater for further development. The junction onto the A149 has poor visibility and alignment and cannot be improved without requirement of third party land. There are identified capacity issues with Burnham Waste Water Treatment Works which serves the settlement therefore new development could have a negative impact on infrastructure. This applies to all identified options for growth.

**1155** - The site is close to services but there is no footpath on Delgate Lane. Brancaster Staithe and Burnham Deepdale are within the designated Area of Outstanding Natural Beauty. The site is part of a large agricultural field to the south of the settlement and any development would appear visually intrusive in the landscape and consequently is likely to have a negative impact on the AONB designation. Development would result in the loss of productive agricultural land (grade 3). In terms of vehicular access, NCC Highways Authority consider that the road is narrow and unsuitable to cater for further development. The junction onto the A149 has poor visibility and alignment and cannot be improved without requirement of third party land. There are identified capacity issues with Burnham Waste Water Treatment Works which serves the settlement therefore new development could have a negative impact on infrastructure. This applies to all identified options for growth.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**1156** - Site is located at the eastern edge of Burnham Deepdale, north of the A149. There is walking access to services. Development will result in the loss of agricultural land (grade 3/4). Brancaster Staithe and Burnham Deepdale are within the designated Area of Outstanding Natural Beauty (AONB). The site is a smaller part of a large field and is fairly exposed in its position with good views into and out of the site towards the undeveloped coastline and wider countryside. It is considered that development in this location would be visually intrusive in the landscape and would have a negative impact on the AONB designation. The site is within the area designated as Heritage Coast which applies to scenic, undeveloped coastline and therefore any development would have a negative impact on this designation. There are identified capacity issues with Burnham Waste Water Treatment Works which serves the settlement therefore new development could have a negative impact on infrastructure. This applies to all identified options for growth.

**1157** - Site is located at the eastern edge of Burnham Deepdale, south of the A149. There is walking access to services. Development would result in the loss of agricultural land (grade 3) Brancaster Staithe and Burnham Deepdale are within the designated Area of Outstanding Natural Beauty (AONB). The site is a smaller part of a large field and is fairly exposed in its position with good views into and out of the site towards the wider countryside. It is considered that development in this location would be visually intrusive in the landscape and would have a negative impact on the AONB designation. The site is immediately adjacent the area designated as Heritage Coast which applies to scenic, undeveloped coastline and therefore any development could potentially have a negative impact on this designation. There are identified capacity issues with Burnham Waste Water Treatment Works which serves the settlement therefore new development could have a negative impact on infrastructure. This applies to all identified options for growth.

**1158** - The site is located at the eastern edge of Burnham Deepdale and south of the A149. Site is accessible via Whiteway Lane but there are no footpaths to services. Development would result in the loss of agricultural land (grade 3). Brancaster Staithe and Burnham Deepdale are within the designated Area of Outstanding Natural Beauty (AONB). The site is a smaller part of a large field and is fairly exposed in its position with good views into and out of the site towards the wider countryside. It is considered that development in this location would be visually intrusive in the landscape and is likely to have a negative impact on the AONB designation. There are identified capacity issues with Burnham Waste Water Treatment Works which serves the settlement therefore new development could have a negative impact on infrastructure. This applies to all identified options for growth.

**1159** - Site is within the development boundary and therefore planning permission could be sought without the need for allocation. Site is accessible via the private un-adopted Town Lane. Norfolk County Council Highways Authority stated an objection to development from this access for another site on the Lane (267). Brancaster Staithe and Burnham Deepdale are within the designated Area of Outstanding Natural Beauty. The site is situated at the western edge of the village although is adjacent to development on all other sides and is bounded by hedgerow therefore it is unlikely to have a negative visual impact on the landscape. Development would result in the loss of high quality agricultural land (grade 2), however the site is relatively enclosed and is not part of the extensive network of agricultural land surrounding the village. There are identified capacity issues with Burnham Waste Water Treatment Works which serves the settlement therefore new development could have a negative impact on infrastructure. This applies to all identified options for growth.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Discussion

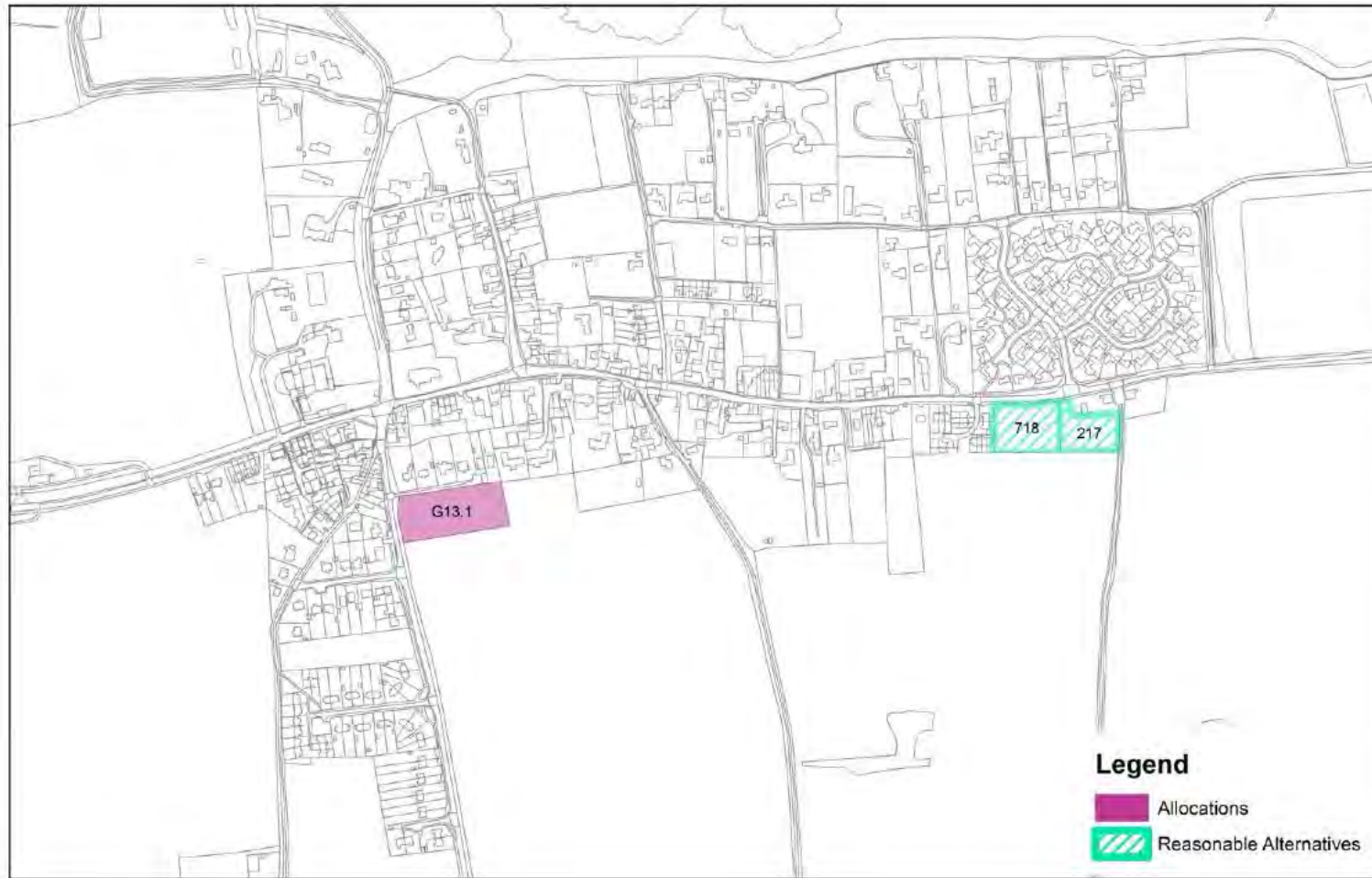
### Brancaster

- In the Sustainability Appraisal G13.1, 217, 718 score the same for the following factors 'Community & Social', 'Economy A Business', 'Economy B Business', 'Flood Risk', 'Landscape & Amenity' and 'Infrastructure, Pollution & Waste'. Similar scores are recorded in the factors 'Highways & Transport' and 'Natural Environment' as impacts are either neutral or will depend upon implementation. G13.1 scores the highest in the Sustainability Appraisal for the factor 'Heritage' as sites 718 and 217 if developed would have an unacceptable negative impact on heritage due to their location within the designated Scheduled Ancient Monument for Branodunum Roman Fort. G13.1 also scores highest for the factor 'Access to Services' as there is safe walking access to services and the primary school.
- Brancaster Parish Council stated strong objections to further development in the villages. Natural England, Norfolk Wildlife Trust, Norfolk Coast Partnership and English Heritage provided further comments but did not object to development on the preferred site G13.1. English Heritage welcomed the non-selection of alternative options 718 and 217 in Brancaster. Norfolk County Council Highways Authority suggested G13.1 is acceptable subject to a new access being made onto Mill Road.
- There was very little response from the public regarding options for housing in Brancaster. Note of support was received from two members of the public regarding preferred option G13.1, three objections were also received. It is therefore not possible to gain a consensus of local views about the proposed options. A few members of the public suggested there was no need for further development.

### Conclusion

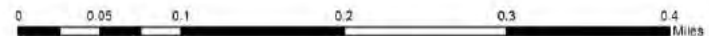
- In summary, Site G13.1 is chosen as the allocated site for Brancaster, as it scored the highest overall in the Sustainability Appraisal, particularly with regard to 'Heritage', Norfolk County Council Highways Authority commenting that the site is acceptable and there were no objections from Natural England, Norfolk Wildlife Trust, Norfolk Coast Partnership or English Heritage.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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Brancaster



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



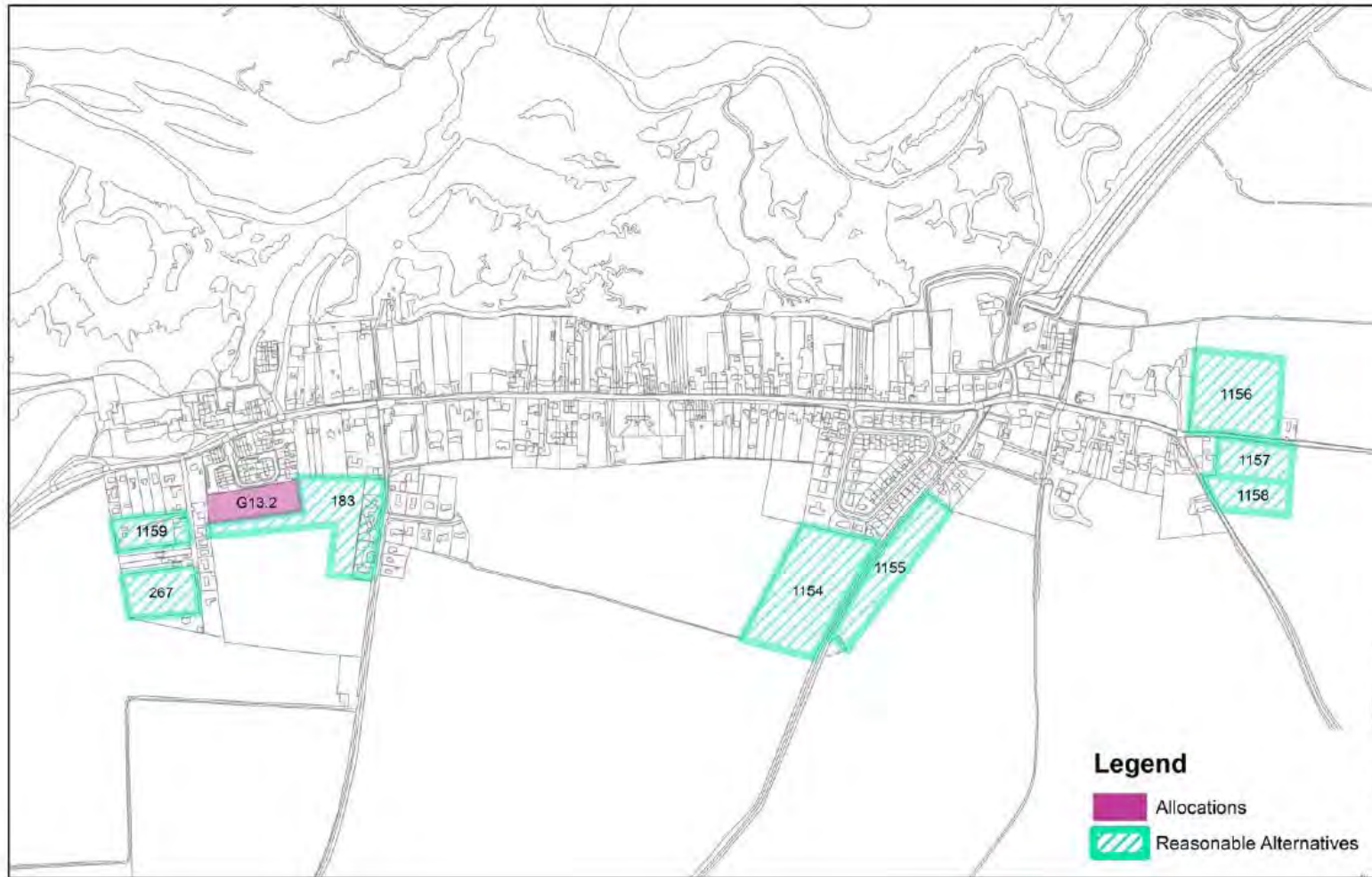
## Brancaster Staithe with Burnham Deepdale

- The Sustainability Appraisal identifies similar positive and negative impacts for all sites. However, there are differences in the scoring of sites for two categories: 'Highways & Transport' and 'Landscape & Amenity'. Of all the options, site G13.2 scores most positively in relation to sustainability criterion.
- Brancaster Parish Council stated strong objections to further development in the villages. Natural England, Norfolk Wildlife Trust, Norfolk Coast Partnership and English Heritage provided further comments but did not object to development of the preferred site G13.2. English Heritage welcomed the non-selection of alternative options 1159 and 267 in Brancaster Staithe. Norfolk County Council Highways Authority suggested G13.2 would be their preferred site for this settlement subject to safe access being made from The Close.
- There was very little response from the public regarding options for housing in Brancaster Staithe and Burnham Deepdale. Two public objections related to the preferred option G13.2 and one public objection related to alternative options to the east of Burnham Deepdale, sites 1156, 1157, 1158. It is therefore not possible to gain a consensus of local views about the proposed options. A request was made to include site 267 within the development boundary. A few members of the public suggested there was no need for further development.
- One of the key issues affecting coastal villages is the lack of affordable dwellings. This has been highlighted in the response to the preferred options consultation. The preferred options document split 14 dwellings across two sites (6 houses in Brancaster and 8 in Brancaster Staithe). This does not maximise the potential delivery of affordable housing in accordance with policy CS09. Delivering 5 houses on one site and 10 on another site would provide the opportunity to deliver 3 affordable dwellings

## Conclusion

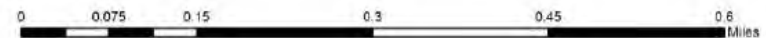
- Site G13.2 is chosen as the allocated site for Brancaster Staithe with Burnham Deepdale, as it scored the highest overall in the Sustainability Appraisal, particularly with regard to 'Highways & Transport' and 'Landscape & Amenity', Norfolk County Council Highways Authority commenting that the site would be their preference and there were no objections from Natural England, Norfolk Wildlife Trust, Norfolk Coast Partnership or English Heritage.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**Brancaster Staithe/Burnham Deepdale**



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Burnham Market - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>G17.1 (145)</b>	<b>++</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>#</b>	<b>+</b>	<b>#</b>	<b>o</b>	<b>x</b>
<b>673</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>o</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>x</b>
<b>922</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>x</b>
<b>923/919</b>	<b>++</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>x</b>	<b>+</b>	<b>x</b>	<b>o</b>	<b>x</b>
<b>1021</b>	<b>+</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>x</b>	<b>#</b>	<b>x</b>
<b>826</b>	<b>++</b>	<b>+/x</b>	<b>o</b>	<b>o</b>	<b>+</b>	<b>x</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>x</b>
<b>827</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>o</b>	<b>+</b>	<b>x</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>x</b>

**G17.1 (145)** - Site scores highly in relation to indicators 'highways and transport', 'access to services' and 'community & social'. The scheme will deliver a new village car park which will benefit the community and the site is centrally located. Development will result in a loss of agricultural land (grade 4) which is of lower quality than the majority of agricultural land surrounding settlements identified for growth but the land is currently used for arable farming. Site topography is gently sloping which may have an impact on drainage and site design. The site is adjacent to Burnham Market Conservation Area, although is not openly visible from the village centre. New development in this location would require sensitive planning and design to mitigate potential adverse impacts. The site is within the Area of Outstanding Natural Beauty but is less visible from outlying areas and the village than some other options for development located outside the development boundary. Site is not at risk of flooding (flood zone 1). There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth.

**673** - Site is located at the western edge of the village and is within walking distance to services. The site has constraints in terms of visibility and access (NCC comments Issues and Options consultation) as the current access opens out onto a convergence of 4 roads. It is a long tapered site which would be more appropriate for frontage development however this would result in the loss of established hedgerow and could have a negative impact on the landscape and approach to Burnham Market from the east. Development will result in a loss of agricultural land (grade4) which is of lower quality than the majority of agricultural land surrounding settlements identified for growth. Site is not at risk of flooding (flood zone 1). There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**922** - Site is located at the southern edge of the village and would represent a small extension to development on Creake Road mirroring development on the opposite side of the road. Development would be visible in the landscape but is slightly screened by hedgerow on the southern approach and would be viewed against a backdrop of existing development. The site is within walking distance to village services but is further from the village centre than alternative options. Development will result in a loss of agricultural land (grade 3) which is higher quality than most options and the land is currently part of a large agricultural field. There are no known heritage issues. Site is not at risk of flooding (flood zone 1). There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth.

**923/919** - Site is located to the east of Creake Road and is within walking distance to services. Access could be made onto Creake Road with improvements to footways and to Joan Shorts Lane recommended by NCC Highway Authority. Development will result in a loss of agricultural land (grade 4) which is of lower quality than the majority of agricultural land surrounding settlements identified for growth but the land is currently used for arable farming. Development would also result in the loss of some agricultural units with some buildings redeveloped for use as housing. Proposal indicates new site and potential layout for G.P Surgery and would provide a footpath on the east of Creake Road of benefit to the local community. Development of the site would result in an encroachment into the landscape and could have a negative impact on the Area of Outstanding Natural Beauty as the site is highly visible on the approach from Joan Shorts Lane. However, the site is not isolated in its position and is would be viewed from a distance in the context of the existing built up area of the settlement. The site is prominent on the south eastern edge of the Burnham Market Conservation Area therefore it could be difficult to develop the site without harming the heritage designation. Site is not at risk of flooding (flood zone 1). There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth.

**1021** - Site is located at the western edge of the village and is within walking distance to services. Access could be made onto Whiteway Road. The proposal is linked to an existing local employer and will generate income from the creation of holiday lets so it has some business benefits. Development will result in a loss of agricultural land (grade 4) which is of lower quality than the majority of agricultural land surrounding settlements identified for growth but the land is currently used for arable farming. The sites position on the approach to Burnham Market from the west is sensitive and any development may have a negative impact on the Area of Outstanding Natural Beauty designation. A planning application on the site and associated correspondence and documentation has revealed potential heritage and natural environment impacts. Site is not at risk of flooding (flood zone 1). There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth.

**826** - Site is located in the village centre and is currently used as the village playing field. Site is in a prominent position in Burnham Market Conservation Area and any large scale development is likely to have an adverse impact on the form and character of the settlement and on the heritage designation. Site is accessible onto Station Road. Development would result in the loss, or relocation of an existing community asset from this central village location. The agricultural grade of the land is grade 4 although the site is not used for agriculture. There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**827** - Site is located at the eastern edge of the village centre and is within walking distance to village services. The east and south eastern part of the site is defined as within Burnham Market Conservation Area and contains buildings, a low wall and established high hedgerow and trees. Any new development would be set behind existing development and would be bounded by the Conservation Area to the north and east with potential for adverse harm to the heritage designation. New housing would be visible from Joan Shorts Lane and from the approach to Burnham Market from the east and therefore it would be difficult to mitigate any impact on the Area of Outstanding Natural Beauty designation. There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth.

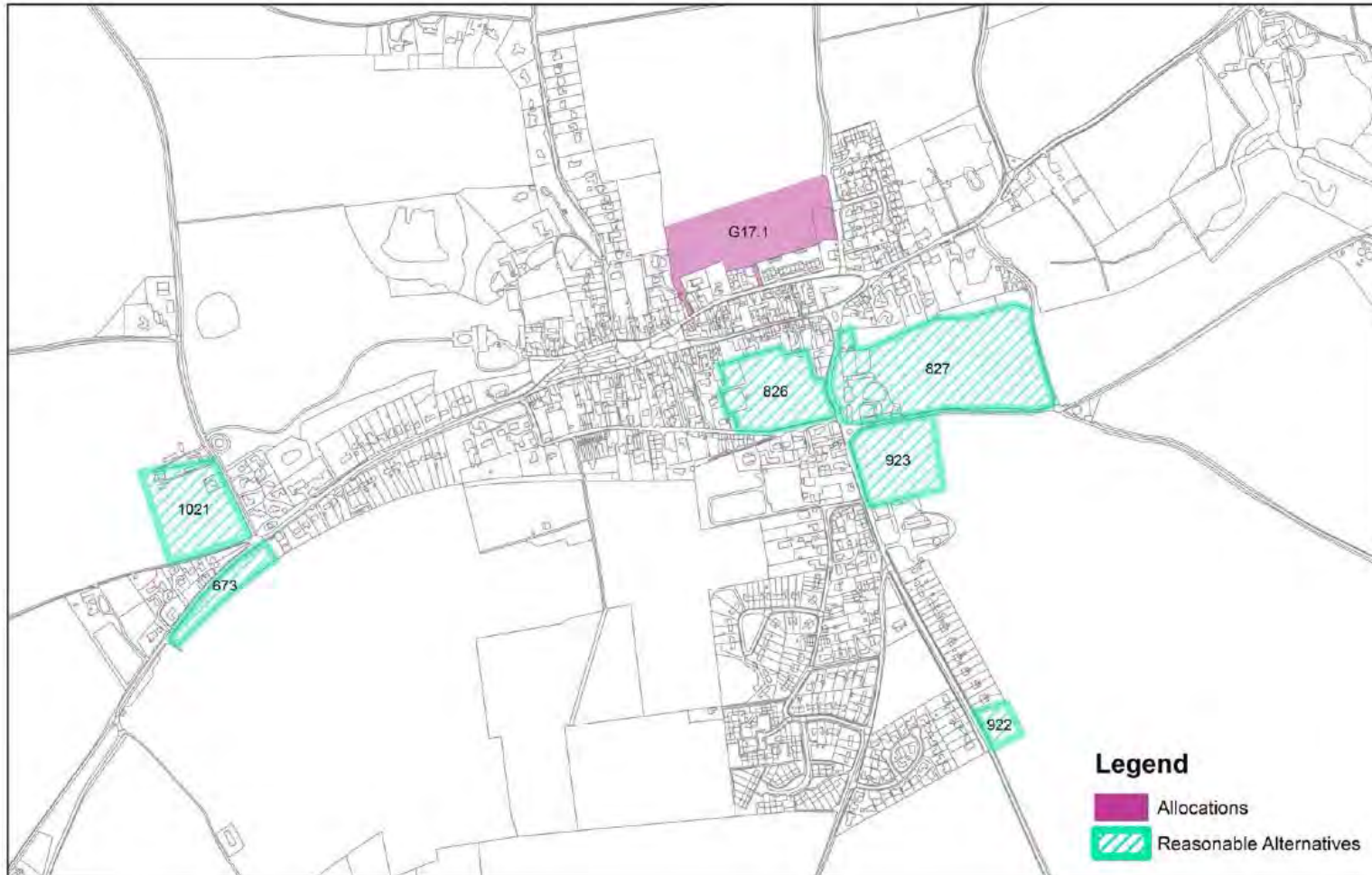
## Discussion

- The Sustainability Appraisal indicates that G17.1 (145) scored positive in the majority of categories, and did not score negatively in any category other than infrastructure, pollution and waste which relates to the capacity of the water treatment works to serve the whole village. G17.1 (145) is considered the most sustainable option for development.
- Response to the preferred options consultation by statutory consultees and other organisations indicated site G17.1 (145) was favoured by the majority due to the wider community benefits which could be delivered. English Heritage does not support development of the site due to the potential negative impact on the Conservation Area.
- Due to the low response rate from the public following the Preferred Options consultation it is not possible to gain a consensus on the preferred option for development. Further and more detailed information was received from agents regarding some alternative options, but no alternative option could offer public parking and toilets in a central location.

## Conclusion

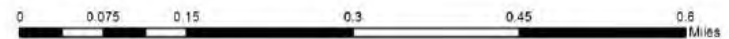
- Site G17.1 (145) is subject to a planning application for the construction of 32 new dwellings, the provision of a public car park (186 spaces), retail units (Class A1, A2 or A3), public toilets and public open space and proposed pedestrian works and the demolition of the former day care centre and replacement with dwelling 13/01810/FM. Provided the application is permitted and is not built out prior to examination of the Detailed Policies and Sites Plan, the site can still be considered for allocation.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**Burnham Market**



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Burnham Overy Staithe - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
791	+	o	o	o	+	o	x	#	o	x

**791** - Site is at the south eastern edge of the village and is within walking distance of the limited central village services. Development will result in a loss of agricultural land (grade 4). Access to the site is via Glebe Lane which is an un-adopted road and is a single lane unpaved track. Norfolk County Council Highway Authority indicated highway concerns and would object to development of more than two dwellings. Site is not at risk of flooding (flood zone 1) and there is no known heritage or natural environment issues. The site is screened from the surrounding countryside by established hedgerow. The site is within the Area of Outstanding Natural Beauty. Developing the site is not considered to provide community & social benefit if the site were only to provide one home (based on the Councils preferred method to distribute development).

### Discussion

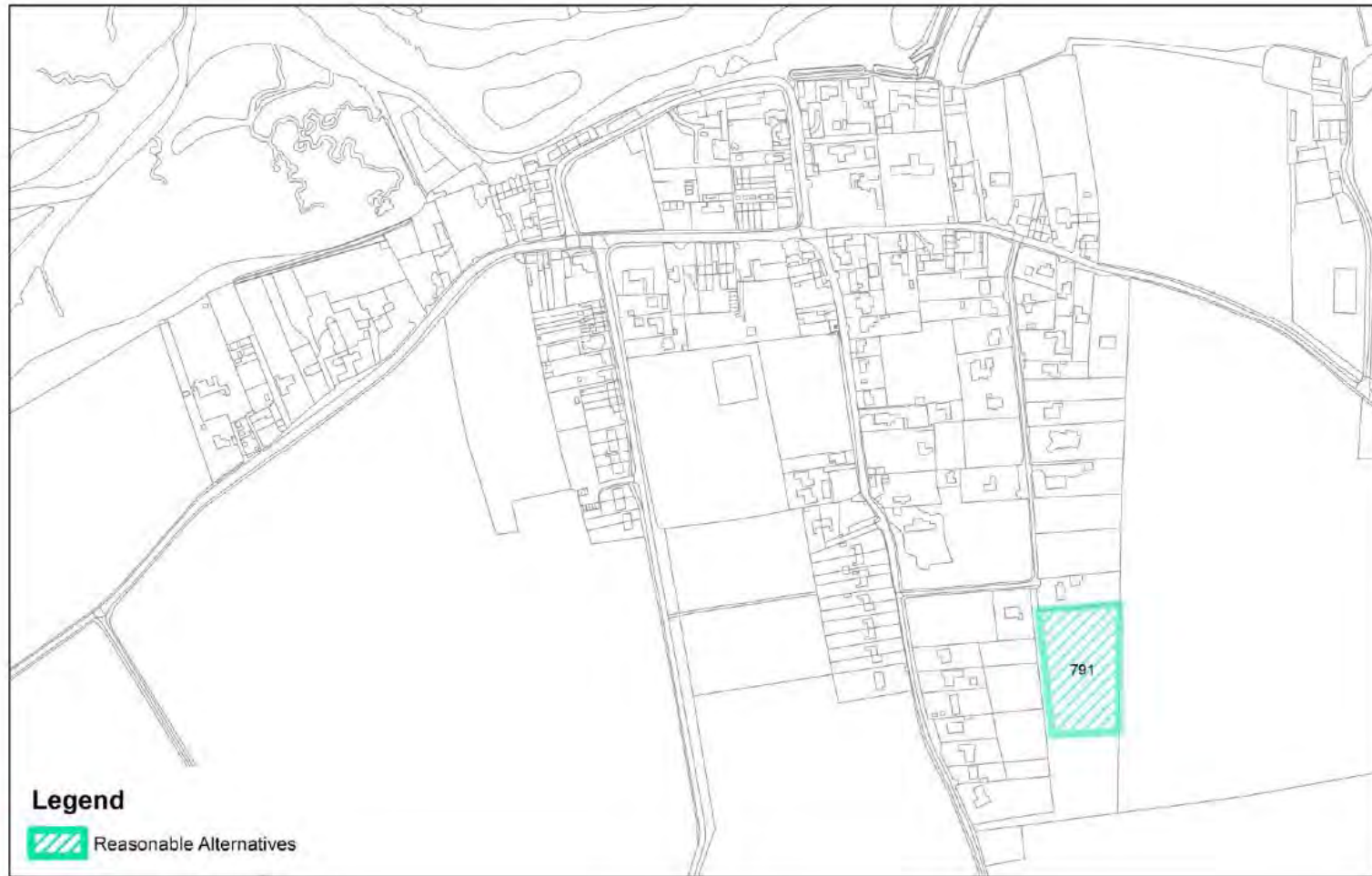
- The Sustainability Appraisal indicates no significant benefits associated with the development of one dwelling on the only available site (791).
- The chapter had a very low response rate from the public at the preferred options consultation. Of five public comments regarding development of site 791, two supported and three objected so it is not possible to identify a consensus from the public on the only option for development. Support not to allocate was received from Burnham Overy Parish Council and the Norfolk Coast Partnership. Norfolk County Council Highways Authority would not support more than two new dwellings on site 791.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Conclusion

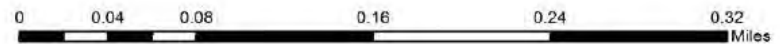
- With the Sustainability Appraisal Score indicating no significant benefit to develop the site, the low public response, Burnham Overy Parish Council favouring no allocation and Norfolk County Council Highway Authority highlighting significant issues with the local road network, there is to be no allocated site for Burnham Overy Staithe.





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**Burnham Overy Staithe**



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Castle Acre - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
508	++	+	o	x	+	#	+	x	o	#
G22.1 (Part of 508)	++	+	o	x	+	#	+	#	o	#
G22.1 (1131)	++	+	o	+/x	+	#	+	o	o	#
511	++	x	o	+/x	+	#	?	x	o	x
1193	++	+	o	x	+	o	#	#	o	?
953	+	+	o	x	+	#	x	x	?	x
509	+	+	o	x	+	#	x	o	o	x

**508** – The site has good access and is within walking distance to village services including bus stops, shop and school. There is opportunity for footpath links to be provided as part of any development. Part of the site fronts directly onto Massingham Road and the highway authority raised no objections to an access from Massingham Road subject to how it is implemented. The site is not subject to flood risk (flood zone 1). Development will result in the loss of grade 3 (moderate quality) agricultural land. The eastern site boundary is immediately adjacent Castle Acre Conservation Area and adjacent some Grade II Listed Buildings; however any potential negative impacts can be mitigated through appropriate design and layout. The site is fairly large in scale and extends into the countryside on the western side. It is considered that given its scale, development on the entire site could be harmful to the landscape character and visual amenity of the area.

**G22.1 (Part of site 508)** – The site has good access and is within walking distance to village services including bus stops, shop and school. There is opportunity for footpath links to be provided as part of any development. Site access is obtainable from Massingham Road as supported by the highway authority subject to its implementation. The site is not subject to flood risk (flood zone 1). Development will result in the loss of grade 3 (moderate quality) agricultural land. Part of the site is immediately adjacent Castle Acre Conservation Area and Grade II Listed Buildings; however any potential negative impacts can be mitigated through appropriate design. The site is screened by existing housing development on its eastern and southern boundaries. The northern and western boundaries are bordered by open fields. The site does not extend as such into the countryside with views mostly limited to near distance from adjacent roads and properties. There are few opportunities for long distance views especially when viewed from the west, but development would be seen in the context of the existing village and any potential conflicts of built form on the

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

countryside can be mitigated through appropriate landscaping. As such development is not likely to be harmful to the landscape character of the area.

**G22.1 (1131)** –The site is in close proximity and within walking distance to village services including the school, village shop and bus stop and recreation ground. There is opportunity for footpath links to be provided as part of any development. Site access is obtainable from Massingham Road. The site is in a low flood risk area (Flood Zone 1). Part of the site accommodates existing buildings with garden land. The site is within Castle Acre Conservation Area and adjacent two grade II Listed Buildings, potential negative impacts on the character of this historic assets can be mitigated through appropriate sensitive design. Development on the site will have minimal impact on the landscape and character of the area and would form an extension to existing development along Massingham Road.

**511** – The site is centrally located and within walking distance to local services. There are no footpath links available. No flood risk issues are identified. The site is within the conservation area as such any development would require sensitive design and layout to mitigate any adverse impacts on the character of the area. The site is not in agricultural use. The site partly includes an area of allotments on the western side and development would result in the loss of this public amenity. The surrounding road network may not be able to adequately accommodate the proposed number of dwellings. The site is well integrated with existing housing and development will infill the gap between existing development on the north and south. The northern part of the site was recently granted planning permission, and the remaining site area is too small to accommodate the number of dwellings sought without causing harm to the character of the conservation area.

**1193** – The site scores positively in terms of access to services; it is situated in close proximity to village services particularly the school which is immediately adjacent the site and has good pedestrian and vehicular access to services. Site access is obtainable from the road that serves the school but this can only accommodate a limited number of dwellings (maximum of 8). The Highway Authority made no objections to the site. The site is situated in a low flood risk area (Flood Zone 1). The site comprises of grade 3 (moderate quality) agricultural land although it is not currently in agricultural production. The site is screened by development on the south and east but is not screened from the wider countryside on the north and west. Potential impacts could be mitigated using suitable landscaping and boundary treatments to minimise/soften the visual impact of development on the landscape. A public right of way runs along the western site boundary but there is opportunity for this to be retained as part of any design scheme.

**953** – The site is situated within Castle Acre conservation area. It is relatively close to village services but has no footpath links available to services. The surrounding road network is inadequate. The site is too small to accommodate the number of dwelling sought without harm to the character of the conservation area. Development is likely to have an impact on the boundary trees and hedges that are subject to a tree preservation order and have amenity value. Further investigations are required in relation to the archaeological/historical assets on the site. There are no flood risk constraints on the site.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**509** – The site is not as close to village services in comparison to alternative options and there are no footpath links to village services. Development on the site would result in loss of grade 3 (moderate quality) agricultural land. It is screened on the west by existing development but is not screened from the wider countryside from the south, east and west. Development is likely to be visually intrusive in the landscape than other options. The site is situated adjacent Castle Acre conservation area and a listed building; development would require sensitive design to mitigate potential impact on the character of the conservation area. The surrounding road network is considered inadequate to accommodate the proposed number of dwellings. The Highway Authority objects to the site. The site is not subject to flood risk.

## Discussion

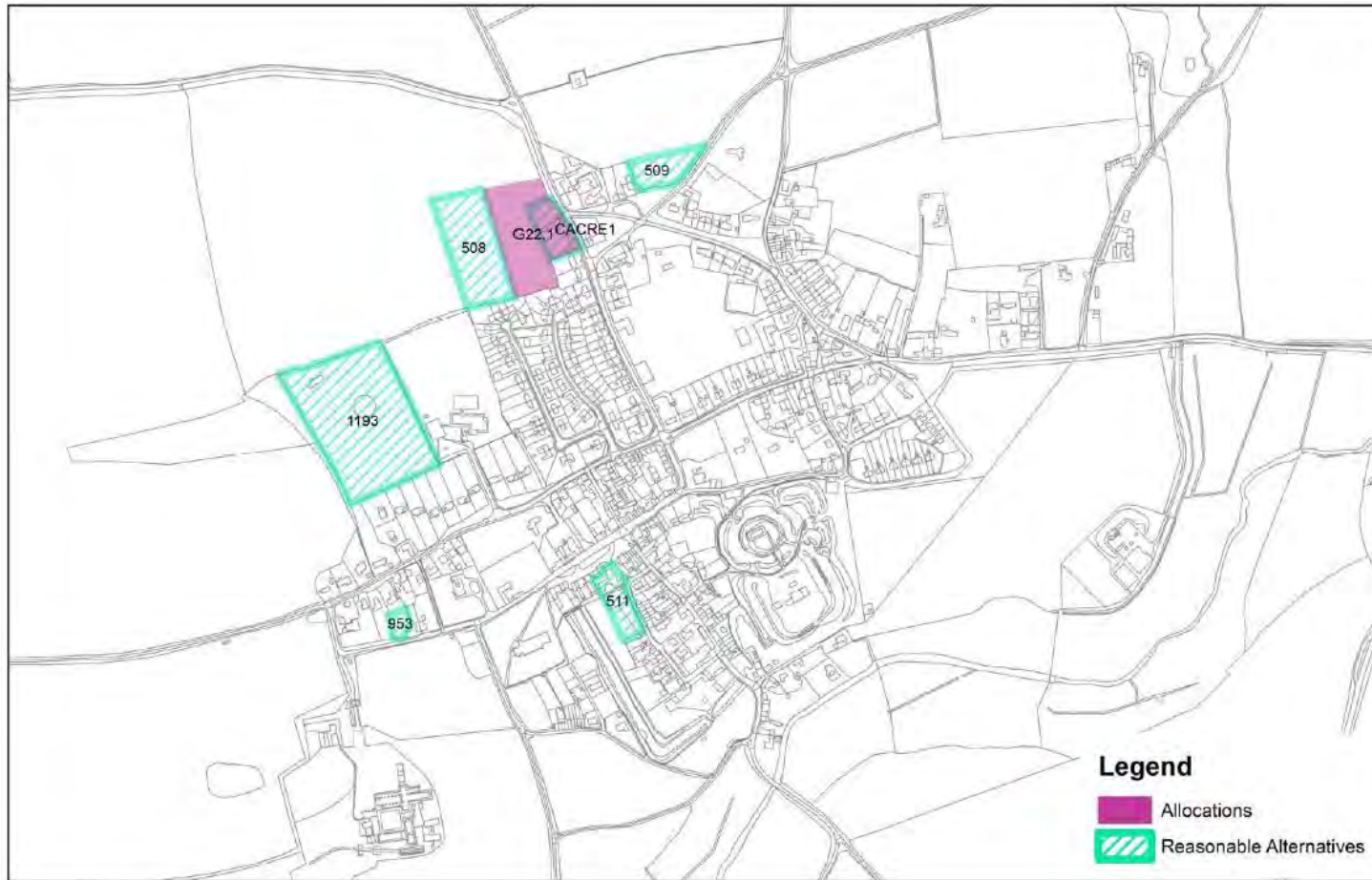
- The Sustainability Appraisal indicates that overall sites 1131, part of 508 and 1193 have the least negative impacts but no one site would result in a highly positive effect in the majority of categories. The selection of allocation(s) for development is dependent on a judgment on the combination of advantages and disadvantages of the competing sites.
- Response to the Preferred Options consultation indicated some public objections to allocated site G22.1 (from neighbouring properties) and very few (two) local support to 1193. However the public response to the consultation was not of a scale to give a general consensus on a favoured growth option. The statutory consultees including Castle Acre Parish Council and the Highway Authority supports the allocation of G22.1. English Heritage made no objections to G22.1 preferring it to other available options although there was concerns regarding its location in a Conservation Area, proximity to a Listed Building and an ‘important unlisted building’ on the site. As such any development in this location would require sensitive design and layout that preserves or enhances the character and settings of the Conservation Area and listed structures.
- Site 1131 and part of site 508 score positively in the sustainability appraisal in comparison to other site options. The two sites in combination are well located in a fairly built up part of the village and relates well with the form and character of the area. The site is accessible and within reasonable distance of local amenities. The highway authority made no objections to allocation of site G22.1, Castle Acre Parish Council indicates a preference to the allocation over the other alternative options. Site 1131 is partly within the development boundary and is subject to change. At the time of writing, a planning application for four dwellings (Ref: 14/00148/F) is pending consideration on part of this site. As such given the sensitive location, allocating site 1131 together with part of 508, forming G22.1, will ensure a coordinated and comprehensive development in the area in terms of design and layout. The site is of a sufficient scale to accommodate the dwellings sought in the settlement. Any potential conflicts of development with the wider landscape can be further mitigated using suitable landscaping.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Conclusion

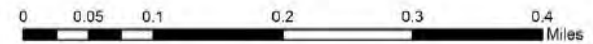
- Therefore, based on the sustainability appraisal and the response to the preferred options consultation, site G22.1 (site 1131 & part of site 508) is allocated for the additional growth sought in the settlement.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**Castle Acre**



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Castle Rising

No options were proposed in Castle Rising.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Clenchwarton - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & waste
<b>G25.1 (474)</b>	+	x	o	xx	xx	o	#	o	o	?
338	+	x	o	xx	xx	o	#	#	?	?
<b>G25.2 (152)</b>	++	+	o	xx	xx	o	+	o	o	?
215/871	x	+	o	xx	xx	o	x	xx	o	#
<b>G25.3 (336)</b>	+	+	o	xx	xx	?	#	o	o	?
430	+	+	o	xx	xx	o	x	x	o	?
463/705	++	+	x	+/x	xx	o	#	o	o	?
594	x	+	o	xx	xx	o	x	xx	o	?
642	+	+	o	xx	xx	o	x	o	?	?
1262	+	+	o	+/x	xx	o	x	#	?	?

**G25.1 (474)** – Site is not as close to village services as some other options but is within reasonable walking distance to some services including a recreation ground. There is good access and opportunity to improve and provide pedestrian and vehicular links. The Highway Authority made no objections to the site. The site received significant community objection. Development will result in the loss of grade 2 (good quality) agricultural land. Site is within high flood risk area (FZ3) but this applies to all site options in the settlement. The site borders established housing development on the south, with housing immediately opposite the road on the east. Development would form natural continuation of the existing housing along Hall Road. There are a number of mature trees and hedgerows on the site which provides natural screening. The site is not considered visually intrusive in the landscape and countryside.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



**338** – Site performs averagely in terms of proximity and access to services however parts of the site are within walking distance to services including the recreation ground which borders the site on the south. The adjoining road network is relatively narrow and would require improvements and pedestrian links. Any impact on highways and transport is dependent on how the scheme is implemented. The Highway Authority made no objections to the site. Site is subject to high flood risk (FZ3). The site comprises of grade 2 (good quality) agricultural land although it is not currently used as such. There were significant local objections from neighbouring properties. Site is situated behind existing development and is screened on the east and partly on the south. It is not screened from wider countryside on the west. The site is considerable large in scale and development on the entire site is not considered appropriate in this location as it is likely to have an impact on the landscape character of the area. The site borders an area of scrub land and trees; further investigation is required to determine impact of development on biodiversity.

**G25.2 (152)** – Site is centrally located and is within walking distance of village services including the school, shops and bus services. Safe site access is obtainable from Main road. There is adequate footpath links to services. The Highway Authority made no objections to the site. Site is within high flood risk area (FZ3) with a small area at the rear within the flood hazard zone. The site comprises of grade 2 (good quality) agricultural land but is not presently in agricultural use but rather comprises of garden land. The site is well integrated with the village; it is mostly screened by existing housing on all sides. Development will not be visually intrusive and will have minimal impact on the landscape character of the area.

**215/ 871** – The site is not as close to village services as alternative options, and the surrounding road network is narrow and may negatively impact highways. There are no footpath links to services limiting walking access. Development will result in loss of grade 2 (good quality) agricultural land. The site is within a high flood risk area (FZ3) with parts of the site within the flood hazard zone. The site is not screened from the wider countryside on the north, east and west and development is likely to be visually intrusive in the landscape. A large metal pylon crosses the site and there is a small power hut in the south east corner.

**G25.3 (336)** – The site is within reasonable walking distance to services on Main Road. Footpath and vehicular links are available from the site to services. Safe access and impacts on highways is dependent on how the scheme is implemented. Development will result in the loss of grade 2 (good quality) agricultural land but this applies to all site options. The site is subject to high flood risk (FZ3). The site is on the edge of the settlement and is not as integrated with the central part of the village in comparison to some other site options; it is visually prominent from the road. It is partly screened on the east by existing development but is not screened from the wider countryside on the west and south. Further investigations are required in terms of impacts on the archaeological assets on the site.

**430** – The site performs averagely in terms of proximity to services in comparison to other options. Although it is close to some services in the village such as the village hall, bus service and GP surgery, the surrounding road network is narrow and there are no footpaths links thus limiting walking and vehicular access. The Highway Authority objects to allocation of the site. Development will result in the loss of grade 2 (good quality) agricultural land. The site is subject to high flood risk (FZ3) with the south-eastern corner within the flood hazard zone. There are mature trees and hedgerows along the boundaries of the site. The site is not as integrated with existing development and is surrounded by open countryside on the south, east and partly on the west. Development is likely to be more visually intrusive in the landscape than other site options.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**463/705** - Site is centrally located and is in close proximity to a number of services in the village. It is accessible from main road with good pedestrian and vehicular access to services. Safe access and impact on highway is dependent on how the scheme is implemented. Site is subject to high flood risk (FZ3) with parts of the site within the flood hazard zone. The site comprises of grade 2 (moderate quality) agricultural land although it currently houses a nursery with greenhouses. Development would therefore result in the loss of employment land. The site is integrated with the village and lies mostly behind existing housing. It is well screened on the west and south. Development is likely to have minimal impact on landscape character of the area. Any impacts on the visual amenity of the area could be mitigated by natural screening (planting of native hedgerows).

**594** – The site is mostly within the flood hazard zone. Development will result in loss of grade 2 (good quality) agricultural land. The site is further from village services than alternative options. It is not apparent where access is proposed from. The surrounding road network is narrow with no footway links making village services less accessible with potential negative impacts on local highway network. The Highway Authority raises objection to the site. The site covers a large area and is only partly screened on the western side. Development will potentially be visually intrusive in the landscape and encroaches into the surrounding countryside.

**642** – The site performs averagely in terms of proximity to services but is within walking distance to some local services including the village hall, doctors surgery and bus service. There are no footpath links to services and the highway network is inadequate as such the Highway Authority would object if this site were identified as a strategic housing site. Site is subject to high flood risk (FZ3). Development will result in loss of grade 2 (good quality) agricultural land. There are a number of mature trees and hedgerows on the site with potential biodiversity issues, further investigations is required to ascertain if there will be any impacts on biodiversity. The site is well integrated with existing housing and is bordered by housing on the north and south. Development will likely have minimal impact on the landscape and will partly constitute infill development.

**1262** – The site performs averagely in terms of proximity to services but is relatively close to some services including the village hall, doctor's surgery and bus services. However the surrounding road network is narrow and there are no pavements thus limiting access to services. The highway authority objects to the site. The site comprises of grade 2 (good quality) agricultural land although the south eastern corner currently accommodates a residential property. The site is within a high flood risk area (flood zone 3). There are a number of mature trees and hedgerows within the site and along the site boundaries with potential biodiversity issues. The site lies behind existing housing and is screened on the north and partly on the south. It is considered that development will not be visually intrusive; any potential impacts could be mitigated by natural planting.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Discussion

- The Sustainability Appraisal indicates that all site options would have similar negative impacts in terms of food production and flood risk. Site 463/705 is identified to have an unacceptable negative impact in terms of loss of employment land which is contrary to the Core Strategy. Sites 215/871, 430 and 594 are identified to have unacceptable negative impacts on landscape and amenity. Sites 642 and 1262 score negatively in terms of highways and transport. Therefore, overall sites G25.2 (152), G25.1 (474), 338 and G25.3 (336) are identified in the sustainability appraisal to have the least negative impacts with allocated site G25.2 (152) identified to be the highest scoring site of all potential options.
- The responses to the preferred options consultation indicates significant public objections to the scale of development proposed on CLENCH1 (474 & part of 338). Majority of these objections were on grounds of highway impacts however the Highway Authority, the statutory consultee on highway matters made no objections to either CLENCH1 (474 & part of 338) or CLENCH2 (152). Clenchwarton Parish Council objects to the proposed scale of development in the village and to CLENCH1 & 2. Some public responses suggest that there is no need for further development in Clenchwarton. The general local consensus was against the allocation of CLENCH1. There was also a local preference for development spread out across the village and not concentrated on one site.
- Allocated site G25.2 (152) is identified as the highest scoring site in the Sustainability Appraisal; it is well integrated with the village, in close proximity to services and it offers the potential for development to have minimal impacts on the visual and landscape amenity of the surrounding area. The level of local objections to the site was not of such a large scale considering the enormous responses received to the proposals for Clenchwarton. The objections raised did not outweigh the suitability and advantages of the site. The landowner of the site contends the number of dwellings proposed on the site, suggesting that at over 1 hectare the site has the potential to accommodate up to 25 dwellings. It is the officer recommendation that the potential to increase the number of dwellings sought on the site should be explored further given that the site was identified as the highest scoring site in the Sustainability Appraisal and also taking into consideration the density and character of the surrounding area.
- Based on the merits of the site, its size and the density of the surrounding area, it is considered that 20 dwellings should be allocated on site G25.2 (152) in order to maximize its potential. The Highway Authority made no objections in terms of site access and the adequacy of the surrounding road network, indicating a preference for the site over other site options in the settlement.
- Although CLENCH1 (sites 474 and part of 338) as proposed at preferred options stage performed relatively well in the Sustainability Appraisal, it received significant local objections particularly with regards to the scale proposed and the impacts of 46 dwellings on Hall Road. There is no overriding constraint which would prevent development on the site and it is considered that some concerns could be overcome through reducing the density of development thus significantly reducing the potential number of additional vehicles on Hall Road and addressing public concerns of traffic congestions and the impact of large scale development in one location. Therefore the allocation is limited to site 474. Development of the site would represent a natural continuation of existing housing along Hall Road with potential minimal impacts on landscape amenity and with

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

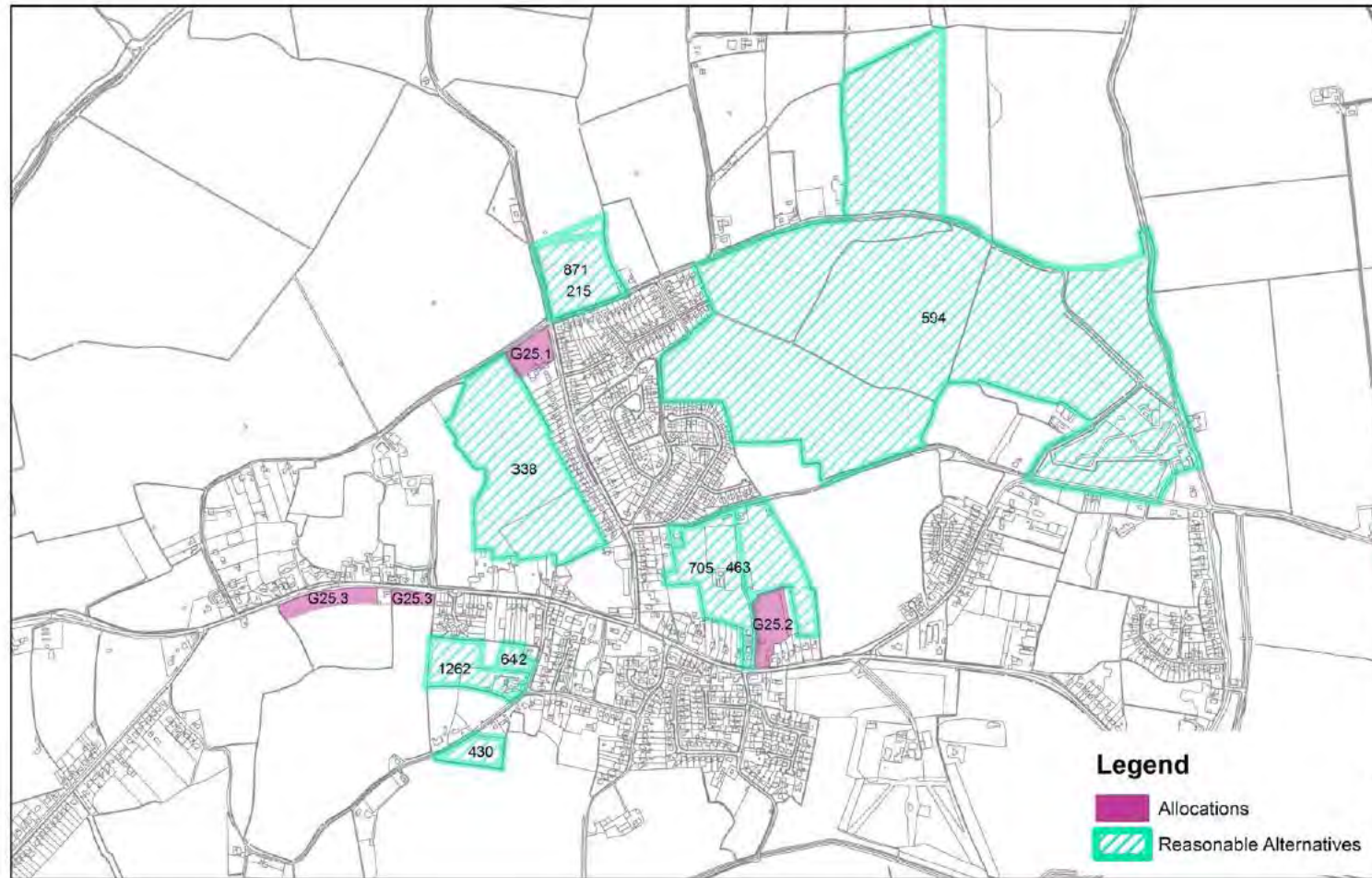
reasonable proximity to services. Therefore site G25.1 (474) is allocated for 10 dwellings.

- It is considered that site G25.3 (336) has the potential to accommodate the remainder of the dwellings sought in the settlement. The site was identified as a non-preferred site at the previous stage due to its edge of the settlement nature in comparison to the two preferred sites, however based on the response to the consultation, the nature of the settlement and the constraints of other site options it is considered that despite its position on the edge of the settlement, the site still scores better than some other site options. The site performs positively in the sustainability appraisal; it is well located to local services with good pedestrian and vehicular links and no objections from the local highway authority. Development would form a natural extension to existing housing along Main Road with minimal impacts on the form and character of the area. Therefore the site is allocated for 20 dwellings.
- Based on the population pro-rotta approach adopted by the Council in the distribution of development, Clenchwarton was to receive 29 new dwellings. However this number was increased to 56 dwellings at the preferred options stage to optimise the development potential of the sites. The preferred options consultation indicated significant public objections and Parish Council objection to the scale of development proposed and the concentration of large scale development on Hall Road. Given the potential of the settlement to accommodate growth, the development potential of submitted sites and the outcome of the consultation, it is considered that 50 new dwellings are allocated in the settlement.

## Conclusion

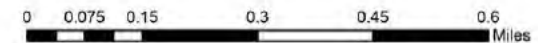
- In summary sites G25.1, G25.2 and G25.3 are identified as least constrained site options in Clenchwarton and are therefore allocated for the number of dwellings sought in the village.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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Clenchwarton



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Denver - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Busine	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
312 518 & 853	++	+	O	x	+	x	x	+	#	#
517	++	+	O	xx	+	O	x	x	O	#
518	++	+	O	x	+	O	x	x	O	#
519	+	+	O	x	+	O	x	#	O	#
652	+	+	O	xx	+	O	x	x	O	#

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

<b>DEN1 (part of 662)</b>	<b>+</b>	<b>+</b>	<b>O</b>	<b>x</b>	<b>+</b>	<b>x</b>	<b>x</b>	<b>#</b>	<b>xx</b>	<b>#</b>
<b>662</b>	<b>x</b>	<b>+</b>	<b>O</b>	<b>x</b>	<b>+</b>	<b>x</b>	<b>x</b>	<b>x</b>	<b>x</b>	<b>#</b>
<b>746</b>	<b>+</b>	<b>+</b>	<b>O</b>	<b>x</b>	<b>+</b>	<b>#</b>	<b>x</b>	<b>x</b>	<b>O</b>	<b>#</b>
<b>853</b>	<b>+</b>	<b>+</b>	<b>O</b>	<b>X</b>	<b>+</b>	<b>O</b>	<b>X</b>	<b>X</b>	<b>O</b>	<b>#</b>
<b>954</b>	<b>+</b>	<b>+</b>	<b>O</b>	<b>xx</b>	<b>+</b>	<b>O</b>	<b>X</b>	<b>X</b>	<b>O</b>	<b>#</b>
<b>1128</b>	<b>++</b>	<b>+</b>	<b>O</b>	<b>x</b>	<b>+</b>	<b>O</b>	<b>#</b>	<b>X</b>	<b>O</b>	<b>#</b>

**DEN1 (Part of 662)** – The site performs relatively well in relation in the position within the village as a whole, access to facilities and the position within the landscape. It scores less well in terms of the ability to provide an appropriate vehicular access across registered common land given recent information provided by Norfolk County Council as Commons Registration Authority. It is considered that the development of the site is likely to cause substantial harm to the setting of the heritage assets to the east. The site also scores negatively in relation to the Natural Environment given the documentary evidence relating to the presence of Great Crested Newts within the pond at the northern end of the site.

**662** – The site as a whole is likely to have a greater impact upon local services and facilities by virtue of the larger number of dwellings which could be accommodated. The proximity to a pond with protected species and heritage assets could be possibly mitigated by good planning and design, but the relationship with the linear form of the settlement would be reduced; there would be greater intrusion into the landscape by extending the development further south into the countryside. The servicing of the site is also likely to result in greater disruption to undisturbed common land and it is likely that this would have to be discussed at a Hearing or Inquiry and a final decision would rest with SoS Defra.

**312, 518 & 853** – The scoring for this site has been adjusted in the light of further information relating to a monument and vehicular access. However, the scale of development currently proposed in a sketch diagram submitted for site 312 is considered to be too high relative to the original figure of 10 dwellings recommended prior to the Preferred Options Consultation.

**517** – The site performs less well in terms the relationship to the village and highway network as a whole given the peripheral position in the open countryside. The site is normally used for arable farming and scores poorly against the loss of productive agricultural land. The site scores well in relation to flood risk

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**519** – This site is at the western edge of the village, and although it is bounded by established planting to the west, the available frontage is reduced by an access to a tourism site to the north. In terms of amenity, it may be difficult to address any householder complaints arising from proximity to the poultry unit to the west. The site scores well in relation to flood risk.

**652** – The site performs poorly in relation to highway access and the relationship to the existing form and character of the village, but scores well in relation to flood risk.

**746** - The site performs poorly in relation to highway access and the relationship to the existing form and character of the village, but scores well in relation to flood risk. There would be a greater impact upon the landscape.

**954** - The site performs poorly in relation to highway access and the relationship to the existing form and character of the village, but scores well in relation to flood risk.

**1128** – The site is well positioned in relation to existing facilities, but it is relatively small and also has a Tree Preservation Order. It scores well in relation flood risk.

**280** - The proposals represent a significant intrusion into the countryside where there is an existing community facility. The precise details of any compensatory package are unknown currently. The site is well located in relationship to the primary school. The site scores well in relation to flood risk.

## Discussion

- The Sustainability Appraisal originally indicated that DEN1 (Part of site 662) scored average overall. It scored negatively with regards to food production. The site was considered the most sustainable option for development of 10 dwellings.
- Responses from statutory and non-statutory consultees to the Preferred Options consultation and to the consultations undertaken by the Council for the rebuilding and extension of the listed barns on the site immediately to the east, indicates that site 662 including DEN1 shows unacceptable negative scores in terms of Heritage, Natural Environment, Landscape and Amenity, and Highways.
- The response rate from the public following the Preferred Options consultation was very low. A sketch scheme was received from an agent regarding an alternative option for 312. This was for up to 50 dwellings and exceeds the allocation for the settlement by 400%. Further information would be required.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

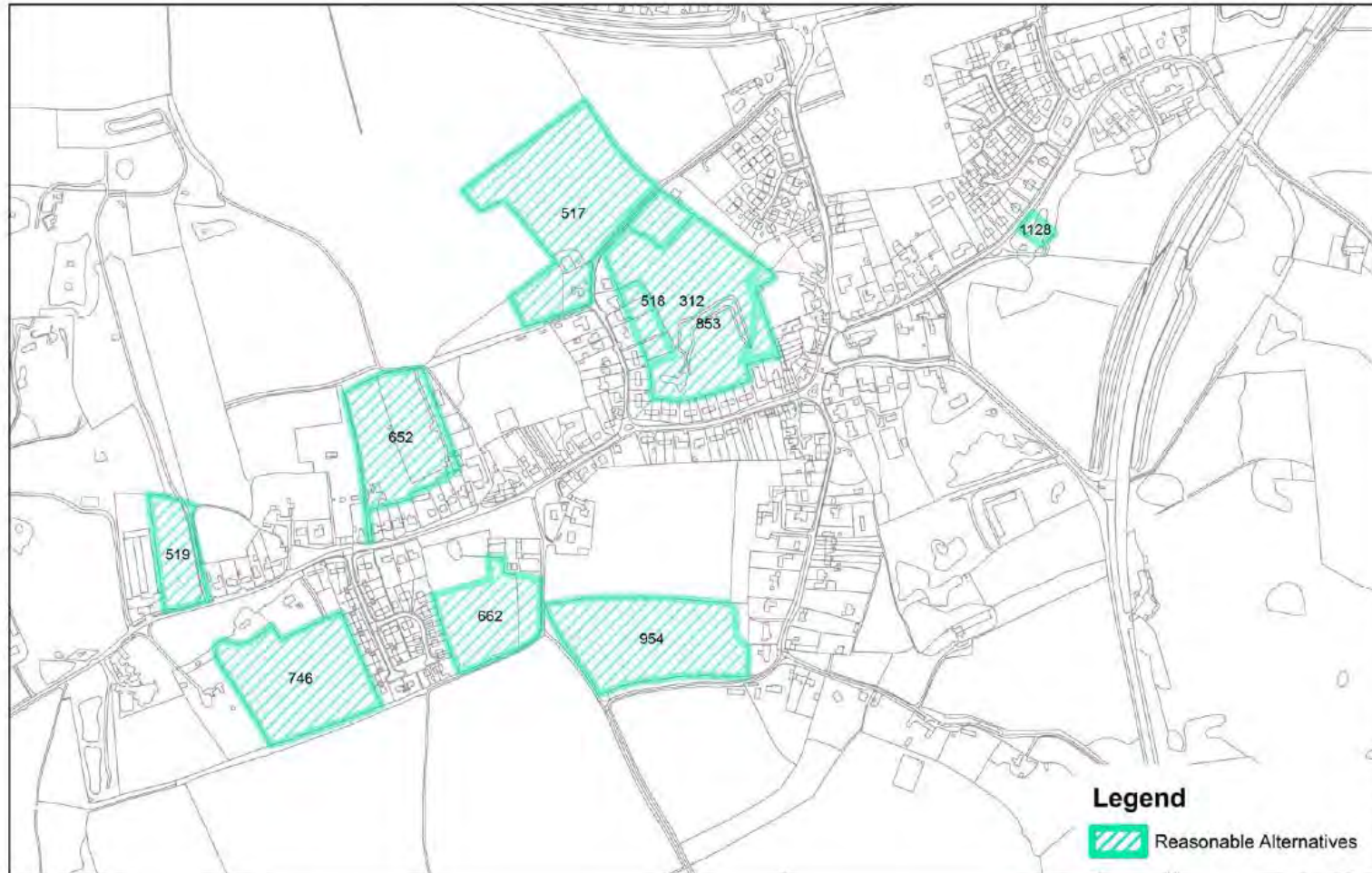


- Site 312 is part of a larger site between Sluice Road and Sandy Lane. The recent responses from statutory consultees relating to the sketch scheme indicate there are significant constraints to the development of this area and in addition, the promoters of the site consider that the site should provide a minimum of 20 dwellings to ensure the overall viability of the scheme. Site 519 is relatively remote from the village centre, and the proximity to an intensive livestock unit would be likely to cause a nuisance. Sites 519 and 312, 518 and 853 cannot be considered for allocation at this time.

## Conclusion

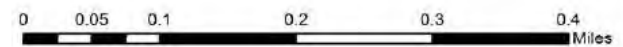
- Therefore in view of a lack of a suitable site, no sites are allocated in Denver.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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Denver



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Dersingham –Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>G29.1 (456)</b>	+	+	o	+	+	#	#	#	?	o
<b>G29.2 (455)</b>	+	+	o	+	+	x	?	x	o	o

**G29.1 (456)** - Site is distant from central services but is within walking distance of the primary school, doctors surgery and small complex of businesses, church and two pubs. Whilst the surrounding road network is fairly narrow with some blind bends, Norfolk County Council Highways Authority would not oppose development of the site on highways grounds and suggest improvements could be made. The site is immediately adjacent to Dersingham Conservation Area on the western boundary but due to the raised topography of the land at the boundary of the site it is not visible from the majority of the Conservation Area. The site is not subject to flood risk (zone 1). Development would result in the loss of grade 4 agricultural land, which is a lesser quality than most undeveloped land in the Borough, and the site is currently used as a mix of pasture and allotments. The ecology of the site will require investigation to understand potential implications on biodiversity and potential mitigation measures.

**G29.2 (455)** - Site is distant from central services but is immediately adjacent to the doctors' surgery and small complex of businesses, the church and is close to two pubs. Whilst Norfolk County Council Highways Authority previously objected to development of the site on access grounds, the landowner has since proposed an alternative access point through the St. Nicholas Court. The site is in a prominent position in the newly designated Dersingham Conservation Area, opposite the Grade 1 Listed Church of St Mary and the walled yard is referred to in the accompanying character statement which suggests it was once part of the complex of Manor Farm. The site currently houses a few outbuildings and a grassed area used for pasture which is enclosed by an attractive low old brick wall. The scale, design, height and layout of development is crucial to determining the impact on heritage and landscape, but it is considered possible to protect and enhance the setting of the conservation area by creating a sensitively designed single storey development making the best use of land in this otherwise fairly untidy plot. The site is not subject to flood risk (zone 1). Development would result in the loss of grade 4 agricultural land, which is a lesser quality than most undeveloped land in the Borough.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

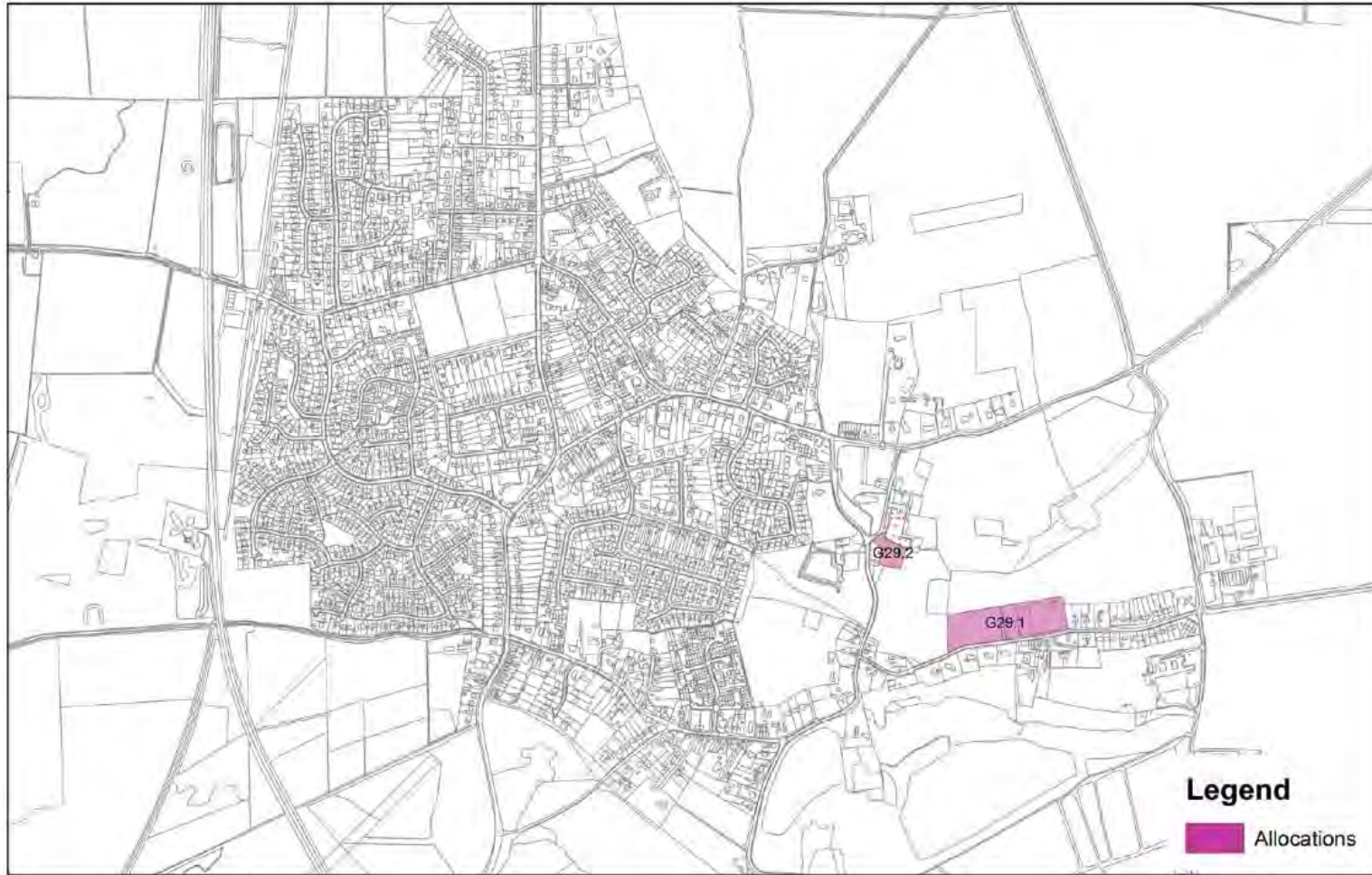
## Discussion

- The response to the Preferred Options public consultation indicated a high level of objection to the allocated site G29.1 (456), predominantly from residents of Doddshill Road. The key issues identified are the unsuitable local highway network, the adverse impact on the rural, tranquil nature of the area, the proposed housing density and safety for children accessing the Primary School. No other public comments were received. One agent promoted G29.2 for single storey housing for the specific purpose of housing older tenants of the Sandringham Estate. One agent also confirmed the availability of the preferred site G29.1 for development but contested some of the proposed policy clauses.
- The response from statutory consultees indicates general support for site G29.1 from Norfolk County Council Highways Authority, Norfolk Coast Partnership and Natural England. Dersingham Parish Council object to site G29.1 and English Heritage outline concerns regarding the potential impact of development of site G29.1 on Dersingham Conservation Area and suggests a lower density development would be appropriate.
- The Sustainability Appraisal demonstrates some positive points for both growth options proposed in relation to the indicators 'access to services', 'community & social', 'flood risk', 'food production'. For site G29.1, the impact on many sustainability indicators is dependent on implementation relating to the design, height, layout, materials and access of any proposed development. For site G29.2, its location in a prominent position in the centre of Dersingham Conservation Area would mean any development would need to be extremely sensitively designed to ensure that it protected and enhanced the setting of the conservation area and therefore the impact on 'heritage' is dependent on implementation.
- Whilst policy G29.1 (456) as proposed at the Preferred Options stage is unpopular with local residents and Dersingham Parish Council, there is no overriding constraint which would prevent development on site and it is considered that some concerns could be overcome through reducing the density of development enabling a layout more in keeping with the surrounding character of the area with consideration of highways issues and improvements. The site offers the opportunity for a modest development in close proximity to local schools and some services. Site G29.2 (455) could accommodate a design sensitive and very specific type of development providing single storey retirement accommodation to meet an identified need with a new access through St. Nicholas Court alleviating objections from Norfolk County Council. Both G29.1 and G29.2 are chosen as allocation for Dersingham.

## Conclusion

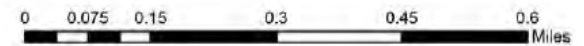
Therefore site G29.1 is allocated for development of 20 dwellings and site G29.2 is allocated for 10 dwellings.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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Dersingham



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Docking - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>G30.1 (859)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>#</b>	<b>#</b>	<b>x</b>
<b>856</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>x</b>
<b>857</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>x</b>
<b>858</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>#</b>	<b>o</b>	<b>x</b>

**G30.1 (859)** - The site is the most central of all options, and is closest to most village services and the primary school. There are two potential access options which are considered acceptable by Norfolk County Council Highways Authority. The site is currently used as pasture for grazing animals and contains a large pond. The south west boundary of the site contains tall trees and established hedgerow, and a low hedge runs along the northern boundary adjacent to Pound Lane which affords good views into the site. There is potential to enhance the ecological value of the pond but concerns have been expressed about connectivity between the pond and a smaller pond to the east. The site is just outside the boundary of Docking Conservation Area but the site is well screened from this heritage asset by the tall trees and other vegetation. However, the impact on the 'heritage' indicator is dependent on the implementation of the policy, particularly through the consideration of the design and layout of new development. The site is classified as agricultural land (grade 3) and any development will result in a loss of good quality agricultural land. The site is not at risk of flooding (zone 1).

**856** - The site is a smaller part of a larger agricultural field which is currently used for arable farming. The site is classified as agricultural land (grade 3) and any development will result in a loss of good quality agricultural land. The site is at the eastern edge of the village and there are footpaths available on the opposite side of Stanhoe Road to enable people to walk to local services. Highway access could be achieved onto Stanhoe Road. The edge of village location means the site is less well integrated with existing development and any new housing in this location would begin to encroach into the countryside. There is no evidence that development will have a significant impact on heritage designations or the natural

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

environment. Some hedgerow may require removal on the southern boundary to provide access to the site. The site is not at risk of flooding (zone 1).

**857** - Site is at the eastern edge of the settlement with an established access point available from Woodgate Way enabling safe vehicular and pedestrian access to services. The location of the site is peripheral but is relatively enclosed by existing field boundaries and could form a natural extension to the single story estate of Woodgate Way with minimal visual impact on the wider countryside. There is no evidence that development will have a significant impact on heritage designations or the natural environment. The site is classified as agricultural land (grade 3) and any development will result in a loss of good quality agricultural land. The site is not at risk of flooding (zone 1).

**858** - The site is at the south eastern edge of the settlement and walking access to services is possible via the footpath alongside the B1454. Frontage development along the north side of the B1454 could mirror housing on the southern side of the road but as the site is a smaller part of a large agricultural field, new development would not be naturally screened from the wider countryside. The site is classified as agricultural land (grade 3) and any development will result in a loss of good quality agricultural land. The site is not at risk of flooding (zone 1). Norfolk County Council Highway Authority object to development at this location due to it being remote from the settlement. The site is not at risk of flooding (zone 1). There is no evidence that development will have a significant impact on heritage designations or the natural environment. Development would result in the loss of established hedgerow.

## Discussion

- Only a limited response was received to the Preferred Options consultation from statutory consultees. NCC Highways Authority do not object to the preferred option G30.1. Norfolk Wildlife Trust and English Heritage expressed concern about preferred option G30.1 (859) based on the ecological impact on the two ponds and grassland and the potential for harm to the setting of Docking Conservation Area. No response was received from Docking Parish Council but they had previously stated an objection to site 859 (G30.1) and had preferred site 857.
- It is not possible to gain consensus from the public on a Preferred Option as there was only three respondents. All stated objections to the preferred option G30.1 (859). Three responses were received from agents in support of the preferred option G30.1, site 856 and site 857.
- The Sustainability Appraisal identifies that no one site would have an overwhelming positive or negative impact on sustainability indicators. Therefore each site should be considered on its individual merits and considered in relation to comments received through the public consultation. Whilst G30.1 scores the highest in terms of 'access to services' due to its central location, its position also makes it more visible to the public (comments suggest Pound Lane is used as a recreational route and is visually attractive) and it is also situated on the edge of the designated Conservation Area. There are more factors which are dependent on implementation than for other options such as the ecological impact on the pond. Site 857 is further from services but scores more negligibly in relation to the impact on 'heritage' and 'natural environment'.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

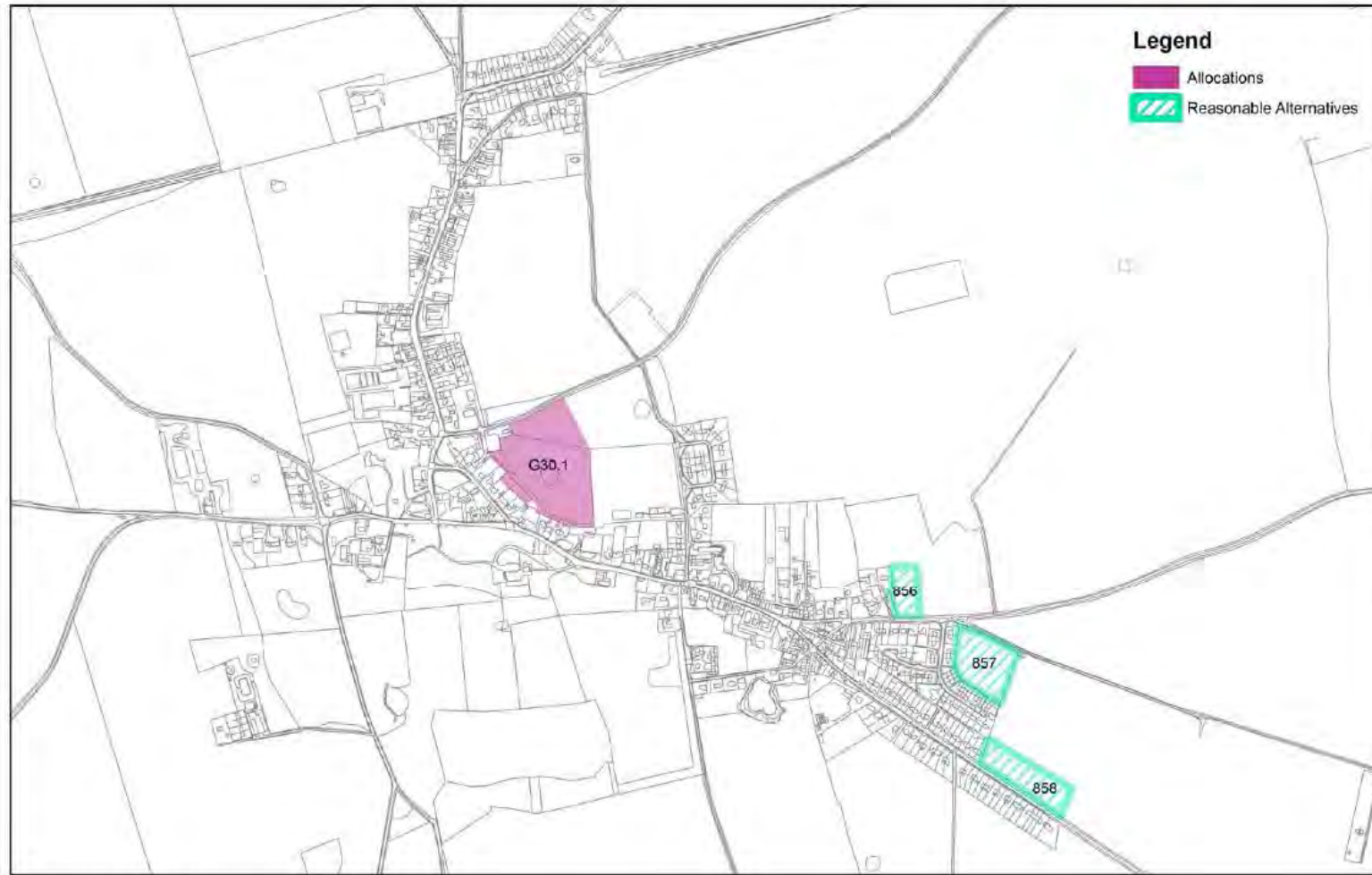
- The result of the consultation and Sustainability Appraisal indicate further investigation is required to understand potential detailed ecological and heritage issues. Further conditions are recommended for the policy.

## Conclusion

- Site G30.1 is the most centrally located site option with good proximity to local amenities. The sustainability appraisal identifies no significant negative impacts that would fundamentally prevent development to take place. Potential impacts on the natural environment and heritage assets are dependent on how the scheme is implemented. Therefore, site G30.1 is allocated for 20 new dwellings.

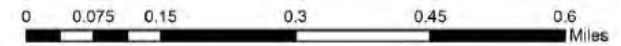
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.





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Docking



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Downham Market

### Town Centre Area and Retailing - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>Policy F1.1</b> Downham Market Town Centre Area and Retailing	++	+	+	o	o	o	+	+	o	+

#### Policy F1.1 Downham Market Town Centre Area and Retailing

Town centres are changing, and regaining a richer mix of uses, this policy intends to support this mix of uses, and the physical and heritage assets of the town, while retaining the town centre as the primary focus for retailing in the town and this is why F1.1 scores well across a range of factors. Scoring highly positive for the sustainability factor 'access to services', positive scores are also recorded for 'community & social', 'economy A business', 'transport & highways', landscape & amenity' and 'infrastructure, pollution & waste', with neutral impacts scored for the remaining categories.

#### Discussion

- The sole Preferred Options consultation response on F1.1 was from English Heritage, welcoming the wording on historic environment and on shop frontages, and that the historic character and local distinctiveness of the town centre is to be maintained and enhanced. English Heritage expresses regret that the policy is not more specific to Downham Market, but without suggesting how this might be achieved.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Employment Land - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>Policy F1.2</b> Land off St. John's Way, Downham Market	o	+	++	o	x	o	+	o	o	+

### Policy F1.2 Downham Market Employment Land off St. John's Way, Downham Market

The site is located to the west of the town, along the east bank of the Relief Channel; this locality enjoys accessibility from the A1122 Primary Route, which links directly to the A10 trunk road and is within close proximity to the railway station, giving the potential to be served by an alternative freight mode. The site is also within walking distance of the town centre and the railway station which is advantageous for access to employment by public transport, foot or cycle. This results in this option scoring positively in terms of providing employment and economic development opportunity, 'economy A business', and 'highways & transport'. The site does score negatively against risk of flooding, but employment uses are categorised as more tolerant of such risk than housing.

### Discussion

- Few comments or further information was received during the Preferred Options consultation. The agents for a very large site at Bexwell with an existing planning permission for a mix of business and leisure uses consider that site preferable for employment use on flood risk and other grounds. However, F1.2 is of a somewhat different nature and has a location more central, rather than edge of town/main road based, and likely to be complementary, rather than in direct competition.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

Housing Sites - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>F1.3</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>F1.4</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>DW1</b>	<b>+</b>	<b>x</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>11, 289, 1076, 1077</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>Sites North West of Downham Market</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>+/-</b>	<b>o</b>	<b>#</b>
<b>233</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>?</b>	<b>xx</b>	<b>o</b>	<b>#</b>
<b>Sites South East of Downham Market</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>#</b>
<b>515</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>521</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>#</b>
<b>1075</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>1190</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>x</b>	<b>o</b>	<b>#</b>

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**F1.3 (Sites 487, 535, 520, 823, 493, 127 & Part of Site 1075)** - This site scores well overall in terms of sustainability, particularly in relation to the indicators 'highways and transport' and 'access to services' as the site has direct access to the Town Centre. The site is at low flood risk (flood zone 1). The impact on some sustainability factors, in particular 'landscape and amenity' depend on how the scheme is designed as a public bridleway runs along the eastern edge of the site and another runs east- west, therefore potentially negative impacts could be mitigated. There are some general infrastructure issues relating to the development overlying a groundwater vulnerability zone which applies to all options for growth.

**F1.4 (Part of Sites 437 & 480)** -The site scores well overall in terms of sustainability, particularly in relation to 'access to services' as it is located close to the local schools. The site is at low flood risk (flood zone 1). The impact on some sustainability factors, in particular 'landscape and amenity' depend on how the scheme is designed as potentially negative impacts could be mitigated. There are some general infrastructure issues relating to the development overlying a groundwater vulnerability zone which applies to all options for growth.

**DW1 (Part of Sites 11, 289, 1077 & 1076)** - The site was previously scored higher in terms of sustainability, particularly in relation to the indicators 'access to services' and 'highways and transport' as developing this site could provide relief for existing highways problems. However, in the light of the responses to consultation (on both the Preferred Options document and the Draft Sustainability Appraisal) the scoring of these two factors has been downgraded. Community scoring has changed from '+' (positive) to 'x' (negative), and landscape from '#' (depends on implementation) to 'x' (negative) as development of this site would reduce the gap between Downham Market and Wimbotsham, and would impinge to a degree on the setting of Wimbotsham, its conservation area and listed buildings. As a result this site is now considered less advantageous than the other sites available at this time, and as F1.3 and F1.4 are capable of accommodating the whole of the required growth for the plan period, this site is not allocated at this point in time.

**11, 289, 1077 & 1076** – Parts of these sites formed the previous Preferred Option DW1; consequently the Sustainability Appraisal scores are similar. Allocation of the whole of these sites would result in the gap between Downham Market and Wimbotsham being lost /significantly reduced, hence the negative score for the factor 'landscape & amenity'. Site 1077 is partially located within a high risk flood zone. The score for 'highways & transport' is different to DW1 as site 11 and 289 are considered suitable locations for allocation by Norfolk County Council acting as the local Highways Authority, whereas sites 1076 and 1077 are considered remote and unsuitable.

**North West of Downham Market (109, 279, 143, 602 & DON 09)** – Whilst situated at the edge of the current built extent of the settlement, access to services within the town centre, local schools and the railway station is possible, this is reflected by the positive score in 'access to services', although this would result in further increased traffic utilising Wimbotsham Road, which has limited capacity. A neutral impact is recorded for 'economy A business'. As with the all of sites put forward as growth options for Downham Market, development would result in the loss of Grade 3 agricultural land therefore scores negatively for 'economy B food production' Located to the east of Wimbotsham Road and its associated road network, access could be gained from this, but this would depend upon implementation. A +/- score, both positive and negative, is recorded for the factor 'landscape and amenity' as Site 279 falls within a cordon sanitaire for an Anglian Water Sewage facility, part of Sites 109 and 143 are constrained by this. Sites 602 & DON 09 are located outside of this cordon sanitaire, both of this sites score well across the

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Sustainability Appraisal and could be considered for allocation in a future plan. At this moment in time Sites F1.3 and F1.4 are considered more appropriate as they conform to the strategic direction of growth for Downham Market identified within the adopted Core Strategy.

**233** – This site is located south of Bexwell Road, opposite Downham Market High School and Leisure Centre, and there is easy access to the town centre. This is reflecting in a highly positive score in the factor ‘access to services’. Development of this site would result in an artificial form of development that would not relate well to the adjacent form and character, therefore a highly negative score is recorded in the category ‘landscape & amenity’.

**South East of Downham Market (437,480, 521)** - Parts of these sites are used to form F1.4; hence the sustainability appraisal scores are similar. The remaining portions could accommodate all of the required growth number for Downham Market, however it is thought that to minimise the impact upon the character of the locality and to help ensure timely delivery it is appropriate to allocate a smaller housing number here and to allocate in a number of locations.

**515** – Located to the east of Howdale Rise, the site is close to the town centre, the high school, leisure centre, doctors and a number of other facilities, this means a highly positive score for ‘access to services’. Positive scores are also recorded for ‘community & social’ and ‘flood risk’. The impacts upon ‘economy A business’, ‘heritage’ and ‘natural environment’ are judged to be neutral, whilst the impacts associated with ‘highways & transport’ and ‘landscape & amenity’ will depend upon implementation. However the scale of potential development of this site would not itself provide a substantial contribution to the overall housing required for Downham Market, and would be better provided as part of the larger areas of F1.3 and F1.4 to provide the necessary volume required to help deliver the associated benefits and necessary infrastructure.

**521** -The site is close to the town centre, the high school, leisure centre, doctors and a number of other facilities, this means a highly positive score for ‘access to services’. Positive scores are also recorded for ‘community & social’ and ‘flood risk’, and a further positive recorded for ‘highways & transport’ as the local highways authority consider the site a suitable location. The impacts upon ‘economy A business’ and ‘heritage’ are judged to be neutral, whilst the impacts associated with ‘landscape & amenity’ and ‘natural environment’ will depend upon implementation. However the scale of development, at this point in time, is better provided by splitting the number across two sites F1.3 & F1.4, rather than having one large allocation.

**1075** – Part of this site has been allocated within F1.3. The entire site has not been allocated as the northern section abuts Wimbotsham and thus would reduce the gap between the two settlements and the scale would be inappropriately large for such a rural village. This is reflected by the sustainability scores.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**1190** – This site scores positively with regard to the factors ‘access to services’ and ‘highways and transport’ as the site is situated adjacent to the A10 and one of the main roads into the town, Bexwell Road. There is a neutral impact for the factor ‘economy A business’ but a negative is recorded for ‘economy B food production’ as Grade 3 agricultural land will be lost to development. The site is at low flood risk (flood zone 1). Development at this location potentially would have a greater impact on the character of Downham Market than other growth options as it would bring development adjacent to the A10, and so a negative score is recorded for the factor ‘landscape & amenity’.

## Discussion

- Of the three previously Preferred Options sites for Downham Market, DW1, DW2 & DW3, it is now considered in the light of representations, that DW1 is the least appropriate of these at this point in time, and it is not allocated in the plan for reasons discussed below. The Sustainability Appraisal indicates that both F1.3 (similar to DW2) and F1.4 (similar to DW3) are more suitable allocations and so the housing numbers previously identified for DW1 (west of Lynn Road) are instead provided on F1.3 (east of it) to compensate.
- One of the rationales for the inclusion of DW1 in the Preferred Options was to provide additional choice in the market, and a degree of insulation against delivery being overly dependent on a particular site or owner/developer. However, the allocations do not involve any reduction in the number of landowners involved, and while the number of development areas is reduced this is judged to be offset by the larger scale of development at each making them more readily deliverable. The agents for the owners of a substantial portion of F1.3 (who also own DW1) have indicated that significant additional development could be accommodated here, and this would in fact be a more economic development than splitting the development across the two sites by eliminating the infrastructure requirements associated with DW1.
- DW1 – Received by far the greatest number of objections of any of those in the town. These objections came mostly from nearby residents, but also elsewhere including the village of Wimbotsham. A local campaign against the proposals was organised and public meetings held. One of the issues that DW1 was intended to address was the reliance on Clackclose Road as the prime access to a large area, and the consequent need for buses to turn and retrace their steps. One of the common responses to the consultation was that this was not a problem, and even if it were the provision of a through route would create more. Careful consideration in the allocation of sites for Downham Market has been given in order to maintain the significant gap between the two settlements, therefore ensuring the setting, character and form of Wimbotsham isn’t negatively impacted upon. As indicated above, the adverse comments raised about this site, and its greater impact on the landscape, has led to the non-allocation of this site.
- F1.3 – While receiving a significantly lower number of objections than DW1, many of the same points were made. Apart from objections to any new development or its impact on existing residents in the vicinity, the comments particular to F1.3 included concern at the reduction in the gap between Downham Market and Wimbotsham. As the development would lie wholly to the east of the Lynn Road, the perceived impact on the openness of the gap between Wimbotsham village and Downham Market would still be less than DW1.

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Particular consideration has been given to maintaining this strategic gap between the two settlements and this has led to the exclusion of certain sites/parts of sites. The allocation is increased from the 150 dwellings of the Preferred Option to 250 dwellings, to reflect the non-allocation of DW1 and to enhance the viability and deliverability of the access road, drainage and other requirements.

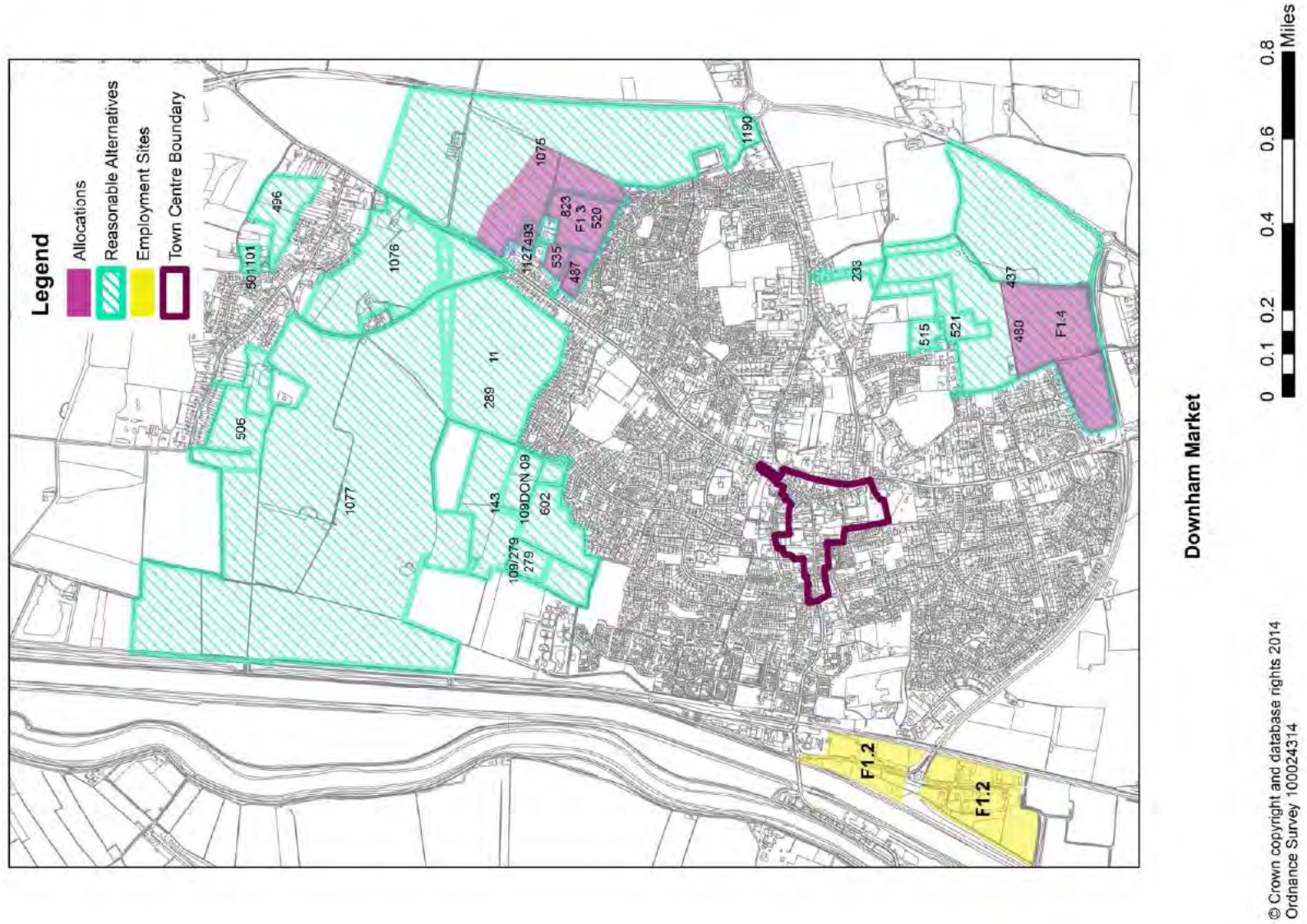
- F1.4 – This site received fewer objections from local residents than the DW1 and F1.3. This presumably reflects in part the lack of potential to connect into the existing minor roads in the vicinity, and a lower impact on local views and outlook. Like F1.3, this general area could receive additional development at some point in the foreseeable future (subject to future plans), and large areas of land were put forward. This wider area is in a multiplicity of ownerships, but the allocation is limited to a single ownership to ensure delivery of the development including its access from the main road network. It is recommended that this site is allocated, but the number of dwellings increased by 10 to 140 in order to correct a numerical error in the Preferred Options document.

## Conclusion

- Sites F1.3 and F1.4 have been identified as reasonable growth options for Downham Market and on balance they both perform better than other combinations. Both sites score well overall with positive impacts recorded for 'access to services', 'community & social', 'flood risk' and 'highways & transport'. There would be a neutral impact upon 'economy A business', 'heritage' and 'natural environment' the impact upon 'landscape & amenity' and 'infrastructure, pollution & waste' would be dependent upon implementation. Whilst a negative was scored for 'economy B food production' this was the case for all the options put forward. The two sites scores for the categories 'highways & transport', 'landscape & amenity' and 'natural environment' are ones that set these two sites apart from the other sites proposed, with regard to DW1 scoring in the factors for 'social & community' and 'landscape & amenity' are negatives, this results in F1.3 and F1.4 being the allocated sites for Downham Market. In selecting allocated sites consideration has been given to maintaining a degree of separation between the existing settlement of Wimbotsham and the new neighbourhoods that would form an extension to Downham Market. Careful consideration has also been given to strategic direction of growth for the town, outlined in the Core Strategy, with development generally taking place to the east of the town, both north and south of Bexwell Road and including some land to the north of the town to the east of Lynn Road.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.





**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## East Rudham - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
1231	+	+	o	x	+	o	#	#	o	o
<b>G31.1 (Part of 1231)</b>	+	+	o	x	+	o	#	#	o	o
701	x	+	o	x	+/-	#	x	o	o	o

**1231** – Site is situated outside the north eastern boundary of the village but does provide the opportunity for safe walking access to village services and primary school via Fakenham Road (A148) which is paved. The road currently has a 40mph speed limit however this is a major vehicular route between King’s Lynn and Fakenham so pedestrian safety is a key issue. There are bus stops next to the site. Site is not at risk of flooding (Flood zone 1). The site is of a large scale and comprises of grade 3 (moderate quality) agricultural land. The western boundary of the site is adjacent to existing development on Eye Lane and would connect a lone single story property to the east but is otherwise surrounded by agricultural land and the A148 to the north. New development would not be well integrated or connected with surrounding properties on Eye Road and could be seen as an intrusion into the countryside to the south and east although existing hedgerows could be enhanced to improve natural screening. There are no known heritage or natural environment issues. Vehicular access can be obtained from Fakenham Road and consultation with Norfolk County Highways Authority has established that this is acceptable.

**G31.1 (Part of site 1231)** – The site is situated outside the north eastern boundary of the village but does provide the opportunity for safe walking access to village services and primary school via Fakenham Road (A148) which is paved. The road currently has a 40mph speed limit however this is a major vehicular route between King’s Lynn and Fakenham so pedestrian safety is a key issue. There are bus stops next to the site. Site is not at risk of flooding (Flood zone 1). Development will result in the loss of agricultural land (grade 3) but the site is not of a large scale. The western boundary of the site is adjacent existing development on Eye Lane and would connect a lone single story property to the east. The site is surrounded by agricultural land on the south and partly on the west. The site fronts onto the A148 to the north. New development would constitute infill development on Fakenham Road and does not extend as such into countryside on the southern side. Existing

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hedgerows could be enhanced to improve natural screening. There are, no known heritage or natural environment issues. Vehicular access can be obtained from Fakenham Road and consultation with Norfolk County Highways Authority has established that this is acceptable.

**701** – There are no footpaths from the site to the village services and most of the surrounding highways are single lanes with grass verges. The site is near to a bus stop on Broomsthorpe Road. Development will result in the loss of agricultural land (grade 3) however the site is currently garden land and not used for agriculture. This allocation has access onto an un-adopted road. The Highway Authority would object if this site were included in the plan. The narrow strip of the northern part of the site is within fluvial flood zones 2 and 3 (climate change scenario 2115). Site would present backland development which is out of character with existing development. The remainder of the site is not at flood risk. The site is within a cordon sanitaire relating to a sewage treatment works to the east of the village.

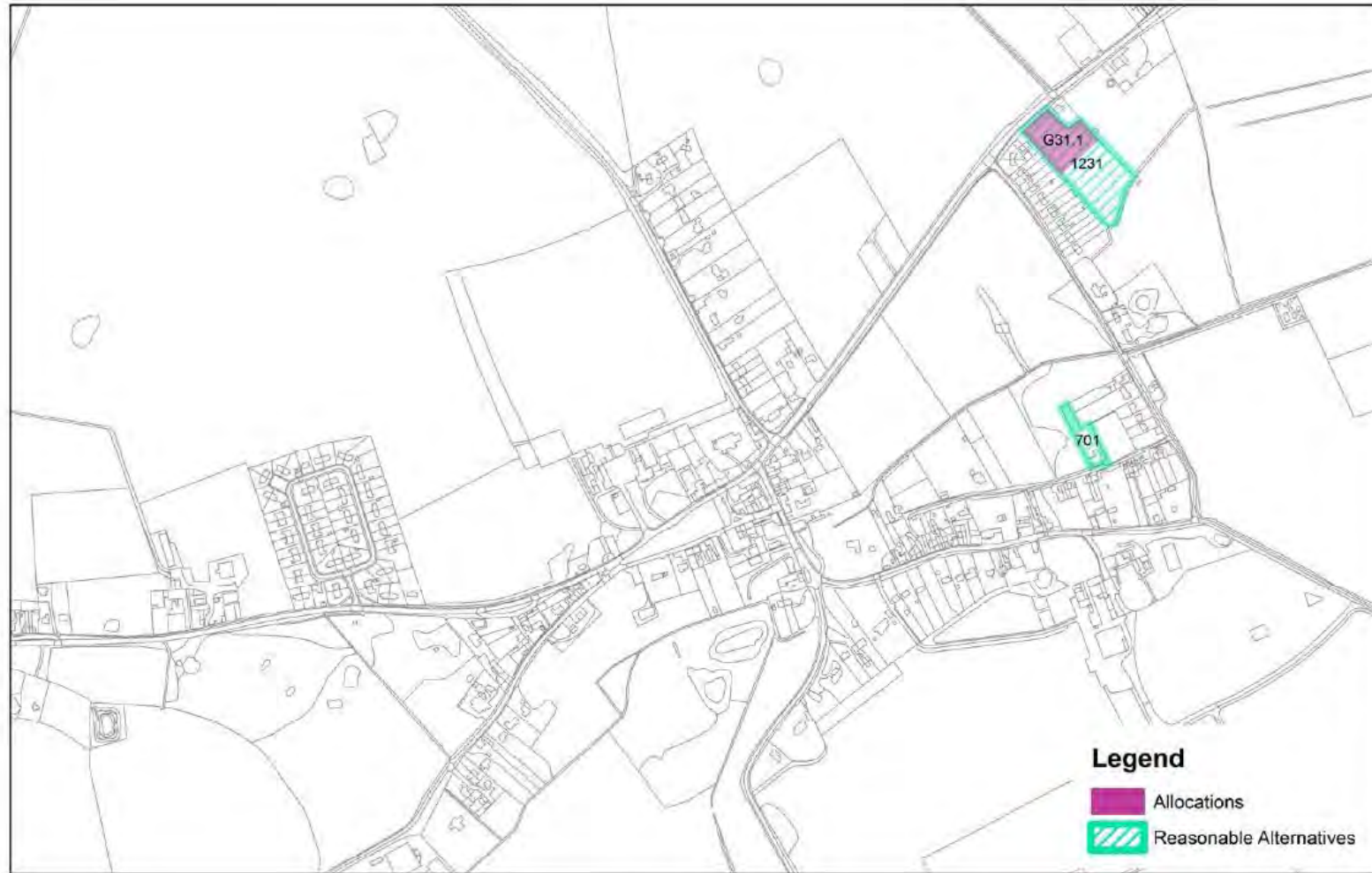
## Discussion

- There was no response to the Preferred Options consultation other than the submission of a new site by a landowner to the north east of East Rudham, adjoining the development boundary. To assess the new site further consultation with Anglian Water and Norfolk County Council Highways Authority was undertaken to inform the Sustainability Appraisal and East Rudham Parish Council were notified. The result of further consultation indicates that the Norfolk County Council as the local Highway Authority would object to development of this site, no further objections to development of the site by statutory consultees or the parish council were made.
- The results of the Sustainability Appraisal indicate some negative impacts for site 701 in relation to 'Access to Services', 'Food production' and 'Highways & Transport'. Allocated site G31.1 (Part of site 1231) performs better overall although some impacts are dependent on implementation: 'Highways & Transport' and 'Landscape & Amenity'. The site scores positively in relation to 'Access to Services' and 'Community & Social' because it will provide housing in a location which is easily accessible by vehicle, is served by public transport and has footpaths to local services.
- Site 1231 is larger in scale than required to accommodate a development of 7 houses. Therefore part of the site is allocated for the sought scale of development. Whilst site G31.1 is in a peripheral location, the site is immediately adjacent to the existing development boundary and is therefore considered to be a relatively sustainable location for further development in the context of a settlement which is characterized by outlying pockets of development.

## Conclusion

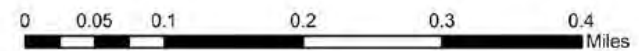
- Development of site G31.1 (Part of site 1231) would be less visually intrusive in the countryside to the south, and would appear as an infill plot between the existing dwelling to the east and development on Eye Road.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**East Rudham**



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## East Winch –Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
546	++	+	o	+/x	+	o	#	x	x	xx
<b>G33.1 (part of 546)</b>	++	+	o	+/x	+	o	#	#	o	xx
65	+	+	o	o	+	#	x	o	o	xx
211	+	+	o	o	+	o	#	x	o	xx
229	x	+	o	o	+	o	#	x	o	xx
707	+	+	o	o	+	o	x	o	o	xx
1247	+	+	o	o	+	o	x	o	o	xx

**546** – The site scores highly in terms of proximity to services; it is centrally located with good vehicular and pedestrian access to local services. The highway authority made no objections to the site but recommends that advice is sought from the Highway Agency regarding any access onto the A47. The site comprises of moderate quality agricultural land (grade 3 & 4) currently in agricultural use. The site is in a low flood risk area. There are mature hedgerows along the site boundaries. The site is a large site with established residential development surrounding the site on the east and west and partly to the north. The A47 trunk road borders the site on its southern boundary. Development of the entire site would not be appropriate in this location and would be harmful to the form and landscape character of the locality. The site is a mineral safeguarded area containing carstone silica sand and sand & gravel. Development is likely to have an impact on this mineral asset given the site is over one hectare in scale and would constitute large scale development.

**G33.1 (part of 546)** - The site is a smaller part (the northern part) of site 546 and as such scores similarly in the sustainability appraisal; it scores highly in terms of proximity to services; it is centrally located with good vehicular and pedestrian access to local services. The highway authority made no objections to the site. The site comprises of moderate quality agricultural land (grade 3 & 4) currently in agricultural use. The site is in a low flood risk area. There are mature hedgerows along the site boundaries. The site is in a built up area with established residential development to the east, west and north. Development would represent infill linear development along Gayton road which would be in keeping with the form and character of the area with minimal landscape impacts. Appropriate landscaping could be used to mitigate and soften any conflicts of development with the wider landscape. The site is a mineral safeguarded area containing carstone silica sand and sand & gravel. Norfolk County

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Council advises that this would not prevent small scale development below 1 hectare in size coming forward but developers are encouraged to explore the opportunity to extract the minerals on the development site, for use in the construction process.

**65** – The site scores positively in terms of proximity to services, it is relatively close to some local services including the bus stops, primary school, place of worship and public house. The site has direct frontage onto the A47, the Highway Authority expressed concern that the site may not be deliverable due to the difficulty to achieve a safe and suitable site access onto the A47. It is recommended that advice is sought from the highway agency regarding any potential access onto the A47 road. Development of the site would result in the loss of moderate quality agricultural land (grade 3) although it does not appear to currently be in agricultural production. The site is in a low flood risk area (FZ1). To the south of the site, immediately opposite the A47 road is a listed building, as such any potential development would be required to enhance or preserve the settings of the listed structure. The site is a mineral safeguarded area for silica sand and sand and gravel. The site is screened by existing housing development on the north, west and south. Development on the site is likely to have minimal landscape impacts but would form continuation of development along the A47 Lynn Road.

**211** – In comparison to some other site options, site 211 scores only averagely in terms of proximity and access to services. Parts of the site are within walking distance to the village hall, bus stops and public house. The site has frontage onto Gayton Road and the highway authority indicates that the site could be served of the local network. Safe site access is dependent on how the scheme is implemented. Development would result in the loss of grade 4 – poor quality agricultural land. The site is not subject to flood risk. The site is situated within a mineral safeguarded area containing carstone, silica sand and sand & gravel. The site is situated in a less built up part of the village and is not well integrated with existing development. Open countryside mostly surrounds the site on three sides although there is existing development on parts of the western and southern site boundaries. Development of the entire site would be inappropriate in this location.

**229** – The site is not as well located to services compared to some other site options and the only service within walking distance is the village hall. The highway authority raised no objections and indicates that the site could be served of the local network. Safe site access is dependent on how the scheme is implemented. Development would result in the loss of Grade 4 (poor quality) agricultural land. The site is in a low flood risk area but is situated within a mineral safeguarded area for carstone, silica sand and sand & gravel. The site is located in a less built up part of the village, surrounded by open countryside on the north and south with sparse development on the eastern side. In comparison to other site options the site sits at a visually prominent position and is not as well integrated with the village. Whilst development would constitute infill, it is likely to have more visual impact on the landscape character and form of the locality.

**707** – The site is well located to some local services including the village hall, public house and bus stops. The highway authority raised concerns regarding the difficulty to achieve safe and suitable access onto the A47. It is recommended that advice is sought from the Highways Agency regarding access onto the A47. The site comprises of grade 4 (poor quality) agricultural land currently used as a paddock. There are no flood risk constraints. The site is within a mineral safeguarded area containing carstone, silica sand and sand & gravel. There are mature hedges along the site boundaries and a pond adjacent the eastern site boundary. Further investigations are required to establish the impact of development on biodiversity. There is existing development to the west of the site opposite Station Road, but the site is detached from the

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existing developments on the north and south. Development on the site is likely to have an impact on the visual and landscape amenity of the surrounding area.

**247** – The site scores positively in terms of proximity to services and is within walking distance to the primary school, bus stops and place of worship. The highway authority indicates that the site could be served of the local network but further states that it is not a highway preferred site due to the lack of crossing facilities at the A47 to access the school. The site comprises of poor quality agricultural land (grade 4) not currently in agricultural use. There are no flood risks constraints. The site lies at the rear of existing housing development on Gayton Road, and is mostly screened on the east and south. It is not screened from the wider landscape on the west and north but in this view any potential development would be viewed in the backdrop of the village. As such development is likely to have minimal visual impact. However development of the site would be contrary to the existing form and character of the surrounding area.

## Discussion

- Site 546 is identified in the Sustainability Appraisal as the highest scoring site in terms of proximity to services. There are general infrastructure issues relating to the capacity of the local waste water treatment works which applies to all site options. Overall no one site option would result in a highly positive effect in majority of the categories. Therefore the selection of an allocated site is dependent on a judgment on the merits and disadvantages of the competing sites.
- In terms of responses to the Preferred Options consultation, East Winch Parish Council made no objections to site G33.1 (part of 546) although suggestions were made regarding reducing the number of dwellings sought to enable potential future development of site 546. The Highway Authority also made no objections to Site G33.1 (part of 546). The scale of public responses to the Preferred Options consultation was very minimal; there was one objection and two public supports to the allocated site. The response to the consultation was not of a scale to suggest the general public views on the proposed growth in East Winch. One new site was submitted at the Preferred Options consultation and additional information was submitted by promoters of individual sites.
- Site 546 scored positively in the sustainability appraisal in comparison to other site options particularly in terms of access and proximity to services. However the site is too large for the scale of development sought. The allocated site G33.1 (part of 546) would have less impact in terms of landscape and amenity in comparison to site 546.
- In terms of the Parish Council's suggestion regarding the reduction of the number of dwellings sought on the site to allow access for potential future development, it is considered that the scale of the site is sufficient for the 10 dwellings proposed and still provide for access for future development.

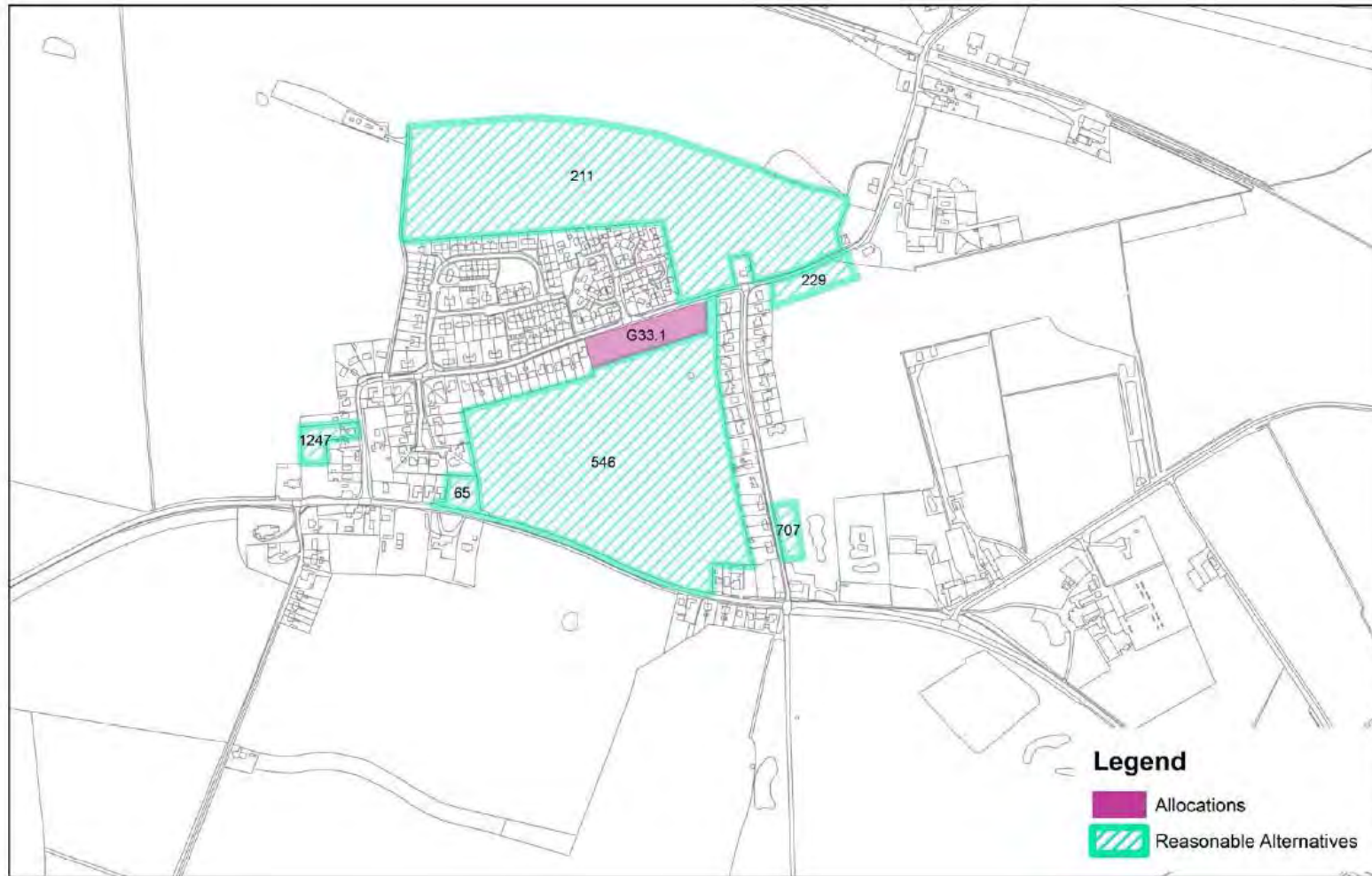
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Conclusion

- Therefore site G33.1 is identified as the least constrained site option. It is centrally located, with good access to services and provides an opportunity for infill development, continuing the existing ribbon frontage form of development along Gayton Road with minimal impacts on the landscape character and form of the surrounding area. In addition there were no significant local objections to the site and both statutory consultees, East Winch Parish Council and the Highway Authority, raised no objections to this allocation.

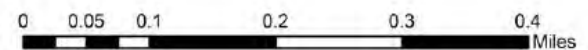
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.





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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Emneth –Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>Part of G34.1 (1185)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>o</b>	<b>o</b>	<b>#</b>
421	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>Part of G34.1 (Part of 421)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>o</b>	<b>o</b>	<b>#</b>
76/945	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>#</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>#</b>
77/964	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>#</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>#</b>
127/388	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>#</b>	<b>o</b>	<b>#</b>
173	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>#</b>
375	<b>++</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>
378	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>o</b>	<b>o</b>	<b>#</b>
389	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>#</b>
392	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>#</b>	<b>x</b>	<b>#</b>	<b>o</b>	<b>#</b>
401	<b>++</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>x</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>#</b>
422/641	<b>++</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>o</b>	<b>#</b>
423	<b>++</b>	<b>+</b>	<b>x</b>	<b>XX</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>
556	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>
617	<b>++</b>	<b>+</b>	<b>x</b>	<b>XX</b>	<b>x</b>	<b>o</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

620	+	+	o	XX	+	#	X	X	o	#
629	+	+	o	XX	+	o	#	#	o	#
649	+	+	o	XX	+	X	#	#	o	#
658/402	+	+	o	XX	+	o	X	X	o	#
991	+	+	o	XX	+	#	X	o	o	#
1183	+	+	o	XX	X	o	X	X	o	#
1184	+	+	o	XX	+	o	X	#	o	#
632	+	+	o	XX	+	o	#	X	o	#
1255	++	+	o	XX	+/x	o	X	#	o	#
1274	+	+	o	XX	+	o	X	#	o	#
1289	X	+	o	XX	+	o	#	X	o	#

**Part of G34.1 (1185)** – The site is well located in a central part of the village where majority of local services are situated and as such scores highly in terms of sustainability indicators ‘access to services’. The site is of a small scale and comprises of an existing development and its adjoining garden land and outbuildings. Development would not result in the loss of productive agricultural land. The site is in a built up area and is mostly surrounded by housing. Development is likely to have minimum landscape and visual impact and would relate well with the form and character of the area. However the site is not of sufficient scale to accommodate the minimum number of dwellings the Council is seeking to allocate on any one site. The site is adjacent to the proposed allocation site G33.1 and has been suggested as an alternative access route, however is in separate ownership.

**421** – The site is fairly well located in a central part of the village. It is within close proximity to a number of local amenities including the school, shops, village hall, bus stops, public house, place of worship etc. However, the site is substantially large and the southern part of the site is situated further away from local amenities in comparison to other sites. The surrounding road network is fairly narrow with no pedestrian links however there is opportunity for improvements. Safe site access and impact on the highway network is dependent on design details of the scheme. Development will result in the loss of excellent quality (grade1) agricultural land but this is the same for all growth options within the settlement. The site is bordered by established development on the north, east and west with open countryside to the south. The site is large and development on the entire site is not considered appropriate in this location as it would be detrimental to the form and landscape character of the area and would extend the village into countryside.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**Part of G34.1 (Part of 421)** – The site is a smaller part of 421 (the northern section). It is centrally located in a fairly built up part of the village. It is within close proximity to a number of local amenities including the school, shops, village hall, bus stops, public house, place of worship etc. The surrounding road network is fairly narrow with no pedestrian links however there is opportunity for improvements. Safe site access and impact on the highway network is dependent on design details of the scheme. Development will result in the loss of excellent quality agricultural land but this is the same for all growth options within the settlement. Established development borders the site on the north and east with some housing further away on the west. The site is immediately adjacent open fields on the west and south. The site does not encroach into the countryside but is well related to the existing form and character of the locality. Development is not likely to result in significant landscape impact. Any potential conflicts of built form with the landscape can be mitigated by appropriate landscaping along the western and southern boundaries.

**76/945** – The location of these sites, to the west of the settlement, are reflected in the ‘access to services’ score not being as positive as other growth options proposed. The site is situated upon Meadowgate lane; this is a single track road with no footpaths. The site is at a low risk to flooding (FZ1). How the site scores for ‘heritage’ is dependent upon implementation and the design scheme as there is a Grade II listed building adjacent. The site scores negatively in the factor ‘highways and transport’ as The Highway Authority would object if this site were included in the plan stating that these sites are remote from the settlement. It also scores negatively in the factor ‘landscape’. Development of this site will result in loss of excellent agricultural land (grade 1) however this is a constraint upon the settlement and therefore applies to all the sites put forward. Similarly there are some unknown factors which require further investigation to determine the impact on sustainability indicator ‘infrastructure, pollution and waste’.

**77/964** – These sites are adjacent to sites 76 & 954 and consequently score are the same as they face similar issues.

**127/388** – Site 127 is situated in the west of the settlement, upon Meadowgate lane a single track road with no footpaths, this location results in a less favourable score with regard to ‘access to services’ than other sites options. It also results in a negative score in the category ‘highways and transport’ as The Highway Authority would object if this site were included in the plan stating that these sites are remote from the settlement. The site is at a low risk to flooding (FZ1) and how the site scores for ‘landscape and amenity’ is dependent upon the design scheme and implementation.

**173** – Located in the west of the settlement, this location results in a less favourable score with regard to ‘access to services’ than other sites options. It also results in a negative score in the category ‘highways and transport’ as Meadowgate lane a single track road with no footpaths. The Highway Authority would object if this site were included in the plan stating that these sites are remote from the settlement. The site is at a low risk to flooding (FZ1). Site 173 scores negatively for ‘landscape and amenity’ as the entire frontage of the site is a TPO area.

**375** – Site 375 is centrally located and so scores highly positive in the factor ‘access to services’. The highways authority concurs with this stating that the site is well located and subject to a safe access, visibility being achieved they would not object if this site were included in the plan, this reflected in the factor ‘highways and transport’. The site is at a low risk to flooding (FZ1). Development at this location would be seen out-of context with the existing settlement, this results in a negative score in the factor ‘landscape and amenity’.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**378** – Located in the west of the settlement, this location results in a less favourable score with regard to ‘access to services’ than other sites options. It also results in a negative score in the category ‘highways and transport’ as The Highway Authority would object if this site were included in the plan stating that the site is remote from the settlement.

**388** - Located in the west of the settlement, this location results in a less favourable score with regard to ‘access to services’ than other sites options. It also results in a negative score in the category ‘highways and transport’ as The Highway Authority would object if this site were included in the plan stating that the site is remote from the settlement.

**389** – Situated in the north of Emneth, this site does score as favourable as some sites with regard to ‘access to services.’

**392** - Located in the west of the settlement, this location results in a less favourable score with regard to ‘access to services’ than other sites options. It also results in a negative score in the category ‘highways and transport’ as The Highway Authority would object if this site were included in the plan stating that the site is remote from the settlement.

**401** – A relatively central location within Emneth results in a highly positive score in the factor ‘access to services. However the sit performs negatively with regard to ‘flood risk’ as the site is identified a being within an area at risk to flooding (FZ2). There would be neutral impact in relation to ‘heritage’ and ‘natural environment’. The impact upon ‘landscape and amenity’ will depend upon the scheme design and implementation and the same applies to the factor ‘highways and transport’. Highways have indicated that this site is well located and subject to a safe access, visibility being achieved they would not object if this site were included in the plan.

**422/641** - A relatively central location within Emneth results in a highly positive score in the factor ‘access to services. The impact upon ‘heritage’ will depend upon the scheme design and implementation, as a Grade II listed building is within close proximity. The same applies to the factor ‘highways and transport’ as Highways have indicated that this site is well located and subject to a safe access, visibility being achieved they would not object if this site were included in the plan. There is a neutral impact upon ‘landscape & amenity’ and ‘natural environment’.

**423** - A relatively central location within Emneth results in a highly positive score in the factor ‘access to services. The impact upon ‘heritage’ will depend upon the scheme design and implementation, as a Grade II listed building is within close proximity. The same applies to the factor ‘highways and transport’ as Highways have indicated that this site is well located and subject to a safe access, visibility being achieved they would not object if this site were included in the plan. There is a neutral impact upon ‘natural environment’, however there is a negative impact with regard to ‘landscape and amenity’ and ‘Economy A Business’. This is because the site forms part of Poplar Nursery and therefore an employment site.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**556** - Situated in the north of Emneth, this site does score as favourable as some sites with regard to 'access to services.' The impact upon 'heritage' will depend upon the scheme design and implementation, as a Grade II listed building is within close proximity. The site scores a negative in the factor 'landscape and amenity' as development of the site would be seen out of context with the existing settlement.

**617** – This site scores the same as the Preferred Option In most factors, except for 'economy A business' and 'landscape & amenity' and 'flood risk' were it scores a negative. This is because development of this site would result in the loss of an existing employment use or at least a re-location which the Council would prefer to see retained. The landowner has suggested that the business could be relocated within the site to accommodate housing. However the employment use would not complement a neighbouring residential use and would impact negatively upon the amenity of any new housing. Part of the site is identified as being within FZ2.

**620** - Located in the west of the settlement, this location results in a less favourable score with regard to 'access to services' than other sites options. It also results in a negative score in the category 'highways and transport' as The Highway Authority would object if this site were included in the plan stating that the site is remote from the settlement. The site also scores negatively with regard to 'landscape & amenity' as development here would have a greater impact upon the local landscape than other options proposed.

**629** - Site 629 is centrally located and so scores highly positive in the factor 'access to services'. The highways authority concurs with this stating that the site is well located and subject to a safe access, visibility being achieved they would not object if this site were included in the plan, this reflected in the factor 'highways and transport'. The site is at a low risk to flooding (FZ1). Development at this location would be detrimental as the immediate vicinity comprises mature vegetation, and this results in a negative score in the factor 'landscape and amenity'.

**649** - Development of the site would have a negative impact upon the character of the locality and the setting of the existing place of worship (Grade I listed).

**658/402** - Situated in the north of Emneth, this site does score as favourable as some sites with regard to 'access to services.' Development of this site would have a greater impact upon the landscape than other options.

**991** - Located in the west of the settlement, this location results in a less favourable score with regard to 'access to services' than other sites options. It also results in a negative score in the category 'highways and transport' as The Highway Authority would object if this site were included in the plan stating that the site is remote from the settlement. The site abuts a TPO area.

**1183** – This site scores negatively with regard to the indicator 'flood risk' as the majority of the site is it is located within FZ2.

**1184** – This site scores negatively in the factor 'highways and transport'. The Highway Authority would object if this site was included in the plan.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**632** - Site 632 is centrally located and so scores highly positive in the factor 'access to services'. The highways authority concurs with this stating that the site is well located and subject to a safe access, visibility being achieved they would not object if this site were included in the plan, this reflected in the factor 'highways and transport'. The site is at a low risk to flooding (FZ1). Development at this location would be seen out-of context with existing settlement.

**Site 1255** – Located within the development boundary. This site is well position in regard to 'access to services', however the road network would limit the scale of the development and the consequently the Highway Authority would object to the scale of this site but would consider a smaller scale site, hence the negative score in the factor 'highways & transport'. Development here, as with all the growth options proposed for Emneth would result in the loss of agricultural land classed as excellent (grade1). A small proportion of the site is at risk to flooding.

**Site 1274** - The site isn't as well located in terms of 'access to services' and so doesn't score as highly as other options put forward for growth. There is a lack of a continuous footpath from the site rendering it unsustainable, this result in The Highway Authority objecting to the sites inclusion within this plan.

**Site 1289** - Site 1289 is located in the southern part of Emneth and is rather isolated form the rest of the built environment. This results in a negative score in the factors 'access to service' and 'landscape & amenity'. The site appears to be in agricultural use and as with all the sites put forward as growth option would result in the loss of excellent agricultural land (grade 1).

## Discussion

- In the Core Strategy and the Preferred Options for a Detailed Policies and Sites Plan Emneth is designated as a 'settlement adjacent to a main town'. However the Council also considered Emneth as a village in its own right, as if it were a KRSC, and calculated the number of homes accordingly.
- It is proposed that this settlement is re-classified as a Key Rural Service Centre. This does not affect the proposed allocation for the village, but is more appropriate to separate the village of Emneth from the Wisbech Fringe allocation. This clarifies its role and position in the hierarchy. Therefore the classification will change within the Distribution of Development and a proposed amendment will need to be made to Core Strategy policy CS02- Settlement Hierarchy to reflect this.
- In response to the consultation the Parish Council had previously shown support towards G34.1, however they would like to see the option of spreading development over a couple of sites. Several landowners/ agents also requested that we allocate a number of smaller sites in the village rather than one allocation. However the Highways Authority has not raised any objections to the allocation of G34.1.

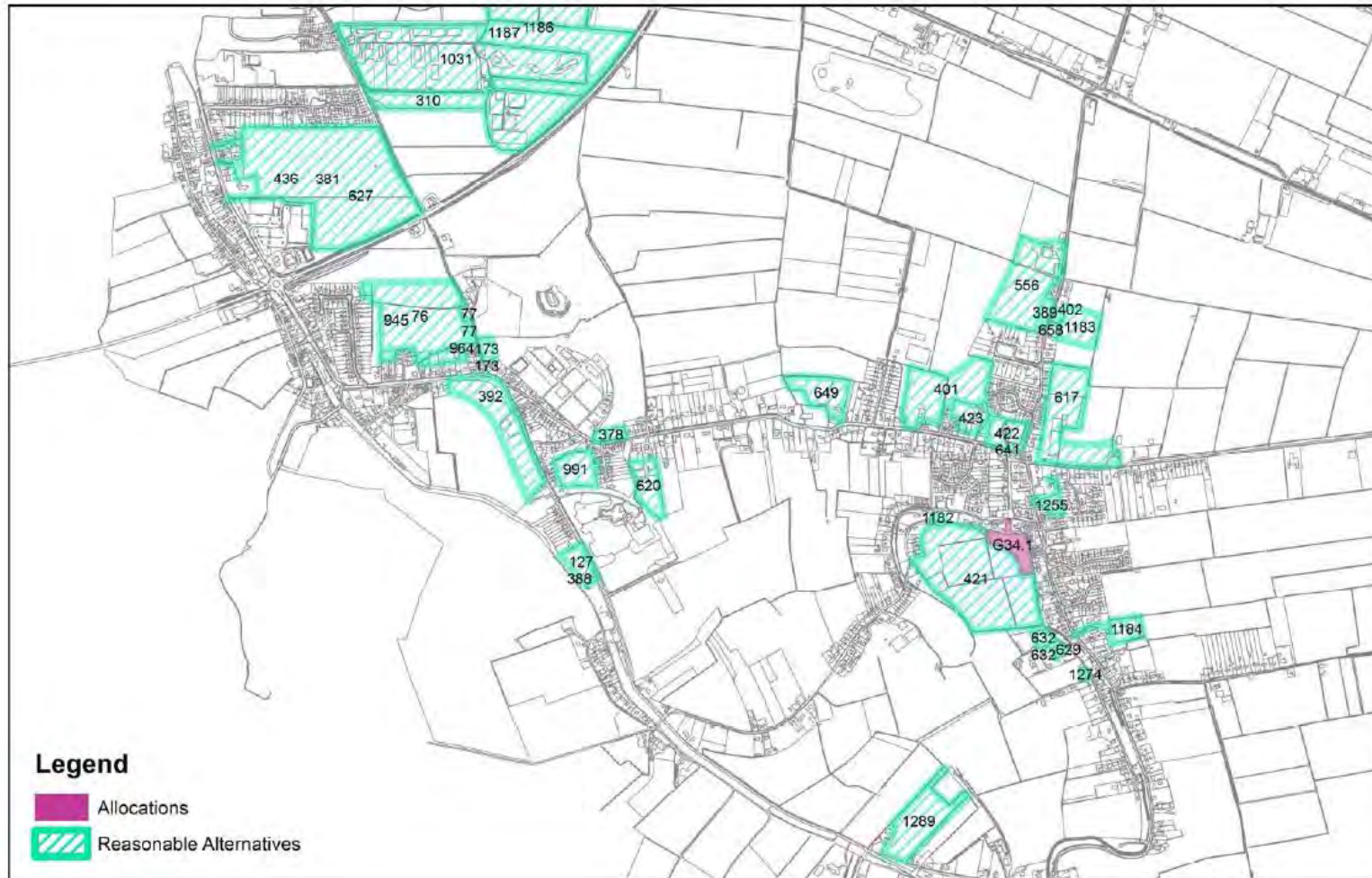
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Conclusion

Site G34.1 which in comparison to the reasonable alternatives performs relatively highly in the Sustainability Appraisal and is also the least constrained relative to others considered and therefore has been selected for allocation/development. The selected site is capable of providing the desired growth numbers within Emneth. The site is well integrated with existing development and would not cause detriment to the character of the surrounding area or landscape.

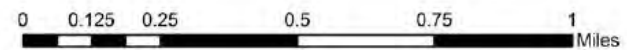
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.





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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Feltwell - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Service	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
102	x	+	o	x	+	o	x	x	x	?
<b>G35.3 (263)</b>	+	+	o	x	+	o	#	o	x	?
315	++	+	o	x	+/x	o	x	o	x	?
317	x	+	o	xx	+	o	x	o	x	?
351	+	+	o	x	+/x	o	#	o	x	o
<b>G35.1 (part of 351)</b>	+	+	o	x	+	o	#	o	x	o
365, 366, 367	x	+	o	xx	+/x	o	x	x	x	?

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

<b>G35.2 (548)</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>#</b>	<b>x</b>	<b>o</b>
<b>806</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>x</b>	<b>x</b>	<b>?</b>
<b>1196</b>	<b>++</b>	<b>+</b>	<b>x</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>x</b>	<b>x</b>	<b>?</b>

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

### Hockwold cum Wilton – Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
282	++	+	o	o	+	#	x	x	x	xx
<b>G35.4 (379)</b>	+	+	o	o	+	o	#	o	x	xx
1013	++	+	o	o	+	#	x	x	x	xx
1281	+	+	o	xx	+	o	x	o	x	xx

**Site 102** – Located in the south of Feltwell, south of Payne’s Lane. This location results in a negative score with regard to ‘access to services’. Development of this site would lead to the loss of identified good to moderate agricultural land (grade 3), hence the negative score for ‘economy B food production’. The site lies within an area subject to a low risk of flooding (FZ1). Norfolk County Council Highways Authority would object if this site were included in the plan, as the surrounding highway network is inadequate to support this allocation. This results in a negative score for ‘highways and transport’. The site also scores negatively with regard to ‘natural environment’ & ‘landscape and amenity’ as it is located within the stone curlew buffer zone and not completely masked by development therefore with the information provided the likelihood of significant harm on the SPA cannot be determined. All sites overlay a Ground Water Vulnerability Zone and are located within the Lakenheath Safeguard Zone.

**G35.3 (263)** – Located in the east of the village, off Lodge Road. This location results in a positive score with regard to ‘access to services’. Development of this site would lead to the loss of identified good to moderate agricultural land (grade 3), hence the negative score for ‘economy B food production’. The site lies within an area subject to a low risk of flooding (FZ1). Norfolk County Council Highways Authority would not object if this site were included in the plan, subject to safe access. The site is located within the stone curlew buffer but existing development completely masks the site from the protected area. This is reflected in the scores for the factors ‘landscape and amenity’ and ‘natural environment’. All sites overlay a Ground Water Vulnerability Zone and are located within the Lakenheath Safeguard Zone.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**315** – Occupying a northern location within the village of Feltwell, this site is adjacent to Western Close. This locality is relatively close to village services and so means a highly positive score with regard to ‘access to services’. Development of this site would lead to the loss of identified good to moderate agricultural land (grade 3), hence the negative score for ‘economy B food production’. Part of northern section the site is identified as being located with fluvial flood zones 2 & 3 (FZ2 & FZ3); the remainder of the site is at low risk to flooding (FZ1). Site 315 is situated within the Breckland Special Protection Area (SPA - Stone Curlew) buffer zone, but is completely masked from the SPA. Sites within the SPA buffer zone which are completely masked from the SPA by existing development are considered suitable. However the Norfolk County Council Highways Authority would object to the site being allocated on access grounds. This results in a negative score in ‘highways & transport’. All sites overlay a Ground Water Vulnerability Zone and are located within the Lakenheath Safeguard Zone.

**317** – Situated within the north west of the settlement, between Manor Park Estate and Portal Close Estate. This site isn’t located a close to village services as other sites proposed, hence the negative score in ‘access to services’. Development of this site would lead to the loss of very good agricultural land (grade 2); hence the highly negative score for ‘economy B food production’. The site lies within an area subject to a low risk of flooding (FZ1). As reflected in the factor ‘natural environment’ the site is located within stone curlew buffer but is completely masked from the Special Protection Area by existing development. Norfolk County Council Highways Authority would object to the development of this site. The Highway Authority would object if this site were included in the plan as they stated that the site is remote from the settlement. All sites overlay a Ground Water Vulnerability Zone and are located within the Lakenheath Safeguard Zone.

**351** – Located in the east of Feltwell, to the rear of Oak Street. The site scores fairly well in sustainability terms, in comparison to the other sites it is likely to be well screened and have minimal impact in terms of ‘landscape and amenity’. In terms of flood risk the northern section of the site is at low risk (flood zone 1) but the southern area is constrained by medium flood risk (FZ2) and high flood risk (FZ3). There are negative impacts on the natural environment relating to Stone Curlew Buffer Zone which apply to all options for growth. Subject to evidence demonstrating a safe and deliverable access from the north of the site the Highway Authority would not object if this site were included in the plan. All sites overlay a Ground Water Vulnerability Zone and are located within the Lakenheath Safeguard Zone. The landowners have stated they will donate land to be used as a car park for the Alms Houses.

**G35.1 (part of site 351)** - The site is a smaller part of Site 351 (northern section), land to the rear of Chocolate Cottage, 24 Oak Street. This site offers the benefits associated with the whole of Site 351 but has additional positives. In particular the risk to flooding is low (flood zone 1) and it would also lead to less good to moderate agricultural land being lost (grade 3). The site scored positively with regard to ‘access to services’. Subject to safe and deliverable access the Highway Authority would not object if this site was to be included in the plan. Site G34.1 does however carry the negative factors attributed to whole of Site 351 in particular the negative impacts on the ‘natural environment’ that relate to the Stone Curlew Buffer Zone, although this does apply to all the proposed sites for growth. This site is likely to be well screened and have minimal impact in terms of ‘landscape and amenity’. All sites overlay a Ground Water Vulnerability Zone and are located within the Lakenheath Safeguard Zone.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**365, 366, 367-** Located in the far west of Feltwell, this location results in a negative score for 'access to services' as it is too far from the defined settlement. Development of this site would lead to the loss of identified very good agricultural land (grade2). The site is at risk of flooding being located partially within fluvial flood zone 2 (FZ2). Site is within stone curlew buffer and is not completely masked by existing development from the Special Protection Area and so this constraint cannot be overcome. Norfolk County Council Highways Authority would object to the site being included within the plan as the site is remotely located from the settlement and the highway network surrounding the site is inadequate to support the site being allocated. All sites overlay a Ground Water Vulnerability Zone and are located within the Lakenheath Safeguard Zone.

**G35.2 (548)** – Located in the north, this edge of development site is north of Munson's Lane. This location is within close proximity to village services and there is pedestrian access to these, so scores positively in the associated factor. The Norfolk County Council Highways Authority would consider this site to be one of the most favourable put forward as the site is well located, subject to access and the local highway improvements they would not object to the site being included in the plan, it is considered that appropriate highway access can be achieved. The site is at a low risk to flooding being located within flood zone 1 (FZ1). Development of this site would result in the loss of grade 2 & 3 agricultural land. There are some 'natural environment' issues relating to the impact of development on the Special Protection Area (SPA), as the site is positioned within the stone curlew buffer, this applies to all the growth options. This site however is completely masked from the SPA by existing development therefore it is thought this constraint can be overcome. The impact on the 'landscape & amenity' depends on how the scheme is designed and implemented as potentially negative impacts could be mitigated. All sites overlay a Ground Water Vulnerability Zone and are located within the Lakenheath Safeguard Zone.

**806** – Occupying a southern location in Feltwell, South of Payne's Lane. The site, as with all the sites, lies within the stone curlew buffer zone, but it is thought the associated constraints cannot be overcome at this location. Highways would object to this site being allocated and included in the plan as there is no clear means of access to public highway. All sites overlay a Ground Water Vulnerability Zone and are located within the Lakenheath Safeguard Zone.

**1196** – Situated off Short Beck. This relatively central location within Feltwell, results in a highly positive score in the factor 'access to services'. New development here would result in the loss of moderate to good agricultural land (grade 3). The site is at low risk to flooding (FZ1). Site 1196 is situated within the Breckland Special Protection Area (SPA - Stone Curlew) buffer zone, but is completely masked from the SPA by existing development and so is considered suitable. The topography of this site is varied resulting in development of the site impacting upon the character of the approach to the settlement. The site is currently a farmyard in agricultural use, development of the site would lead to this being lost. The Council would like to retain employment land where possible. All sites overlay a Ground Water Vulnerability Zone and are located within the Lakenheath Safeguard Zone. NCC Highway Authority would not object to the allocation of this site subject to safe access and an improvement to visibility splays.

**282** – Located in the south of Hockwold, this site scores highly positive with regard to 'access to services'. It is at a low risk to flooding (FZ1). Development of this site would lead to the loss of poor agricultural land (grade 4). The site is located within a conservation area and within

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

close proximity to a grade I listed church, therefore development would have an impact upon these and their setting. This is reflected by the scores in the factors 'landscape & amenity' and 'heritage'. The sites also scored negatively in 'natural environment' as it is situated within the Breckland Special Protection Area (SPA - Stone Curlew) buffer zone, but is completely masked from the SPA. General infrastructure issues relating to the capacity of the local Waste Water treatment Works result in a negative, but this applies to all the options for growth in Hockwold. NCC Highways Authority would object to this site being included in the plan as the surrounding highway on Church Lane is very narrow and is not appropriate to support this allocation. All sites overlay a Ground Water Vulnerability Zone and are located within the Lakenheath Safeguard Zone.

**G35.4 (379)** – Occupying a southern position, within Hockwold, south of South Street. This site scores a positive in 'access to services', would result in the loss of poor agricultural land (grade 4) and is at a low risk to flooding (FZ1). In comparison to the other sites it is likely to be well screened and have less of an impact in terms of 'landscape & amenity' and 'heritage' being located outside of the conservation area. The site is situated within the Breckland Special Protection Area (SPA - Stone Curlew) buffer zone, but is completely masked from the SPA. Sites within the SPA buffer zone which are completely masked from the SPA by existing development are considered suitable. There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth in Hockwold. All sites overlay a Ground Water Vulnerability Zone and are located within the Lakenheath Safeguard Zone. NCC Highways Authority has stated that Subject to a safe access they would not object if this site were included in the plan.

**1013** – Located in the south of Hockwold, to the rear of Main Street. Site 1013 scores highly positive with regard to 'access to services'. It is at a low risk to flooding (FZ1). Development of this site would lead to the loss of poor agricultural land (grade 4). The site is located within a conservation area and within close proximity to a grade I listed church, therefore development would have an impact upon these and their setting. There are a number of TPO's and TPO areas within the site. This is reflected by the scores in the factors 'landscape & amenity' and 'heritage'. The sites also scored negatively in 'natural environment' as it is situated within the Breckland Special Protection Area (SPA - Stone Curlew) buffer zone, but is completely masked from the SPA. General infrastructure issues relating to the capacity of the local Waste Water treatment Works result in a negative, but this applies to all the options for growth in Hockwold. NCC Highways Authority would object to this site being included in the plan. All sites overlay a Ground Water Vulnerability Zone and are located within the Lakenheath Safeguard Zone.

**1281** – Located in the north-west of Hockwold, north of 8 Malts Lane. Site 1281 scores a positive in 'access to services'. There is a low risk to flooding here (FZ1). The site scores highly negative with regard to 'economy B food production' as its development would lead to the loss of very good agricultural land (grade 2). A small part of the site is grade 4 but the majority of the site is grade 2. The site is located outside of, and some distance from the Conservation Area. This is reflected in score for the factor 'heritage'. As with all the sites proposed, 1281 is within the Breckland Special Protection Area. The site is screened by existing development. The score for 'highways & transport' is a negative as NCC Highways Authority would object to this site being included within the plan. Development here would form a type of backland development that wouldn't be ink-keeping with the settlement pattern. All sites overlay a Ground Water Vulnerability Zone and are located within the Lakenheath Safeguard Zone.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Discussion

- The Sustainability Appraisal indicates that Sites G35.1, G35.2, G35.3 & G35.4 are sustainable options. All four sites scored positively with regard to 'access to services'. None of these sites are thought to have a negative impact upon 'economy A business'. G35.1, G35.2 & G35.3 do score negatively in the factor 'economy B food production' as their development would lead to the loss of good to moderate agricultural land (grade 3). G35.4 doesn't score negatively with regard to this factor as its development would lead to the loss of poor agricultural land (grade 4). All of these sites are subject to a low risk of flooding (FZ1). General infrastructure issues relating to the capacity of the local Waste Water treatment Works result in a negative score for G35.4, but this applies to all the options for growth in Hockwold. None of the sites are located within a conservation area; they all are situated within the Lakenheath Airfield Safeguard Zone and overlay a Ground Water Vulnerability Zone. Norfolk County Council Highways Authority does not object to the sites inclusion within the plan and G35.2 was a favourable site for them. All sites are situated within the Breckland Special Protection Area (SPA - Stone Curlew) buffer zone, but are considered to be completely masked from the SPA. Sites within the SPA buffer zone which are completely masked from the SPA by existing development are considered suitable but will have to comply with a project level habitats regulations assessment.
- Responses from the Preferred Options consultation from statutory consultees revealed that Natural England would require a project level habitats regulations assessment demonstrating no likely significant adverse effect on Natura 2000 sites (in particular the Breckland SPA) and their qualifying features for all of the sites selected as allocations. This is supported by RSPB East of England Norfolk. Breckland Council commented that Feltwell and Hockwold are located within 1500m of the SPA. G35.1: Site is well screened and complies with the Borough Council's Strategic Policy. G35.2 and G35.4: It is considered that a significant adverse effect may arise from growth in this location upon the interest features of the Breckland SPA if this were to be identified for growth. Norfolk County Council Highways Authority support G35.1, G35.2 & G35.4 and have previously stated they wouldn't object to G35.3. Hockwold Parish Council supports the allocation of G35.4. Norfolk County Council Historic Environment Services stated that Developers of G35.4 will need to submit an assessment of the impact of development along with planning permission. In line with paragraph 128 of the NPPF. Proposed development is currently not part of a designated heritage asset. It is close to a scheduled monument; however this doesn't affect the principle of development (archaeological deposits).
- The responses to the Preferred Options consultation from the public revealed that there is objection to the allocation of Site G35.2 (42 public & 2 landowners) and support for the whole of Site 351 (24 public & 1 landowner) to be allocated not just G35.1 (part of Site 351). Many of the comment objectors to the development of G35.2 were from local residents, which is understandable and many of these supported the entire allocation of Site 351. However the parts of Site 351 omitted from G35.1 are identified as being at risk to flooding (FZ2 & FZ3), hence the negative score for Site 351 in the factor 'flood risk'. G35.2 was objected to mainly on highways and safety grounds but as highlighted Norfolk County Council Highways Authority support the allocation of this site, these comments were reaffirmed by the Norfolk County Council Highways Authority (29/04/2014), they also confirmed their previous comments relating to

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



G35.1 (22/04/2014). Other objections to G35.2 included flooding of the access, but the site is at low risk to flooding being in Flood Zone 1. The finding of Roman pottery remains, the site isn't one identified by English Heritage, there is a site nearby identified as a former Roman Villa but this isn't protected and has already been extensively built upon in the form of the large residential estate, St Nicholas Drive and the associated roads leading off and a number of agricultural buildings.

- G35.1 Land to the rear of Chocolate Cottage, 24 Oak Street, Feltwell. This site could accommodate 15 dwellings. Development of this site would enable new residents to walk to existing services, in particular to the local school. The site, classed as grade 3 agricultural land is surrounded by trees and hedgerows which could potentially be incorporated into the design scheme. As discussed the site is situated within the Special Protection Area 'buffer zone' for stone curlews; however the site is well screened, as it is surrounded on all sides by single and two story development. Therefore new development at this location is likely to have minimal impact on the SPA and the visual amenity of the surrounding landscape. Views into the site are limited to near distance; medium and long distance views from the wider landscape are possible from the south east; however these would be seen in context of the existing settlement. The remainder of the original submitted site, Site 351, lies partially within Fluvial Flood Zone 2 (medium risk) and Fluvial Flood Zone 3 (high risk) which is not considered appropriate for housing development. 20/05/14: Norfolk County Council Historic Environmental Services have highlighted that the site has considerable archaeological potential, as it is adjacent to a medieval cross, which may indicate a former focal point for the settlement. Consequently they would strongly recommend that an archaeological field evaluation is submitted with any planning permission, in accordance with paragraph 128 of the NPPF.
- G35.2 Land North of Munson's Lane, Feltwell. This site could accommodate 40 dwellings. Located to the north of the settlement and within walking distance to local services and facilities with good pedestrian links already in place. The site abuts the current proposed development boundary to the south and east. Development here would be a natural continuation to existing residential development. This site is Norfolk County Council Highways Authority's preferred option for growth for Feltwell. Currently the site is a mixture of grade 2 and 3 agricultural land that is bordered by hedgerows to the north and west. Whilst development here would result in the loss of undeveloped land, the Council considers due to the scale of the development and the location of the site it is appropriate to develop on this high quality agricultural land. Views are available from the north and west but these would be seen as in context of the existing settlement. 20/05/14: Norfolk County Council Historic Environmental Services have highlighted that the site has considerable archaeological potential, as it is adjacent to the excavated remains of a Roman villa, which may extend into the proposed development area. Consequently they would strongly recommend that an archaeological field evaluation is submitted with any planning permission, in accordance with paragraph 128 of the NPPF.
- G35.3 (site 263) Land at Lodge Road, Feltwell. Previously this site was a non-preferred option as the site was being developed, so there was no need to allocate. However only part of the site has been developed, known as Skye Gardens, and the remainder of the site could be allocated and accommodate a further 10 dwellings at density consistent with the existing new-build development. The site abuts the current proposed development boundary to the north and south. The developer has provided a plan of site outlining what has been built and which part of the site would still be available for allocation. The site is classed as grade 3 agricultural land, it is now land-locked and not in agricultural usage. As discussed the site is situated within the Special Protection Area 'buffer zone' for stone curlews;

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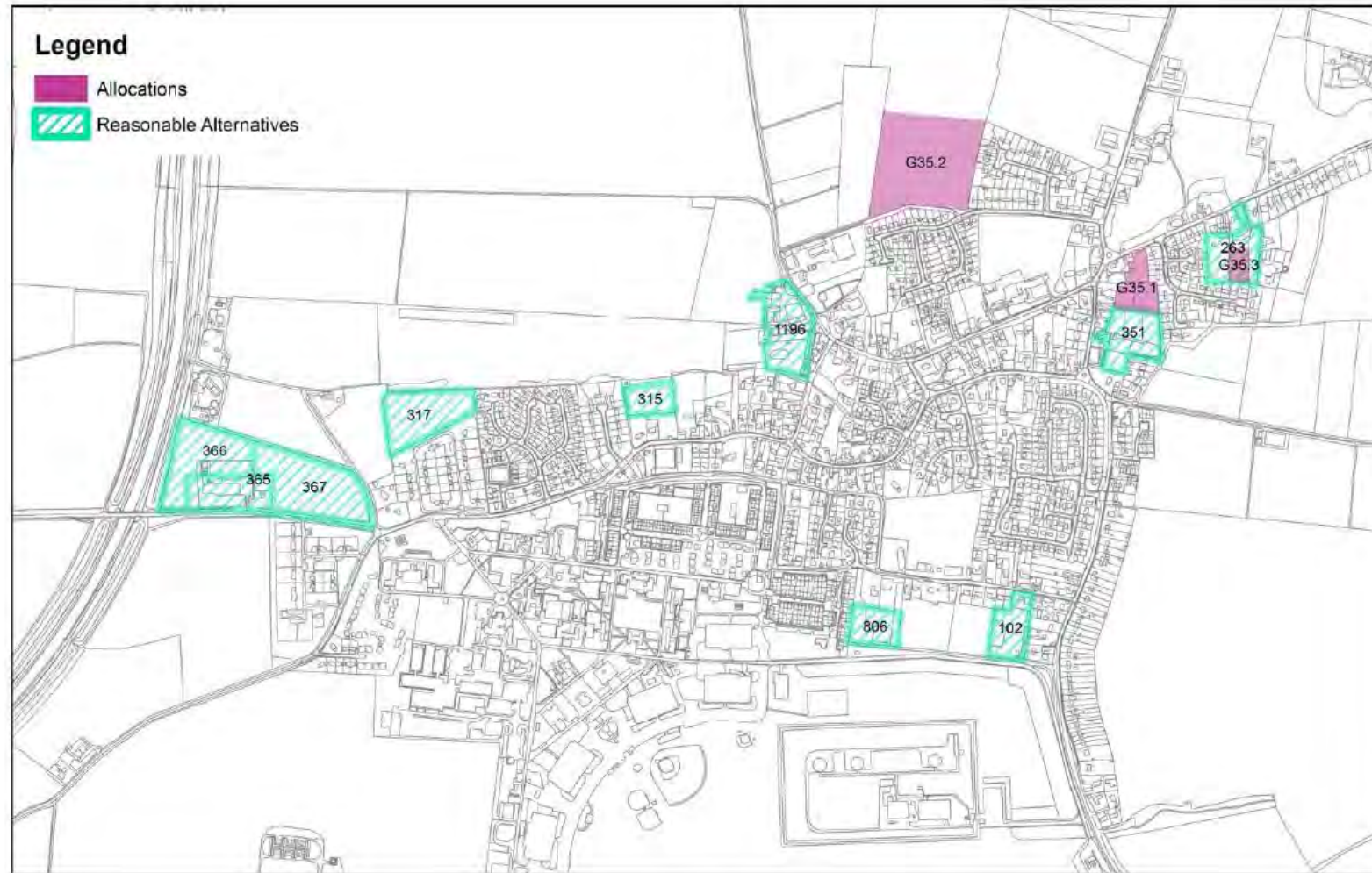
however the site is well screened on all aspects by trees, mature vegetation and existing development. Therefore new development at this location is likely to have minimal impact on the SPA and the visual amenity of the surrounding landscape. Views into the site are limited to very near distance, and would be seen in context of the existing settlement. Norfolk County Council Highways Authority would not object to the site being allocated subject to safe access being achieved. Access would be gained via the new access road already serving the newly built development to the north of the site. In order for development to take place at this site the access road must be brought up to adoptable standards.

- G35.4 Land South of South Street, Hockwold cum Wilton. This site could accommodate 5 dwellings. Located in the south west of Hockwold, outside of the Conservation Area. The Hockwold Conservation Area is a good distance from this site and therefore development would not be of detriment to the character and appearance of it. The site is relatively close to existing services and would relate well to the existing settlement, forming a natural continuation of existing residential housing development seen along South Street. The site is classified as grade 4 agricultural land, resulting in no loss of high quality agricultural land if the site was to be developed. There are trees scattered throughout the site which provide natural screening and could be incorporated into the design scheme. Views into the site are available from the east and south; however the site once developed would be seen as in context with existing settlement, resulting in minimal visual impact. Norfolk County Council Highways Authority has no objection to site, providing safe access can be achieved.

## Conclusion

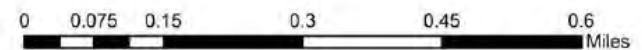
- Therefore, based on the findings of the sustainability appraisal and the outcome of the preferred options consultation Sites G35.1, G35.2, G35.3 and G35.4 should be allocated for development.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

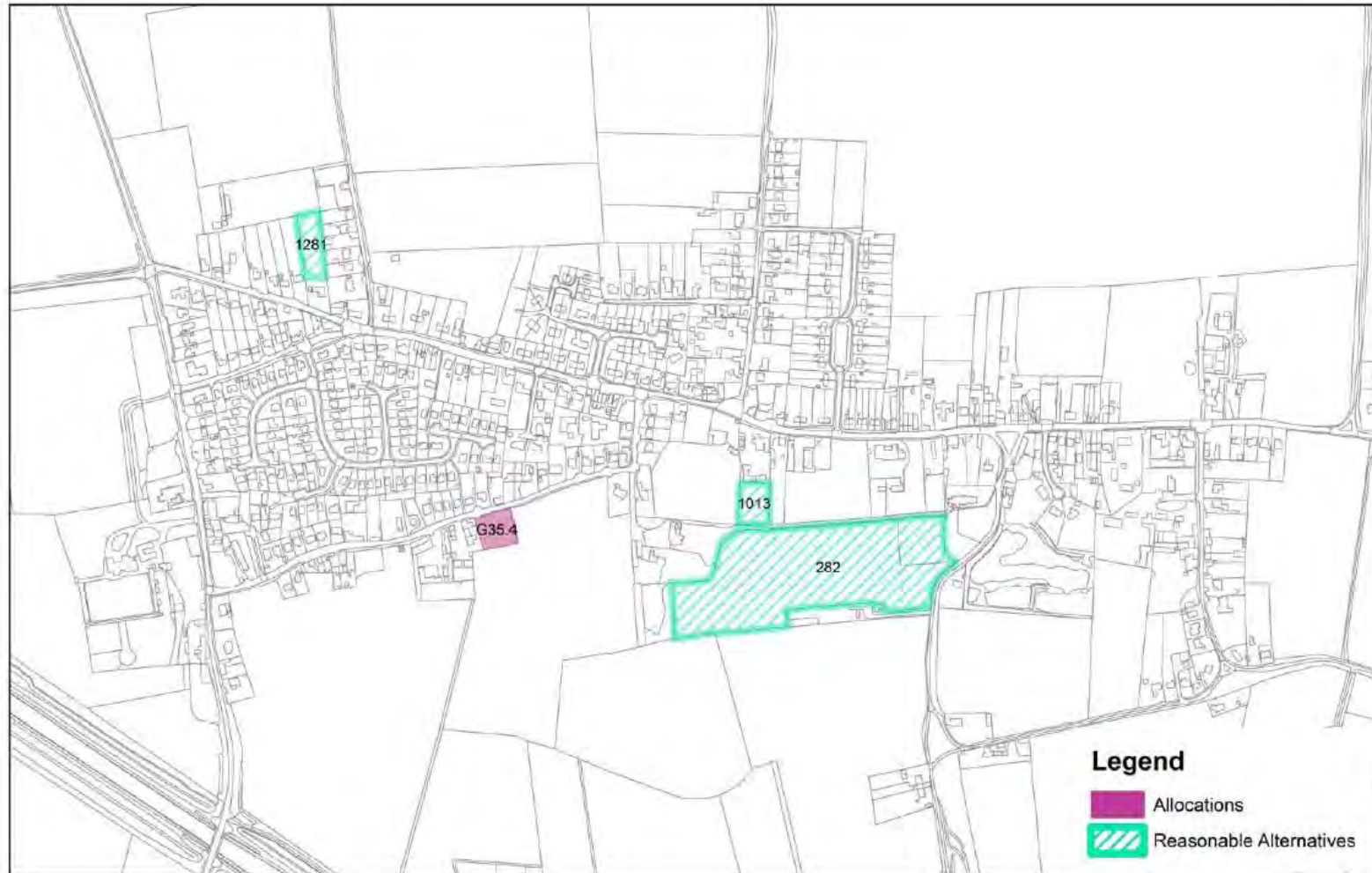


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Feltwell

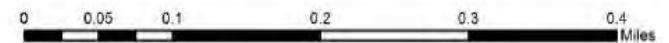


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Hockwold cum Wilton

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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Fincham - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
FIN1 (part of 634)	++	+/x	O	x	+	#	#	#	O	xx
634	++	+/x	O	x	+/x	#	#	#	O	xx
1246	++	+?	?	+	+	#	?	#	?	?
1267	++	o	?	x	+	#	?	x	o	?
G36.1 (Part of 1267)	++	o	?	x	+	o	o	#	o	?

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**FIN1 (part of 634)** – Located south of the village, this site would be seen as an extension to the settlement boundary. It is within the 15.2m height consultation zone surrounding RAF Marham, its location marks it as very accessible to village services and amenities but development here would result in the loss of Grade 3 Agricultural Land. There is minimal risk of flooding in this location (Flood Zone 1). The Sustainability Appraisal shows no significant negative effects apart from constraints in the delivery of infrastructure which may be overcome. Access to the site would require improving current highway provisions, as the road network here is narrow and the junction with the A1122 is below standard. Although the site lies outside of the Fincham Conservation Area it is within close proximity resulting in any development that takes place needing to enhance and support the local character and appearance.

**634** - Site 634 is a greenfield site (area reduced by the Landowner in Site Specific Allocations & Policies DPD) Grade 3 Agricultural Land on the edge of settlement outside built environment boundaries and is completely within the Marham airfield safeguarding area. The southern area is constrained by fluvial flood zone 2. There is a public right of way present across the site. The Highway Authority expects all allocations in rural villages to provide a safe access with good visibility and would favour allocations which are close to the main services and which have links into the local footway network. The Sustainability Appraisal shows no significant negative effects apart from constraints in the delivery of infrastructure which may be overcome. The site is located outside of the Fincham Conservation Area, but this is only a short distance away consequently any development should protect and enhance the character and appearance of this.

**1246** – Located within the centre of Fincham site 1246 is a brownfield site, so no agricultural land would be lost if development was to take place here. Site 1246 is within the 15.2m height consultation zone surrounding RAF Marham. There is adequate existing highway and pedestrian provisions as the site is located upon the main road through the village. Its proximity to the village services and amenities result in the site being very accessible and within walking distance to these and therefore perhaps economically beneficial to the local economy. Due to the site's central location it entirely lies within the Fincham Conservation Area meaning that development would have to be sympathetic towards the surrounding heritage and landscape whilst protecting and enhancing the character and appearance of the conservation area. With the majority of the site unused there is the potential for improving the local townscape. The site is at minimal risk from flooding (Flood Zone 1).

**1267** – Site 1267 is located just outside the settlement boundary on the eastern side of Marham Road and to the north of Swaffham Road within County Farms. Its location marks it as accessible to village services and amenities on foot, meaning it could have a positive effect upon the local economy. There are adequate highway provisions in place and a pedestrian footpath along the western side of Marham Road. Development on the site would result in the loss of large scale Grade 3 (moderate quality) Agricultural Land but has a minimal flood risk (Flood Zone 1). This site falls outside of Fincham Conservation Area but parts of its western and southern boundary abut the conservation area. The site is considerably large and extends into the countryside. It is surrounded by countryside on the north, south and east with existing development to the west opposite the road. The location of the site on the fringe of the settlement makes it visually prominent particularly when viewed from the north. Development of the entire site will not be appropriate in this location in terms of form and character but would be visually intrusive in the landscape.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**G36.1 (part of site 1267)** – The site comprises of the western part of site 1267 above. It is located just outside the settlement boundary on the eastern side of Marham Road within County Farms. It is well located and is within reasonable walking distance to village services and amenities meaning it could have a positive effect upon the local economy. There are adequate highways provisions in place and a pedestrian footpath along the western side of Marham Road. The Highways Authority would not object to small scale development taking place. Development on the site would result in the loss of Grade 3 Agricultural Land but is not subject to flood risk (Flood Zone 1). This site falls outside of the Fincham Conservation Area, however it does lie within the 15.2m height consultation zone surrounding RAF Marham. Development here on part of the wider site forms a natural extension of existing development along Marham road and would be in-keeping with existing settlement pattern with minimal landscape impact.

## Discussion

- The Sustainability Appraisal indicates that no one option would result in a highly positive effect in the majority of categories, therefore the selection of an allocation for development is dependent on judgment on the combination of advantages and disadvantages of the competing sites.
- The Local Highway Authority (Norfolk County Council) indicated that support to the previously preferred option site FIN 1 (part of 634) would be subject to appropriate improvements to the road network even for the allocation of small scale development. The Parish Council of Fincham have expressed a vast amount of disapproval toward FIN 1 (part of 634) stating inadequate provisions for a safe access, the location's vulnerability to flooding and drainage issues, although the land is identified as Flood Zone 1. They also highlight how the extension of the settlement boundary in this location would result in unsympathetic development to the character of the village.
- Support is shown towards Site 1246 at Alexandra Works within the centre of the village by the Parish Council and a number of points are made which are justified. This site had been put forward during the Preferred Options consultation period. Part of the site is located within the existing development boundary and so doesn't require allocation for development, the rest of site is outside the development boundary but development here would constitute a form on backland development that wouldn't be in keeping with the settlement pattern. All of site does sit with the Fincham Conservation Area.
- Site FIN 1 (part of 634) incorporates a number of advantages that make it an appealing site. Its proximity to village services and amenities support its selection. A number of issues have been raised through the consultation period that highlight constraints associated with the site. In response to this a number of alternative sites have been put forward that hold credibility for development with similar attributes to that of FIN 1 (part of 634) but also a number of additional benefits which have been mentioned. In particular Site 1267 appears to hold the credentials of an appropriate site

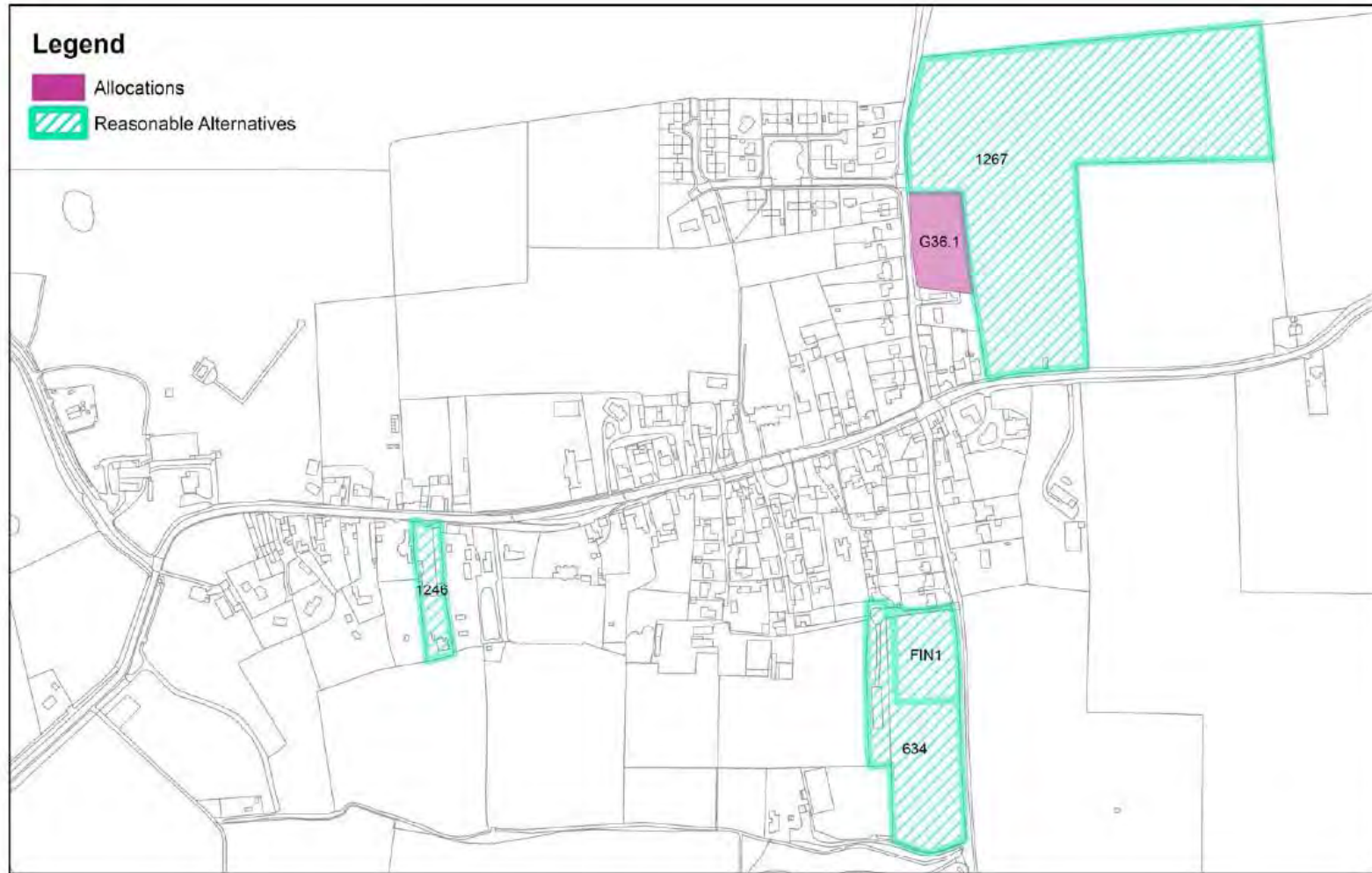
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

- Norfolk County Council has submitted Site 1267 on the eastern side of Marham Road, which can be segregated for residential development as the whole site is too large for the growth required. This site is located with a relatively central position in relation to village facilities, with existing footpath provisions and appears acceptable in terms of safe accessibility.

## Conclusion

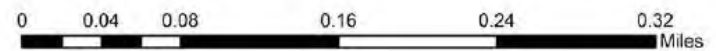
- Development of G36.1 would extend the settlement boundary in a natural way with existing development on the adjacent side of the road; it would also be in-keeping with the existing settlement pattern as development would be of a frontage nature. The Site sits outside of the Fincham Conservation Area and is subject to a minimal risk of flooding. It is for these reasons that part of Site 1267, known as G36.1 is selected as the allocated site.





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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Flitcham - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
1259	+	+	o	x	+	#	x	x	o	?

**1259** – Site is situated outside the north western boundary of the village, adjacent to a secondary access route to the local primary school. The site appears slightly isolated due to an established belt of trees and hedgerow which bound properties to the south, marking the edge of the current village extent. The trees and hedgerow also mark the edge of Flitcham Conservation Area, and whilst the site is not visible from Church Lane, it is possible to view the Grade 2\* Listed St. Marys Church from the site. The site is part of a largely open field currently used for agriculture. Development will result in a loss of agricultural land (grade 3), although there is no option for development on previously developed land surrounding the current village boundary. New development could be perceived as intrusive into the landscape as there are open views of the site from the north, east and west. The connecting road is a single track lane with limited traffic, peaking at school opening and closing times. Visibility is obscured by the bend in the road and existing established hedgerow to the south. NCC Highways authority would object to development in this location. There is no footpath to services, although this is not uncommon as the village is very rural in nature. Site is close to the village centre. Information on local infrastructure is unknown.

### Discussion

- Site 1259 is the only site submitted for consideration in Flitcham and was submitted during the Preferred Options consultation. Therefore, there has been no public consultation in relation to the site. Following further correspondence with Norfolk County Council Highways Authority it is determined that access is inadequate and would result in an objection to development. The sustainability appraisal identifies issues in relation to heritage and potential landscape impacts. Therefore it is recommended not to allocate the site for development.

### Conclusion

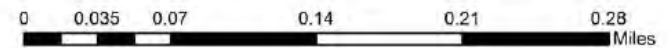
- Therefore in view of a lack of a suitable site, there are no allocations recommended in Flitcham.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Gayton - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
557	++	+	o	+	+	#	#	o	o	xx
GAY 09/665	+	+	o	+/x	+	#	#	x	o	xx
1166	++	+	o	x	+	o	#	#	?	xx
1177	++	+	+/x	+/x	+	o	#	x	?	xx
66	++	+	o	x	+	o	x	o	o	xx
1271	++	+	o	x	+	#	#	x	o	xx
G41.1 (Part of 1271)	++	+	o	x	+	#	#	o	o	xx
1272	++	+	o	x	+	#	#	o	o	xx

**557 (GAY1)** – The site is centrally located and is well integrated with the settlement. It scored highly in terms of proximity to services particularly the local primary school which lies immediately to the north. There is good vehicular and pedestrian links to services. There were no highway objections to the proposed access from Back Street. The site offers additional community benefit in that it offers land for future expansion of the school however this requires further consultation with Norfolk County Council regarding the need and suitability of this proposal. The site comprises of grade 3 (moderate quality) agricultural land, however the site is not in agricultural use and is no longer suitable for agricultural purposes because the access to the site cannot be used by farm vehicles. The site is not subject to flood risk (FZ1). There is a Grade I listed building (St Nicholas Church) situated immediately adjacent the eastern site boundary. Potential negative impacts on the setting of the listed structure could be mitigated through appropriate and sympathetic design and layout. However, English Heritage raises concerns regarding the proximity of the site to the Grade 1 Listed Church stating that development would result in further enclosure of the church to the south, and would detract from its significance and setting. The site is mostly surrounded by existing development on all sides, and there is potential for minimal landscape impacts. However development on the entire site is not considered appropriate given the scale of the site. Such large scale development is likely to have an impact on the visual amenity of the area particularly to the setting of St Nicholas Church.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**GAY09/665** – The site performs averagely in terms of proximity to local services in comparison to some other site options. There are no footpath links to local services and the surrounding road network would require local improvements. The Highway Authority has no objections to the site. Safe site access is dependent on how the scheme is implemented. The site is partly a brownfield site and partly grade 3 (moderate quality) agricultural land. The site is within a low flood risk area (FZ1). The site is not as integrated with existing development as it is situated at the edge of the settlement and development would encroach into the countryside in the easterly direction. The site is surrounded by open countryside on the north, south and east and development is likely to have a negative impact on the visual character of the landscape.

**1166** – The site is located in close proximity to local facilities and is connected to the highway network however footway and cycle way facilities will be required. Safe access is dependent on how the scheme is implemented. The Highway Authority made no objections to the site. The site is classed as grade 3 agricultural land, however the site is heavily treed and overgrown with irregularities in height as such development will not result in the loss of useable agricultural land. Due to heavily treed and over grown nature of the site, development would potentially have an impact on biodiversity. The site has no flood risk constraints (FZ1). A public right of way runs across the middle of the site and could be lost if the site were developed. The site is well screened by existing housing and development is likely to have minimal landscape and visual impact.

**1177** – The site is in close proximity to village services with good vehicular and pedestrian access. Subject to safe access and footway facilities, the Highway Authority does not object to the site. The site is classed as grade 3 (moderate quality) agricultural land however, development would not result in loss of productive agricultural land as the site partly constitutes brownfield land and the remainder is heavily treed. The site is in a low flood risk area (FZ1). The site was previously partly in employment use although the employment buildings have been demolished. The site is on the edge of the settlement and is not screened from the wider countryside on the northern, eastern and western boundaries. Development is likely to have more negative impact on landscape amenity and on the countryside in comparison to other site options. Further investigations will be required in relation to impact on biodiversity due to the heavily treed nature of the site.

**66** – Although the site is in close proximity to village services, it has inadequate vehicular and pedestrian access thus limiting access to local services. Access onto Rosemary Lane is considered inappropriate and the Highway Authority objects to the site. Development will result in loss of grade 3 (moderate quality) agricultural land. The site is not subject to flood risk (FZ1). The site is situated behind existing housing and is well screened on the northern, eastern and western boundaries. Development is likely to have minimal visual impact on the landscape.

**1271** – The site is well located in the central part of the village and is within walking distance to Lynn Road where majority of the local services are situated including the school. Site access is proposed from Back Street. The Highway Authority indicates that this is acceptable subject to a safe access and a continuous footpath linked to Back Lane and to the existing school. The site is not subject to flood risk. Development would result in loss of grade 3 (moderate quality) agricultural land which currently appears to be in use for agricultural purposes. The site offers the additional community benefit for the provision of land for the future expansion or relocation of the school however this requires further consultation with Norfolk County Council regarding the need and suitability of this proposal. The site which lies behind existing housing is well integrated with the village and is surrounded by existing housing. Views of the site are limited to near distance from adjacent properties and public footpaths. However development on the entire site is likely to have negative visual and landscape impacts especially when viewed from the church and the

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

public footpath. Further investigations are required in relation to the archaeological assets (monuments) on the site.

**G41.1 (Part of Site 1271)** – The site comprises of the southern part of site 1271. It is fairly centrally located and is within reasonable distance to local services including the primary school. The public right of way which borders the eastern site boundary further enhances walking access to the local services on Lynn road including the school. Site access is proposed from Back Street. The Highway Authority indicates that this is acceptable subject to a safe access and a continuous footpath linked to Back Lane and to the existing school. The site is not subject to flood risk. Development would result in loss of grade 3 (moderate quality) agricultural land which is in agricultural use. The site is well integrated with the village and is surrounded on almost all sides by existing residential development and does not extend beyond the existing building line of the development to the east and thus is not likely to be detrimental to views of the Grade 1 Listed St Nicholas Church. It is considered that development is likely to have minimal visual and landscape impacts but would rather relate well to the form and character of the area. Further investigations are required in relation to the archaeological assets (monuments) on the site.

**1272** – The site is relatively within walking distance to services. The road network is narrow and there are no footway links from the site. Jubilee Hall Lane and Lime Kiln Lane are un-adopted and would not support the proposed scale of development. The site is not subject to flood risk (FZ1). The site partly comprises of grade 3 (moderate quality) agricultural land and the remainder of the site accommodates agricultural buildings. There is a public right of way along the western and northern site boundary however this can be retained as part of any design scheme. The site is situated at the edge of the settlement and is not as integrated with existing housing. Development would potentially be visually prominent but visual impacts could be mitigated using natural screening.

## Discussion

- The Sustainability Appraisal indicates that all site options score positively in terms of proximity to services; this is due to the nature of the settlement and the range of services available. Also all site options score equally poorly in terms of infrastructure, pollution & waste; this is because Grimston Water Recycling Centre (which also serves Gayton) does not currently have capacity for the proposed development as such work would need to be undertaken before the sites could connect. However, overall, site 557 and site 1271 is identified to have the least negative impacts in majority of the categories.
- Both site 557 and site 1271 offered to make land available for the expansion of the primary school. However following extensive discussions with Norfolk County Council it was agreed that the consideration for a school site should be excluded from the LDF site allocation process and a decision should be reached independent of each other. This would enable the County Council to explore all options in the settlement for the best site for the school without restricting the options to only either site 557 and 1271. This would also allow the Borough Council to access the merits of the individual sites as well as all other site options without the preferable location for the school site being the only deciding factor. In addition the County Council's schedule for the delivery of the school conflicted with the schedule for the delivery of the detailed policies and sites plan.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

- At the preferred options consultation, Gayton Parish Council and the local Highway Authority made no objections to GAY1. However English Heritage objected to the site due to its proximity to the Grade 1 Listed Building. There was little response from the public regarding options for housing in Gayton. The 4 objections to GAY1 were submitted by promoters of other site options. The public response to the consultation was not of a scale to indicate a general public consensus on a favoured preferred option.
- Sites 557 and 1271 perform almost equally in the Sustainability Appraisal. The two main issues of GAY1 arising from the preferred options consultation was:
  - i. Heritage factor– English Heritage is not satisfied that the imposed policies will mitigate impact on the listed structure adjacent the site. Promoters of the site made detailed representations to contend this and request that GAY1 is moved westwards away from the church to create a buffer and alleviate impact on the historical asset.
  - ii. Deliverability– There is currently a legal dispute (before the courts) about access to GAY1 (site 557) which may render it undeliverable in the plan period. There is no set date of when the court is likely to reach a decision and based on the estimated timetable, there is concern that the dispute is not likely to be resolved before the Council progresses onto the next stage/version of the site allocation process.
- In accordance with the NPPF, the Borough Council gives careful consideration to deliverability and is seeking to allocate developable sites in suitable locations, which are available and could be viably developed within the point envisaged. Therefore, it is considered that whilst the merits of Site 557 (previously a preferred option) is acknowledged, the site is no longer the most suitable option for allocation due to the uncertainties regarding deliverability within the plan period especially given as there are other less constrained and deliverable site options available in the settlement.
- In accordance with the NPPF, the Borough Council gives careful consideration to deliverability and is seeking to allocate developable sites in suitable locations, which are available and could be viably developed within the point envisaged. Therefore, it is considered that whilst the merits of Site 557 (previously a preferred option) is acknowledged, the site is no longer the most suitable option for allocation due to the uncertainties regarding deliverability within the plan period especially given as there are other less constrained and deliverable site options available in the settlement.
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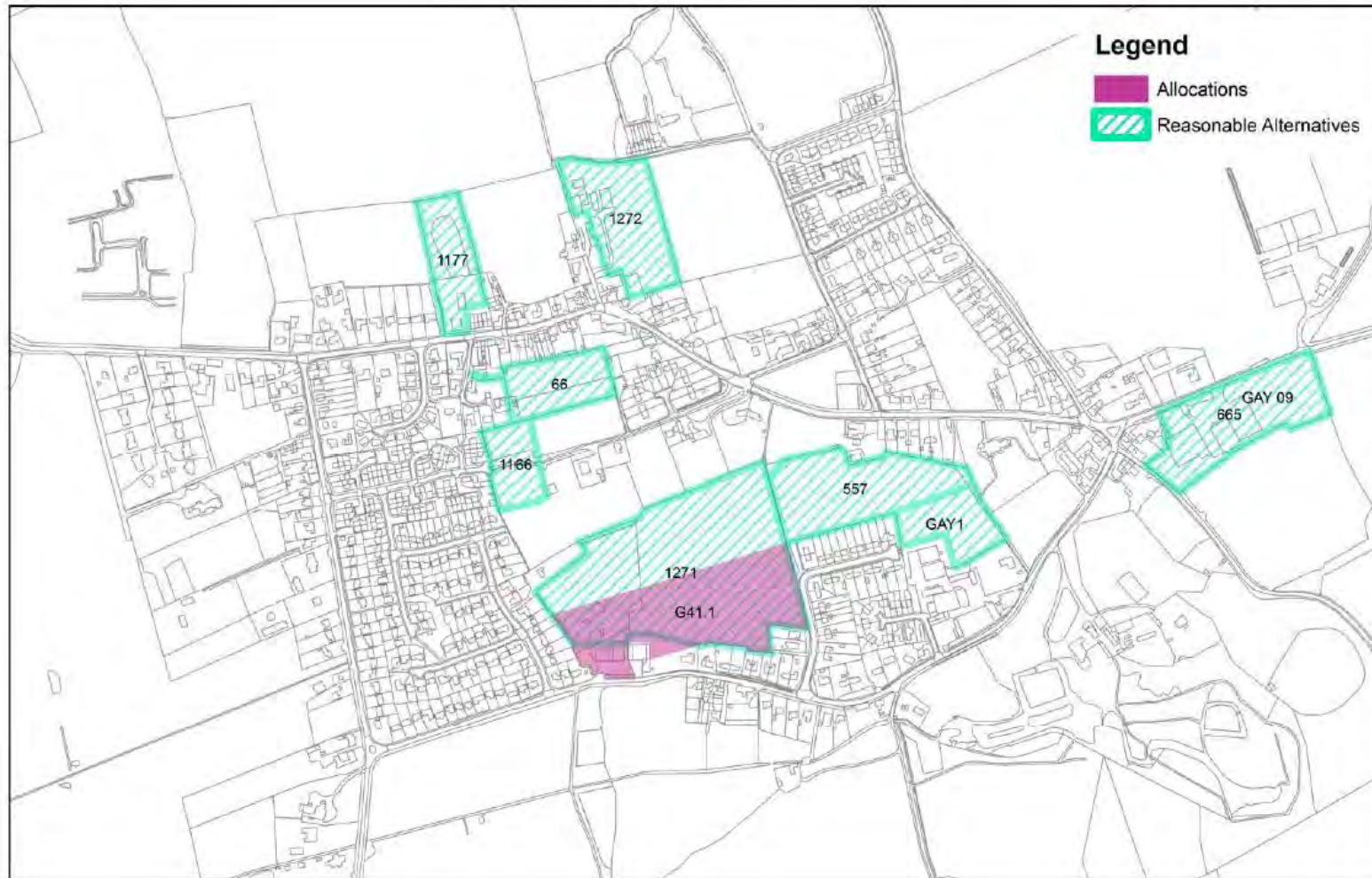
- Site 1271 is identified as one of the higher scoring sites in the sustainability appraisal; it is well located to services, and well integrated with existing development. However the site is too large for the scale of development sought and development of the entire site is not considered appropriate in this location. Allocation of part of the site, G41.1 for 23 dwellings is likely to have minimal landscape and visual impacts and is not considered to be detrimental to the form or character of the surrounding area. English Heritage advises that development should be limited to a line not exceeding the rear boundary of properties on the northern side of St. Nicholas Close to maintain views to and from the church. The public footpath along the eastern site boundary further enhances walking access to services on Lynn Road. The Highway Authority raised no objections to the site.
- Anglian Water identifies that Grimston Water Recycling Centre (WRC) does not currently have additional capacity for the planned growth in Grimston and Gayton. Various options to overcome this constraint are currently being explored. As such a policy should be included as part of the allocation which requires the developer of the allocated sites in both settlements to work together with Anglian Water to undertake the necessary works to ensure that this issue is addressed.

## Conclusion

- In summary, site G41.1 (part of 1271) is allocated for development of 23 dwellings as it shows less constraint and is considered the more sustainable choice.

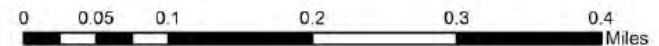
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.





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**Gayton**



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Grimston & Pott Row - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>G41.2 (459)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>o</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>o</b>	<b>o</b>	<b>x</b>
628	x	+	o	o	+	o	x	x	?	x
820	x	+	o	xx	+	o	#	#	o	x
GRM 17 / 468	x	+	x	o	+	#	x	xx	o	x
62	++	+	o	o	+	o	x	x	o	x
175	+	+	o	+/x	+	o	?	o	?	x
1165	x	+	o	o	+	o	xx	#	o	x
646	x	+	o	o	+	o	x	#	o	x
797	+	+	o	o	+	o	x	o	?	x
821	+	+	o	xx	+/x	o	#	+	o	x

**G41.2 (459)** – The site is centrally located and within working distance to services including the school, with good highway and pedestrian access. Safe site access is obtainable from Ashwicken Road. No objections were made by the Highway Authority. The site comprises of grade 4 (poor quality) agricultural land and is situated in a low flood risk area. The site is situated within a built up part of the village; development in-fills the gap between houses to the north and south, forming a natural continuation of existing housing along Ashwicken Road which would be in keeping with character of the village. Development will be screened from the wider landscape by the established planting along the western site boundary and it is not considered that development will have no negative impact on the visual amenity of the area.

**628** – The site performs negatively in terms of proximity to services as it is further from village services than other site options, although it is within walking distance to the cricket ground and a bus stop. The Highway Authority objects to the site due to its remoteness from services. There are no known highway constraints in terms of site access and adequate road network. The site comprises of grade 4 (poor quality) agricultural land. The site is not subject to flood risk (FZ1). There are a number of mature trees and mature planting subject to a Tree Preservation Order within the site which may be impacted by development. A public right of way runs across the site. The site is situated

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immediately adjacent the village cricket ground and development is likely to have an impact on this village amenity and is also likely to have a negative impact on the views of the cricket ground from Low road. Further investigations are required in relation to the archaeological assets in the site. There is existing housing development to the east and south of the site, and it is screened from the wider landscape by mature planting along the eastern boundary.

**820** – The site does not score as highly in terms of proximity to services in comparison to other site options although it is within walking distance to a bus stop. The footway and highway network would require local improvements. Safe site access is dependent on how the scheme is implemented. The Highway Authority made no objections to the site. The site comprises of both grade 3 (moderate quality) and grade 4 (poor quality) agricultural land. A public right of way runs across the site and development may have an impact on this local amenity. The part of site 820 been promoted for development is not subject to flood risk. The site lies behind existing housing on the northern side. There is also existing residential development on the eastern side of the site. Open countryside surrounds the site on the west and south, development is likely to have a visual impact on the landscape amenity of the area. There are pylons on the north-east part of the site. The site is identified to be within a mineral safeguarded area containing sand and gravel.

**GRM17/468** – The site does not perform positively in terms of proximity to services as it is detached from local services in comparison to other site options. It is not apparent if safe site access is obtainable and if the surrounding road network is adequate for the proposed growth, however the Highway Authority objects to the site due to its remoteness from village services. The site is a brownfield site and development would not result in the loss of productive agricultural land. There are no flood risk constraints. There is a Listed Building on the north- east part of the site and also immediately adjacent the site. Part of the site is within the proposed development boundary. The site is partly screened by existing housing on the west but majority of the site is surrounded by open countryside on the south, east and west. Development will encroach into the countryside and is likely to have more negative impact on the landscape and character of the area than other site options. The site is identified to be within a mineral safeguarded area containing sand and gravel.

**62** – The site is centrally located and is within walking distance to local services including the nursery and primary schools, bus stops, shop and the village hall. However, the surrounding road network is narrow and there are no footpath links limiting walking access to services. The Highway Authority objects to the site. The site comprises of Grade 4 (poor quality) agricultural land. It is within a low flood risk area. The site is mostly surrounded by open countryside on the north, south and west. Development is likely to extend the village into the countryside and is likely to have a negative impact on the landscape character of the area.

**175** – The site is reasonably close to local services. Site access is proposed from Chapel road however further investigations are required to determine if safe access is obtainable and if the surrounding road network is suitable for the proposed growth. Footpath links are available from the site to village services. The site is partly grade 3 (moderate quality) and partly grade 4 (poor quality) agricultural land. There are no flood risk constraints. The site is situated in a built up part of the village with existing housing on three sides. It is not screened from the wider landscape to the east but any potential impacts can be mitigated by natural screening– planting of native hedgerows. There are protected trees and a public right of way along the southern site boundary but there is opportunity for this to be incorporated into any potential design layout.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**1165** – The site does not score highly in terms of distance to services. The site has no front access and there is no clear means of vehicular or pedestrian access from the site to the public highway or to local services. The Highway Authority objects to the site. There are no flood risk constraints. The site comprises of grade 4 (poor quality) agricultural land. The site is situated behind a row houses and development could negatively impact the amenity of occupiers of this properties.

**646** – The site is located at the edge of the settlement and performs averagely in terms of proximity to services. The Highway Authority objects to the site on the grounds that it has no relationship with the existing settlement and is remote from services. Further investigations are required to determine that safe site access is obtainable and that the road network is adequate for the proposed growth. The site comprises of grade 4 (poor quality) agricultural land. The site is mostly outside the flood risk area but a small section on the north-west corner is subject to high flood risk (Fluvial FZ3). Development will constitute infill-development as the site is surrounded by existing residential housing on the east and west. The site also presents an opportunity to continue existing village pattern of linear frontage development. The site is screened from wider countryside by established trees and hedgerows.

**797** – The site is centrally located and within reasonable distance to services. The surrounding highway is narrow with no foot path links. Site access is proposed from Back Lane but this access is not considered appropriate. The Highway Authority made objections to the site. There are no flood risk constraints. The site comprises of grade 4 (poor quality) agricultural land. There is existing residential development to the north, south and west of the site. The site is well screened and development is likely to have minimal impact on the landscape amenity of the area. The site is overgrown and contains a number of mature trees and hedges, further investigations are required to establish that there will be no biodiversity impact.

**821** – The site is reasonably close to some village services. Footpath links are available from the site to some local services thus maximising walking access. The Highway Authority made no objections subject to evidence demonstrating a safe and deliverable access. The Development will result in loss of grade 2 (good quality) agricultural land. Part of the site is in a low flood risk area but majority of the site is subject to high flood risk (Fluvial FZ3). The site will partly constitute infill development as it is surrounded by existing housing on the east and west. The site is visually prominent from Vong Road and development may be harmful to the visual amenity of the area.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

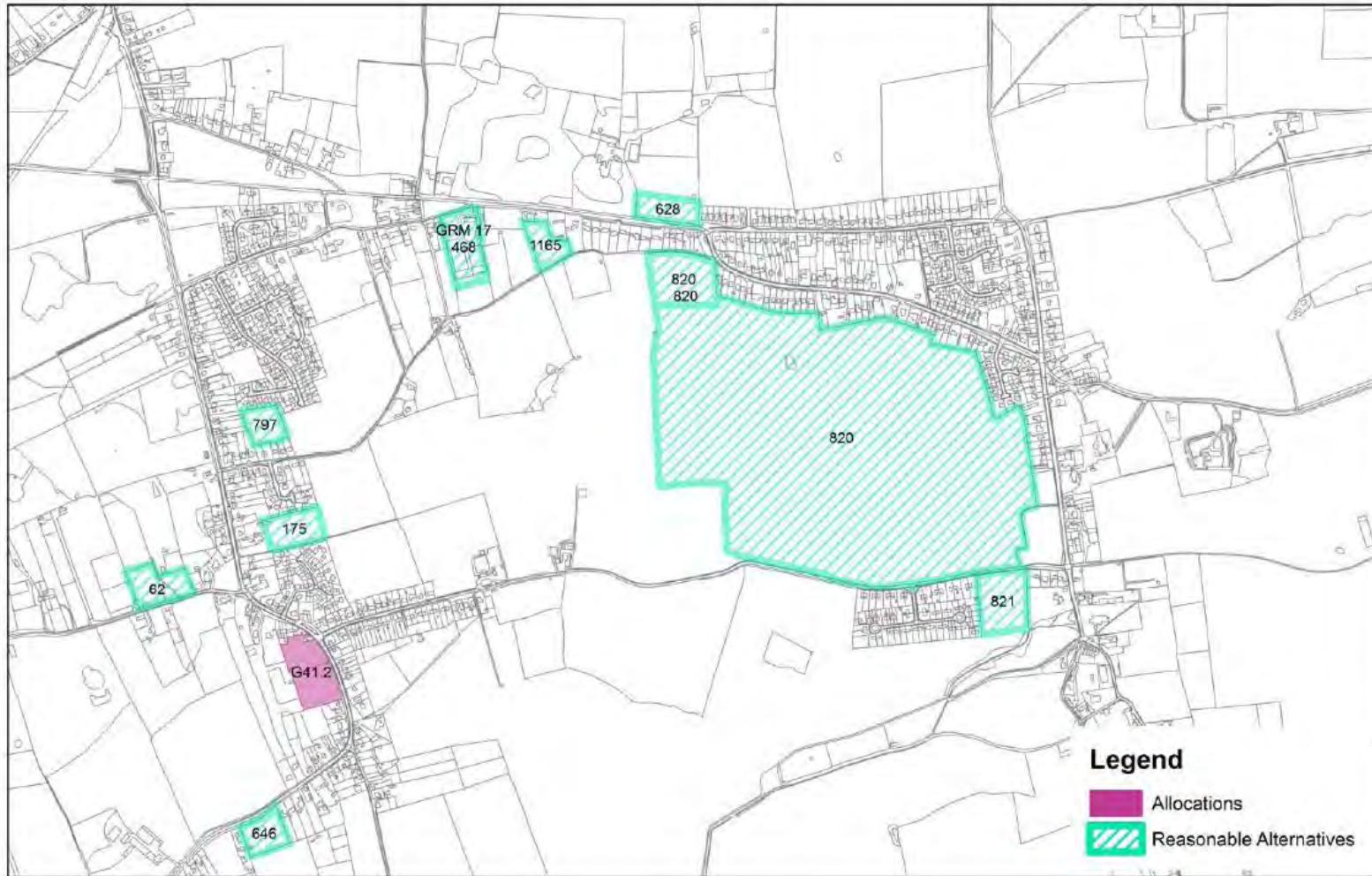
## Discussion

- The Sustainability Appraisal identifies the allocated site G41.2 (459) as the highest scoring site with the least negative impacts in majority of the categories. It is well located, in close proximity to services with adequate access and development is likely to have minimal impact on the landscape amenity of the area. It only scored negatively in the category of 'infrastructure, pollution and waste' which relates to the capacity of the water treatment works to serve the whole village.
- No objections to site G41.2 (459) were received from the statutory consultees at the preferred options consultation; Grimston Parish Council only favours linear frontage development to accord with the existing village pattern. As such the Parish Council only partly supports site 459 and wishes that other sites that can deliver infill linear development are considered. 4 public objections were made to site 459 and 1 support was received. The response to the consultation was not of a scale to indicate a general consensus on the preferred option for development. Further detailed information was received from agents regarding other alternative options.
- Following the Parish Councils recommendations for only linear frontage development in the village, the potential to allocate other sites for this form of development was explored. Sites 628, 1161, 646, 821, and 62 all offer an opportunity for linear frontage form of development.
- Development of site 628 would have an unacceptable impact on landscape and amenity in that it would negatively impact the cricket ground and would alter the character of the area. Site 1161 and site 821 are subject to flood risk and as such fails the principles of the sequential test. Site 62 has significant highway safety constraints. Site 646 is situated at the edge of the settlement and is not well integrated with the village.
- Given the constraints of the other site options, the benefits of site G41.2 (459) and given that the form of the village comprises of a mix of both linear frontage style development and estate style development, the Borough Council considers that there is no fundamental planning reason to substantiate restriction of development on the allocated site to linear frontage development. As such it is agreed that site G41.2 (459) is allocated for development of 23 dwellings in order to maximize the potential of the site.
- Anglian Water identifies that Grimston Water Recycling Centre (WRC) does not currently have additional capacity for the planned growth in Grimston and Gayton. Various options to overcome this constraint are currently being explored. As such a policy is included as part of the allocation which requires the developer of the allocated sites in both settlements to work together with Anglian Water to undertake the necessary works to ensure that this issue is addressed.

## Conclusion

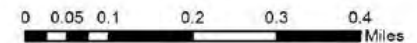
- Therefore site G41.2 is considered the most sustainable and least constrained option for development.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Great Bircham and Bircham Tofts –Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
457	+	+	o	x	+	o	#	+	#	?
899	+	+	o	x	+	o	#	x	#	?
<b>G42.1 (457 &amp; Part of 899)</b>	+	+	o	x	+	o	#	o	#	?
458	x	+	x	x	+	o	#	#	o	?
483, 905	+	+	o	x	+	o	#	#	o	?
798/906	+	+	o	x	+	o	#	#	o	?

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

1173	+	+	o	x	+	o	#	#	o	?
1174	++	+	o	x	+	o	#	x	o	?
1229	++	+	o	x	+	o	#	x	o	?

**457** – The site scores positively in relation to sustainability indicator ‘access to services’ as the site is within walking distance from services, however there is currently no footpath provision. Providing safe access can be achieved and local improvements are made to the footway network then NCC Highways Authority would not object to development. The site is former allotment plots which have become overgrown, and the location and shape of the site does not lend itself to commercial farming therefore development will not result in the loss of productive agricultural land. Development may have a potential adverse impact on wildlife habitat and this issue has been addressed in an Ecology Report. The site is well screened on all sides by hedgerow, trees and existing development and provided the hedge at the front of the site remains largely intact, development would not be intrusive in the landscape or road frontage. Site is not subject to flood risk (Flood Zone 1).

**899** – The site is situated west of site 457. It scores positively in relation to proximity to services and is within walking distance from village services however, the adjoining road network is very narrow, the site has limited access to the public highway and there are currently no footpath provisions. There is opportunity for safe access and improved footway network to be achieved in combination with site 457. The location and shape of the site does not lend itself to commercial farming therefore development will not result in the loss of productive agricultural land. Site is not subject to flood risk (Flood Zone 1). The site is fairly overgrown and development may have an adverse impact on wildlife habitat and this issue has been addressed in an Ecology Report. The site is situated on the edge of the village, mostly surrounded on all sides by fields and is detached from existing development. However, natural screening in the form of trees and mature hedgerows screen the site from the wider landscape. Due to the detached nature of the site, development restricted to only the site would not relate adequately with the form of the area in comparison with other options.

**G42.1 (Site 457 & Part of Site 899)** - The site comprises of site 457 and majority of site 899. It scores positively in relation to sustainability indicator ‘access to services’ as it is within walking distance from services, however there is currently no footpath provision. NCC Highway Authority would not object to development subject to provision of safe access and local improvements to the footway network. The site is mostly overgrown, and the location and shape of the site does not lend itself to commercial farming therefore development will not result in the loss of productive agricultural land. Development may have potential adverse impact on wildlife habitat and this issue has been addressed in an Ecology Report. The site is well screened on all sides by hedgerow, trees and existing development and provided the hedge at the front of the site remains largely intact, development would not be intrusive in the landscape or road frontage. Site is not subject to flood risk (Flood Zone 1).

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



**458** – The Sustainability Appraisal identifies no significant negative effects. The site is located to the east of Bircham Tofts and somewhat detached from the village amenities and services. Site comprises agricultural buildings and any residential development would be conflict with Core Strategy CS10. Site is not subject to flood risk (Flood Zone 1). Providing safe access can be achieved and local improvements are made to the footway network then NCC Highways Authority would not object to development.

**483/905** – Located in the ‘rural gap’ between existing housing, development on this site would result in the loss of ‘open’ space which is considered to be of detriment to the character of the area. There is pedestrian access to village services and amenities; the current footpath is set behind hedgerow. Providing safe access can be achieved and local improvements are made to the footway network then NCC Highways Authority would not object to development. Site is not subject to flood risk (Flood Zone 1) and there are no known ecological or heritage issues. Any development would result in the loss of productive agricultural land (grade 3). Whilst hedges border the site there are open views into the site from the roadside and any development may appear intrusive in the landscape.

**798/906** – The Sustainability Appraisal identifies no significant negative effects. Located in the ‘rural gap’ between Great Bircham and Bircham Tofts, development on this site would result in the loss of ‘open’ space and be of detriment to the character of the area. There is pedestrian access to village services and amenities. Any development would result in the loss of productive agricultural land (grade 3). Hedges currently border the site, largely obscuring the field from public viewpoints. New frontage development would continue the linear pattern of this area of the village, however this would result in the loss of hedgerow and any development may appear intrusive in the wider landscape. Site is not subject to flood risk (Flood Zone 1). Providing safe access can be achieved and local improvements are made to the footway network then NCC Highways Authority would not object to development and this is their preferred site in access terms.

**1173** - The Sustainability Appraisal identifies no significant negative effects. The site is larger in scale then required for 10 dwellings but if considering reducing the site size to enable a development of 10 dwellings then the site mirrors the scores of site 906 as the sites overlap. Located in the ‘rural gap’ between Great Bircham and Bircham Tofts, development on this site would result in the loss of ‘open’ space and be of detriment to the character of the area. There is pedestrian access to village services and amenities. Any development would result in the loss of productive agricultural land (grade 3). Hedges currently border the site, largely obscuring the field from public viewpoints. New frontage development would continue the linear pattern of this area of the village, however this would result in the loss of hedgerow and any development may appear intrusive in the wider landscape. Site is not subject to flood risk (Flood Zone 1). Providing safe access can be achieved and local improvements are made to the footway network then NCC Highways Authority would not object to development and this is their preferred site in access terms.

**1174** - Site is centrally located and in close proximity to services and amenities. Development of the site would result in loss of Grade 3 agricultural land but the land is used as residential gardens. Road frontage of Site 1229 is already developed and back land development is not a favourable from of development in terms of design and access. Site is not subject to flooding (Flood Zone 1). It is unclear how access would be gained to this site without the loss of an existing dwelling along the B1150 Road. Site has since been withdrawn from consideration by landowner.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**1229** – Site is centrally located and in close proximity to services and amenities. Development of the site would result in loss of Grade 3 agricultural land but the land is used as residential gardens. Road frontage of Site 1229 is already developed and back land development is not a favourable form of development in terms of design and access. Site is not subject to flooding (Flood Zone 1). It is unclear how access would be gained to this site without the loss of an existing dwelling along the B1150 Road.

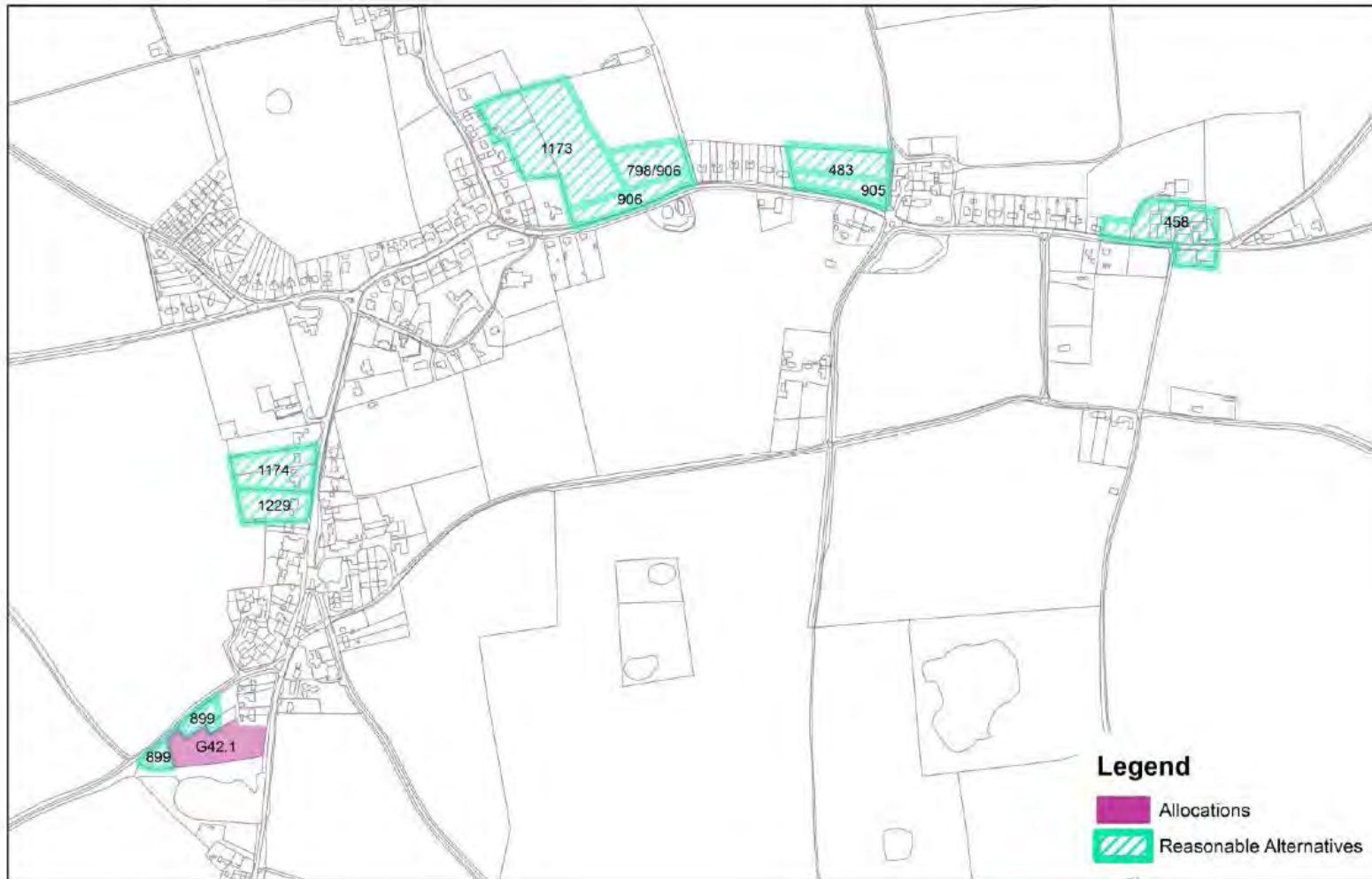
## Discussion

- The Parish Council neither supports or objects to site G42.1 but outlines that should site G42.1 be carried forward a number of conditions be attached to ensure support, including: environmental factors, neighbour amenity and highway safety. They also support some of the alternative options in the village.
- The Sustainability Appraisal indicates that no one option would result in a highly positive effect in the majority of categories, therefore the selection of a preferred option for development is dependent on judgement on the combination of advantages and disadvantages of the competing sites. Officer correspondence with Anglian Water has identified that sites in the northern area of the village are not subject to severe amenity issues relating to the proximity of Sewage Treatment Works as previously considered. In balancing remaining factors, the identified Site G42.1 is an appropriate choice overall, subject to a safe vehicular access onto Lynn Road, as per the Highways Authority recommendations which may involve extending the speed restrictions zone to accommodate this access. Development of this site is considered to expand the built environment slightly and would not infringe on the open landscape or rural setting as a number of alternative sites do. This site is considered to have a low visual impact on the visual amenity of the village due to vegetated boundary treatments which will screen the majority of the site. Additionally the site is one of the only sites not to be in use as productive agricultural land and therefore will utilise land that is of no further use.
- Comments from the agent on behalf of the landowner of G42.1 draws attention to the lack of garden/amenity land that can be achieved within the Preferred Option site and suggests expansion of the site further west by 0.11 hectares to the natural limits created by the trees. With 10 new dwellings proposed for this site, it would be deemed appropriate to alter the proposed site to include this land to allow more generous space around the homes and alternative housing designs, in line with landscape and amenity factors.

## Conclusion

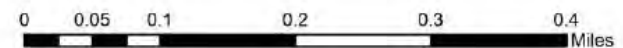
- In summary site G42.1 is identified as the least constrained option and is therefore allocated for 10 new dwellings.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**Great Bircham/Bircham Tofts**



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Great Massingham – Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
1214	+	+	o	x	+	#	#	x	?	#
<b>G43.1 (Part of 1214)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>?</b>	<b>#</b>
719	+	+	+/x	x	+	#	#	#	?	#
731	+	+	o	x	+	#	#	x	o	#
1167	+	+	o	x	+	o	x	x	o	#
1168	x	+	o	x	+	o	x	xx	o	x
1169	+	+	o	x	+	#	x	x	o	#
1170	++	+	o	x	+	#	x	o	o	#

**1214** – The site is situated on the western part of the village. It scores positively in terms of access and proximity to services, as it is within reasonable walking distance to some village services including the bus stop, recreation ground, pub and shop. However the site is considerably large and parts of the site (western section) is further away from local amenities in comparison to other sites. The site fronts onto Walcups Lane and the highway authority made no objections to achieving access from this road subject to delivery of a safe access and local improvements to the footway network. Development would result in loss of grade 3 (moderate quality) agricultural land. The site is not subject to flood risk (FZ1). The eastern part of the site is within Great Massingham Conservation Area and adjacent a Grade II Listed Building. As such a high standard design and layout that is sympathetic to its location and preserves or enhances the character of the conservation area and settings of the listed building is required to mitigate any potential impacts. In addition further investigations are required in relation to the archaeological assets (monuments) potentially within the site due to its proximity to the priory on the south-east. The eastern site boundary is bordered by mature planting and an area that is subject to a tree preservation order. This can be retained and protected as part of any design scheme. A public right of way runs across the site. There is existing housing to the north of the site opposite Walcup's Lane and some housing to the east. Open fields surrounds the site to the west and south. The site is significantly large and development of this scale would be harmful to the landscape character and visual amenity of the locality.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**G43.1 (Part of Site 1214)** – The site comprises of the eastern section of site 1214 above. It is centrally located and within walking distance to some village services including the bus stop, recreation ground, pub and shop. Site Access is obtainable from Walcups Lane. The Highway Authority made no objections to the site subject to safe and deliverable access and local improvements to the footway network. Development would result in loss of grade 3 (moderate quality) agricultural land. The site is not subject to flood risk (FZ1). The eastern site boundary abuts Great Massingham Conservation Area and is adjacent a Grade II Listed Building. As such a high standard design and layout that is sympathetic to its location and preserves or enhances the character of the conservation area and settings of the listed building is required to mitigate any potential impacts. In addition further investigations are required in relation to the archaeological assets (monuments) potentially within the site due to its proximity to the priory on the south-east. The eastern site boundary is bordered by mature planting and an area that is subject to a tree preservation order. This can be retained and protected as part of any design scheme and could potentially provide natural screening when viewed from the east. There is a public right of way along the western site boundary. The site is much more integrated with the village than the whole of site 1214; it is screened by existing housing on the north and partly on the south and is screened from the pond on the east by mature trees. It is considered that development in this location would not encroach into surrounding countryside and would not be visually intrusive in the landscape.

**719** – The site is within walking distance to some village services. Access to the site is obscured by a bend and the pedestrian access to the centre of the village is relatively narrow. Local improvements to the road and footway network would be required to accommodate the proposed growth. The site comprises of Grade 3 (moderate quality) agricultural land and is used as a paddock, agricultural production and a small business. There are no flood risk constraints. Parts of the site is situated immediately adjacent the Conservation Area as such the site would require a design scheme that is sympathetic to the settings of the Conservation Area. There are telephone pylons across part of the site. The northern part of the site is overgrown with potential biodiversity constraints as such further investigations will be required. The site is screened by existing housing on the north, east and west however it is not screened from the wider countryside on the west. The site does not relate as such with development pattern in comparison to other site options.

**731** – The site is in close proximity to local services and within walking distance to the school. The site has two possible access points however Sandy Lane is very narrow and access from School Road is likely to impact negatively character and amenity of the pond and village green which lies south of the site. There are no footway links. Development would result in loss of grade 3 (moderate quality) agricultural land. The site is not subject to flood risk (FZ1). The northern part of the site is within the Conservation Area. The site is in a visually prominent location next to the village pond and development is likely to have a visual impact on the landscape and character of the village.

**1167** – The site performed averagely in terms of proximity to services however the footway provision is inadequate with very limited possibility of improvement and the surrounding roads are narrow thus making services less accessible. The Highway Authority objects to the site. Development will result in loss of grade 3 (moderate quality) agricultural land. The site is in a low flood risk area (FZ1). Established housing development screens the site on the west but is not screened from the wider countryside on the west, north and south. The site is visually prominent and development is likely to impact negatively on the landscape amenity of the area.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**1168** – The site is at the edge of the settlement and is further away from services than other site options. The Highway Authority objects to the site due to its remoteness from services & facilities. The surrounding road network and footway links are relatively narrow which could affect access. Development of the site would result in loss of grade 3 (moderate quality) agricultural land. The site is not subject to flood risk (FZ1). The site is partly within a possible waste disposal site. The site is surrounded by open countryside on the north, east and west. Development is likely to have a visual and landscape impact.

**1169** – The site scored highly in terms of proximity to services however the road network and footway provision is inadequate making services less accessible. The Highway Authority objects to the site. Development on the site would result in loss of Grade 3 (moderate quality) agricultural land. There are no flood risk constraints. The site lies behind existing housing development but is surrounded by open countryside on the west and partly on the north. The site does not relate as such with existing development village pattern in comparison to other site options. There is some light industry and farming activity adjacent the site and development could potentially have a negative impact on its amenity. A public right of way runs along the northern site boundary.

**1170** – The site is centrally located and scores highly in terms of proximity to services however there is no clear means of access to a public highway thus limiting access to services. The Highway Authority objects to the site. The site comprises of grade 3 (moderate quality) agricultural land however the site is overgrown/uneven and not used as such. The site is partly within the Conservation Area. There are no flood risk constraints. The site is a small site that can only accommodate a limited number of dwellings. There is a public right of way on the southern side of the site which may be impacted by development due to the nature of the site. The overgrown nature of the site indicates potential biodiversity impacts. The site does not relate adequately with the existing village pattern in comparison to other site options.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

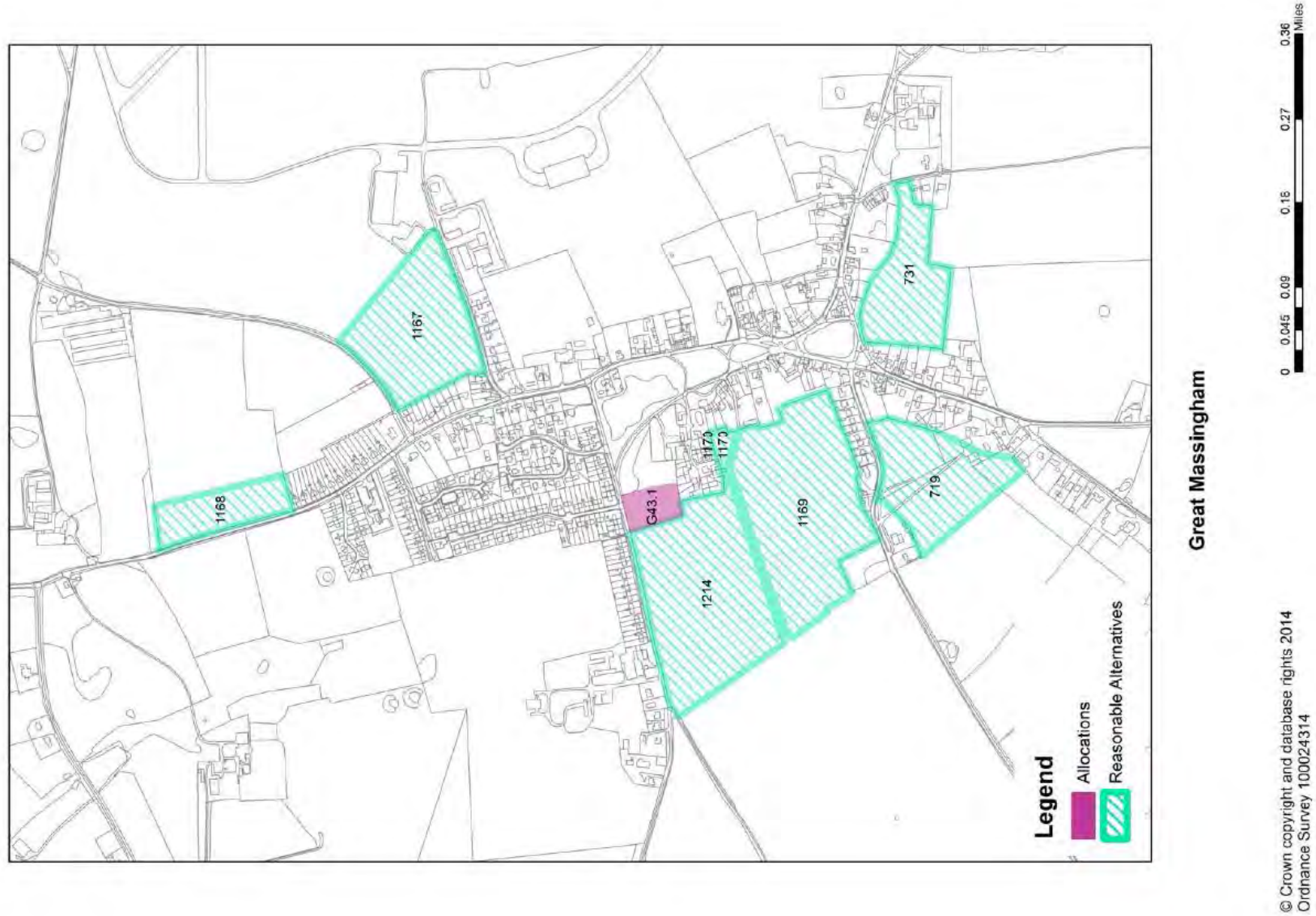
## Discussion

- The Sustainability Appraisal indicates that site G43.1 (part of Site 1214) scored particularly highly in terms of access to services and is identified to have minimal impacts on landscape/amenity in comparison to other site options. However the Sustainability Appraisal indicates that overall, no one option would result in a highly positive effect in the majority of categories. The selection of a preferred option for development is dependent on a judgment on the combination of advantages and disadvantages of the competing sites.
- At the Preferred Options consultation, Great Massingham Parish Council supported allocation of part of site 1214 but recommends that the allocation excludes the heavily planted eastern part of the site that is within the conservation Area, and immediately adjacent the pond. The Highway Authority made no objections to allocation of part of 1214 although concerns are raised regarding third party land. English Heritage objects to the allocated site on grounds of heritage and archaeological impacts. Public objections were made to the site mainly on the grounds of biodiversity impacts. There was public support to allocation of part of site 1214 provided it did not incorporate the area next to the pond. The promoter of the site supports exclusion of the eastern part of the site from the allocation. Whilst the response to the consultation was not of a large scale, the general public consensus was to move the allocation of 1214 further away from the mature tree, village pond, Abbey House and the Conservation Area.

## Conclusion

- The allocated site G43.1 (part of site 1214) scored positively in the sustainability appraisal; it is well located with good access to services, and provides an opportunity for a form of development that relates adequately with the existing village pattern. A highly sensitive design and layout will be required to preserve or enhance the character and settings of the area.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



## Harpley - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>G45.1 (461)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>?</b>	<b>#</b>	<b>#</b>	<b>#</b>	<b>#</b>
169	+	+	o	x	+	#	#	#	o	#
171	+	+	o	x	+	o	#	o	#	#
172	x	+	o	x	+	o	x	o	o	#
460	+	+	o	x	+	#	#	#	#	#
625	++	+	o	x	+	?	#	x	o	#
764	+	+	o	x	+	#	#	o	o	#
1025	+	+	o	x	+	o	#	x	#	#

**G45.1 (461)** - Sustainability Appraisal identifies no significant negative effects and one significant positive effect. Site is within a central location with safe walking access to village services and the school and the village is served by public transport links. Site access is from Nethergate Street and the site is surrounded by development to the west and south. Site is well screened from the surrounding built area (other than two properties fronting School Lane). Site is not screened from wider countryside to the north and west but impact on the landscape could be mitigated by natural screening (enhancement of native hedgerow). Site is not subject to flood risk (zone 1). Development of the site would result in the loss of an agricultural storage barn and the loss of agricultural land (classification grade 3), although the site is not used for agricultural purposes. Site is within an undeveloped section of Harpley and contains a traditional flint barn and therefore investigation into the historic significance is necessary to determine the impact.

**169** – Sustainability Appraisal identifies no significant negative effects. Site is close to village services and the school, although there are no footpaths. The site is adjacent to a bus stop. Site is located on the corner of a crossroads by existing development other than the eastern border. Site is not subject to flood risk (zone 1). Development of the site would result in the loss of agricultural land (classification grade 3). The historic significance is unknown. Site access is obtainable.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**171** – Sustainability Appraisal identifies no significant negative effects. Site is close to village services and the school, although there are no footpaths. The site is near to a bus stop. Site is located to the south of existing development on Back Street and is exposed in the landscape to the east and west, adjacent to a large garden to the south. Site is not subject to flood risk (zone 1). Development of the site would result in the loss of agricultural land (classification grade 3). The historic significance is unknown. Site access is obtainable. Development would result in a loss of established trees and hedgerow.

**172** - Sustainability Appraisal identifies no significant negative effects. Site is further from the village services and the school than alternative options, and there are no footpaths. Site is relatively exposed in the landscape apart from existing development to the south west. Site is not subject to flood risk (zone 1). Development of the site would result in the loss of agricultural land (classification grade 3). The historic significance is unknown. Site access is obtainable.

**460** – Sustainability Appraisal identifies no significant negative effects. Site is close to village services and the school, although there are no footpaths. The site is near to a bus stop. Site is located on the corner of a crossroads by existing development other than the northern border. Site is not subject to flood risk (zone 1). Development of the site would result in the loss of agricultural land (classification grade 3). The historic significance is unknown. Site access is obtainable.

**625** - Sustainability Appraisal identifies no significant negative effects and one significant positive effect. Site is close to village services and the school and the village is served by public transport links. Site access is obtainable from Brickyard Lane (unadopted road) and there are no footpaths on this lane. The site is situated behind linear frontage development on Nethergate Street so development would not be characteristic of the settlement and may have a negative impact on landscape and amenity. Site is not subject to flood risk (zone 1). Development of the site would result in the loss of agricultural land (classification grade 3). The historic significance is unknown.

**764** - Sustainability Appraisal identifies no significant negative effects. Site is further from the village services and the school than alternative options, and there are no footpaths. The site is well integrated in the settlement. The site is bounded by ancient hedgerow adjacent to Nethergate Road. Site is not subject to flood risk (zone 1). Development of the site would result in the loss of agricultural land (classification grade 3). The historic significance is unknown. Site access is obtainable.

**1025** - Sustainability Appraisal identifies no significant negative effects. Site is further from the village services and the school than alternative options, and there are no footpaths. Site is open in the landscape to the south and west and a band of vegetation (ancient hedgerow and trees) lies on the frontage of Nethergate Road. Site is not subject to flood risk (zone 1). Development of the site would result in the loss of agricultural land (classification grade 3). The historic significance is unknown. Site access is obtainable.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

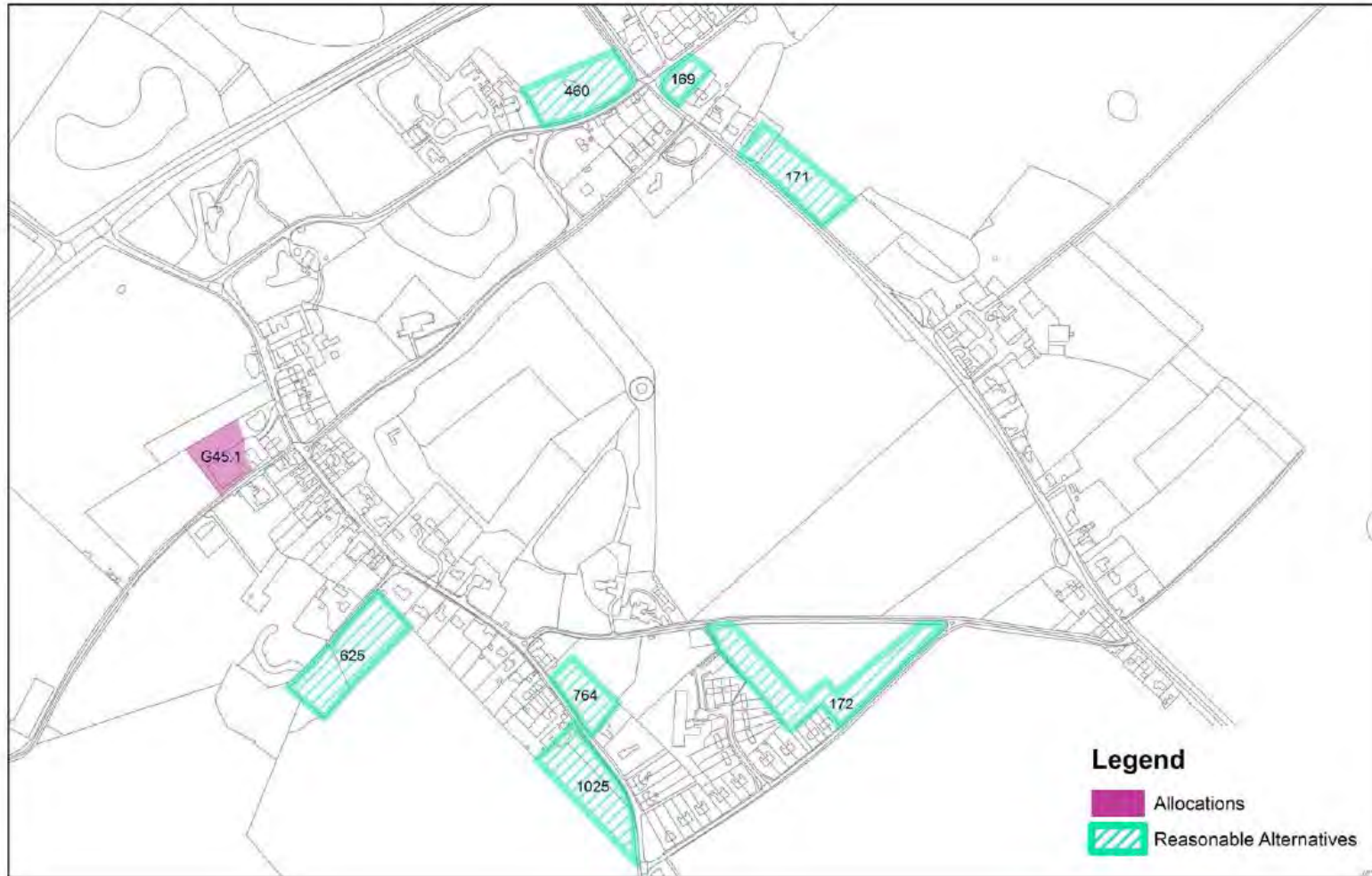
## Discussion

- Response to the preferred options consultation indicated site G45.1 (461) was the most favoured/ least objectionable option by Harpley Parish Council and Norfolk County Council Highways Agency. The chapter had a very low response rate overall, so it is not possible to identify a consensus from the public on the favoured option for development.
- Results of the Sustainability Appraisal indicate that no one option would result in a highly positive effect in the majority of categories; therefore the selection of a preferred option for development is dependent on a combination of site specific factors (technical assessment) and consultation responses received to date.
- The identified site G45.1 (461) is the closest site to services and the school. As the site is partially developed and not cultivated for agriculture, development would not result in the loss of productive undeveloped land. The site is well screened from the surrounding streets (other than two properties fronting School Lane) and therefore is unlikely to impact on visual amenity.

## Conclusion

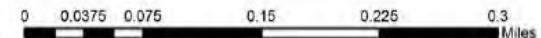
- Therefore based on its positive score in the sustainability appraisal and the response to the preferred options consultation, site G45.1 is identified as a least constrained option and is allocated for development of 5 dwellings.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



Harpley

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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Heacham - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
184	++	+	o	x	+	o	+	o	o	x
206	+	+	o	x	+	#	+	o	o	x
<b>G47.1 (441)</b>	++	+	o	x	+	#	+	o	o	x
476	+	#	o	x	+	#	+	o	o	x
482	x	+	o	x	+	#	x	#	o	x
654	+	+	o	x	+	o	+	#	o	x
883	+	++	o	x	+	#	+	#	o	x
<b>G47.2 (1006)</b>	+	+	o	x	+	?	#	#	?	x
1064	x	+	o	x	+	#	#	o	?	x
943	++	+	o	x	xx	#	?	#	?	x
1285	++	+	o	x	+	o	?	#	o	x

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

1286	+	+	o	x	+	o	?	#	o	x
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**184** – Site provides the opportunity for safe walking access to village services but is not the most central option. Site is not at risk of flooding (Flood zone 1) although there are identified issues with the capacity of the local waste water treatment works and possible risks with surface water flooding and sewage treatment evident in the local area. Development will result in the loss of agricultural land (grade 3). The location of the site is further from the A149 and associated noise/safety issues as well as further from the Area of Outstanding Natural Beauty than the remaining agricultural land to the east under consideration in the vicinity (sites 206, 476, 482, 654, 883). There are no known heritage or natural environment issues. Access can be obtained from Cheney Crescent.

**206** – Site provides the opportunity for safe walking access to village services and primary school via School Road. Site is not at risk of flooding (Flood zone 1) although there are identified issues with the capacity of the local waste water treatment works and possible risks with surface water flooding and sewage treatment evident in the local area. Development will result in the loss of agricultural land (grade 3). Site is close to the A149 strategic route and the Area of Outstanding Natural Beauty on the eastern boundary. The impact on landscape and amenity is dependent on the specific proposal and the consideration of mitigation measures. The west part of the site is adjacent to existing development on Woodside Road but is otherwise surrounded by agricultural land. There are no natural environment issues. The site holds a Historic Environment Record for recorded crop marks of Late Iron Age to Roman settlement. Access can be obtained from School Road.

**G47.1 (441)** – Site is in a central village location and provides the opportunity for safe walking access to village services. Site is not at risk of flooding (Flood zone 1) although there are identified issues with the capacity of the local waste water treatment works and possible risks with surface water flooding and sewage treatment evident in the local area. Development will result in the loss of agricultural land (grade 3). The site is part of a larger belt of agricultural land which sweeps eastwards beyond the site boundary up to a former pig farm and onwards to the A149. The location of the site is further from the A149 and associated noise/safety issues as well as further from the Area of Outstanding Natural Beauty than the remaining agricultural land to the east under consideration in the vicinity (sites 206, 476, 482, 654, 883, 1285, 1286). There are no known natural environment issues. Part of the site is covered by a Historic Environment Record for curvilinear crop marks of an unknown date. Access can be obtained from Cheney Hill.

**476** – Site is located within walking distance to a primary school and village services, although the narrow access may constrain the potential for a footpath. Site access has been identified from The Broadway but appears constrained by the width of the alleyway between existing properties although no objection has been received from the Highways Authority. Site is not well integrated to surrounding routes and would result in backland development which could have a negative impact on residential amenity. There are no known natural environment issues. The site holds a Historic Environment Record for recorded crop marks of Late Iron Age to Roman settlement. Development will result in the loss of agricultural land (grade 3).

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**482** – Site is directly adjacent to the A149 and it is not clear how safe walking access could be achieved. Highways Authority would object to access directly onto the A149. There are no known heritage or natural environment issues. The site is visible from the Area of Outstanding Natural Beauty which may result in a negative impact on this landscape designation and residents may experience amenity issues due to the proximity of the A149. The site holds a Historic Environment Record for recorded crop marks of Late Iron Age to Roman settlement. Development will result in the loss of agricultural land (grade 3).

**654** – The site could provide the opportunity for safe walking access to village services and primary school subject to adequate access onto the footpath / highway network. Site 654 is not at risk of flooding (Flood Zone 1) although there are identified issues with the capacity of the local waste water treatment works and possible risks with surface water flooding and sewage treatment evident in the local area. Development will result in the loss of identified agricultural land (grade 3). The site is visible from the Area of Outstanding Natural Beauty on the eastern boundary which may result in a negative impact on this landscape designation. The impact on landscape and amenity is therefore dependent on the specific proposal and the consideration of mitigation measures. The site is next to a residential dwelling; this however is detached from further residential dwellings/developments being surrounded by agricultural land and associated buildings. There are no known natural environment issues. The site holds a Historic Environment Record for recorded crop-marks of Late Iron Age to Roman settlement. Site 654 sustainability scores are similar to that of a number of larger sites in close proximity such as 1285 & 1286, although being a smaller site it is noted that some impacts may be less, for example less identified agricultural land would be lost to development. The scale of the site means that it would not be able to accommodate the growth levels required in the settlement.

**883** – The scale of the site is more extensive than required for the proposed allocation of 60 houses. Site provides the opportunity for safe walking access to village services and primary school via School Road. Site is not at risk of flooding (Flood zone 1) although there are identified issues with the capacity of the local waste water treatment works and possible risks with surface water flooding and sewage treatment evident in the local area. Development will result in the loss of agricultural land (grade 3). There are no known natural environment issues. The site holds a Historic Environment Record for recorded crop marks of Late Iron Age to Roman settlement. Access can be obtained from School Road. The site is visible from the Area of Outstanding Natural Beauty on the eastern boundary which may result in a negative impact on this landscape designation and residents may experience amenity issues due to the proximity of the A149. The impact on landscape and amenity is dependent on the specific proposal and the consideration of mitigation measures.

**G47.2 (1006)** – Site is accessible via St. Marys Close but there is no consistent footpath access to village services from the site along Church Lane. The site is adjacent to Heacham Conservation Area but the site is currently well screened from the wider area by established trees. Development will result in the loss of agricultural land (grade 3) although the site is not used for agriculture. Site is not at risk of flooding (flood zone 1), however is close to the River Heacham and the area of fluvial flood zone surrounding the river (adjoining the southern boundary of the site). The site has a Historic Environment Record which also covers land to the east of the A149 for earthworks and crop marks relating to Post Medieval drainage ditches and water meadows. The ecology of the site is not known and therefore further investigation is required to determine the impact on both sustainability indicators 'Heritage' and 'Natural Environment'.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**1064** – Site is located at the south eastern edge of the village, far from central services but with the potential to extend footpaths to the site. Development would result in the loss of established hedgerow and trees to gain access to the site. Development will result in the loss of agricultural land (grade 3). Site is not at risk of flooding (flood zone 1) although there are identified issues with the capacity of the local waste water treatment works and possible risks with surface water flooding and sewage treatment evident in the local area. Heacham Brick Works Site of Special Scientific Interest (SSSI) is located to the east of the site and a Historic Environment Record indicates finds relating to the SSSI have been found in this area. There is no evidence that the site is of ecological interest other than the hedgerow and trees.

**943** – Site is located to the north west of the village and is close to services on Station Road and the High Street. Development will result in the loss of agricultural land (grade 3). There are identified issues with the capacity of the local waste water treatment works and possible risks with surface water flooding and sewage treatment evident in the local area. A lake and stream are present on the northern boundary of the site therefore the ecology of the site would require investigation. The site is situated adjacent to Heacham River and therefore the site is at risk of flooding (fluvial flood zone 2 and 3, climate change scenario 2015). The site is close to Heacham Conservation Area and historic excavations of potential late Saxon to Medieval salt works are evident from the Historic Environment Record for the area. Whilst the site is close to facilities it is relatively isolated from existing housing development being adjacent to a recreation ground on the southern boundary, agricultural fields to the west and woodland and a lake to the north. The proposed access point onto Hunstanton Road is currently narrow and surrounded by large trees, although there is potential for improvements.

**1285** - Site provides the opportunity for safe walking access to village services and primary school via School Road. Site is not at risk of flooding (Flood zone 1) although there are identified issues with the capacity of the local waste water treatment works and possible risks with surface water flooding and sewage treatment evident in the local area. Development will result in the loss of agricultural land (grade 3). There are no known natural environment issues. The site holds a Historic Environment Record for recorded crop marks of Late Iron Age to Roman settlement. The site is visible from the Area of Outstanding Natural Beauty on the eastern boundary which may result in a negative impact on this landscape designation and residents may experience amenity issues due to the proximity of the A149. The impact on landscape and amenity is dependent on the specific proposal and the consideration of mitigation measures.

**1286** - Site provides the opportunity for safe walking access to village services and primary school via School Road. Site is not at risk of flooding (Flood zone 1) although there are identified issues with the capacity of the local waste water treatment works and possible risks with surface water flooding and sewage treatment evident in the local area. Development will result in the loss of agricultural land (grade 3). There are no known natural environment issues. The site holds a Historic Environment Record for recorded crop marks of Late Iron Age to Roman settlement. The site is visible from the Area of Outstanding Natural Beauty on the eastern boundary which may result in a negative impact on this landscape designation and residents may experience amenity issues due to the proximity of the A149. The impact on landscape and amenity is dependent on the specific proposal and the consideration of mitigation measures.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



## Discussion

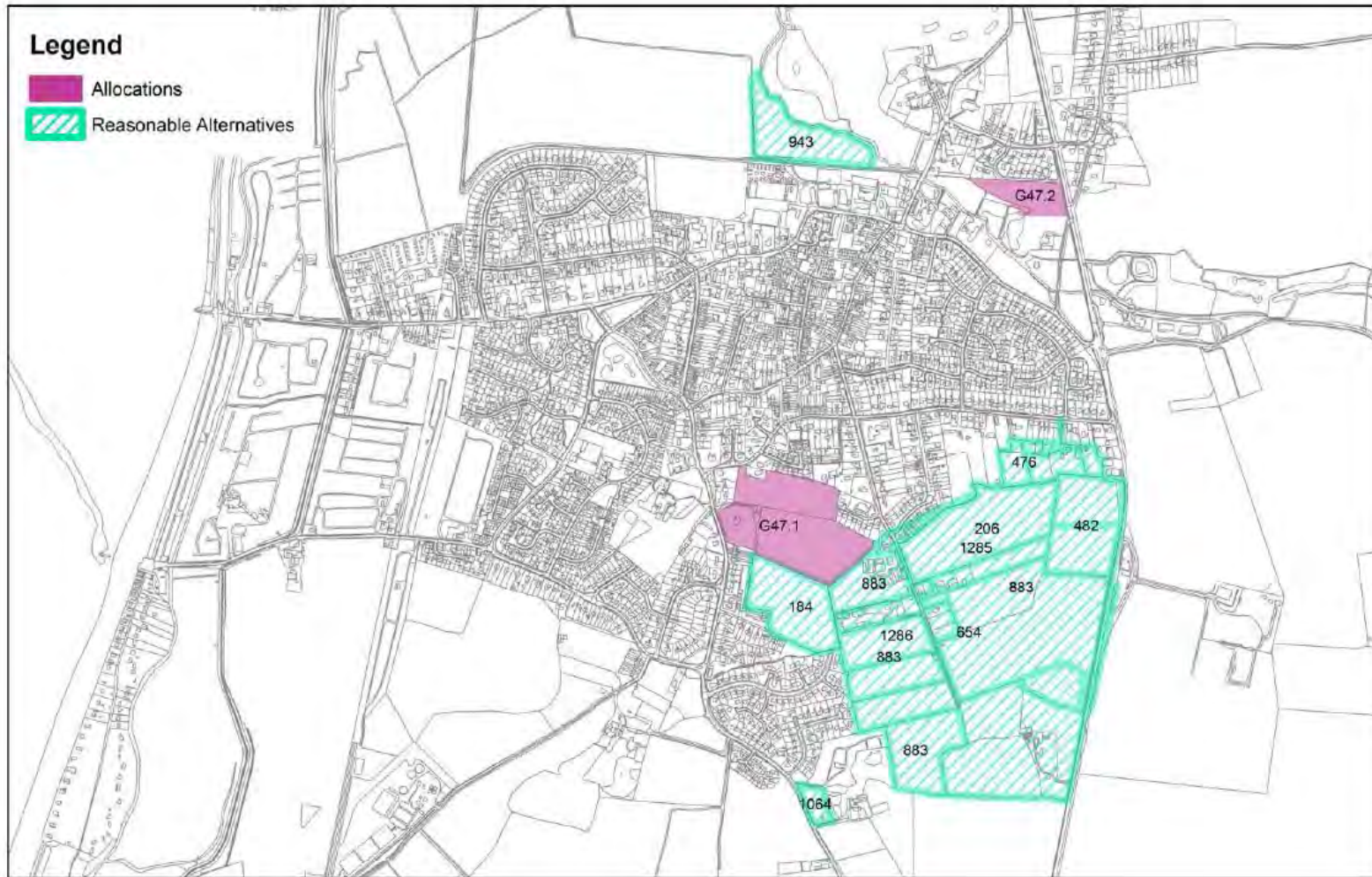
- The response to the Preferred Options consultation by statutory consultees was limited but general support was received for site G47.1 from Natural England, English Heritage, Norfolk Coast Partnership and Norfolk County Council Highways Authority. The same consultees were generally less favourable regarding development of site G47.2 (1006). Heacham Parish Council did not indicate a preference or objection to any one site in their response, focusing on errors in the settlement description and the need for improvements in infrastructure in the village. Further consultation has been undertaken with the Parish Council outside the consultation period and the Parish Council provided a response to two proposed planning applications on alternative site options 1285 Land off School Road and 1286 Land west of the A149.
- Due to the low response rate from the public following the preferred options consultation it is not possible to gain a consensus on the preferred option for development. Many noted concerns in relation to drainage and flood risk and this related to a number of sites indicating this is a key issue in Heacham, and close working with the Environment Agency, Anglian Water and any prospective landowner will be required to ensure housing can be safely delivered in the village. The greatest level of public objections related to site G47.2 (1006), although less than 10 comments were received in relation to this site.
- Several agents and landowners made further representations in support of their sites including G47.1 (441), 943, 1010, 1285, 1286.
- The Sustainability Appraisal indicates that no one option would result in a highly positive effect in the majority of categories, therefore the selection of a preferred option for development is dependent on judgement on the combination of advantages and disadvantages of the competing sites.
- Of all proposed development options, sites 1285 Land off School Lane, 441 Land off Cheney Hill and 943 Land at Hunstanton Road are closest to village services, amenities and schools and could accommodate the proposed housing target for Heacham. Of these options, site 943 is situated north of facilities on Station Road but is not well connected to existing development and is adjacent to the Heacham River and therefore at risk of flooding. Where there are competing sites for development it is preferable to locate housing in areas of lesser flood risk. Sites 1285 and 441 are in a similar location, part of a larger swathe of agricultural land which lies to the south east of Heacham village. The location of site 441 is further from the A149 and associated noise/safety issues as well as further from the Area of Outstanding Natural Beauty than site 1285. Access from Cheney Hill is considered preferable to School Road as School Road is fairly narrow and forms the primary access to the school. Therefore it is recommended that site 441 offers the most sustainable location for development of land to the south east of Heacham centre.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Conclusion

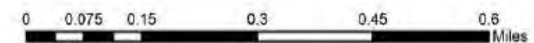
- Site G47.1 is allocated for development of 60 dwellings and G47.2 is allocated for 6 dwellings

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Hilgay - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
801	+	++	o	x	+	#	#	#	o	#
<b>G48.1 (Part of 801)</b>	+	++	o	x	+	#	#	#	o	#
281	++	+/x	o	x	+	x	#	x	o	?
561	+	+	o	x	+	#	#	x	o	#
614	++	+/x	o	x	+	#	#	x	o	#
975	++	+/x	o	x	+	#	#	#	#	#
976	++	+/x	o	x	+	x	#	x	o	o
1209	+	+	o	x	+	o	#	x	o	?

**801** - Located in the south west of the settlement, south of Foster's Avenue. Site 801 Scores fairly well in sustainability terms, particularly in relation to the 'community and social' factor as the site has previously had strong public support. The site is at low flood risk (flood zone 1). The impact on sustainability factor 'heritage' depends on how the scheme is implemented as potentially negative impacts could be mitigated through good design. Sustainability factor 'landscape & amenity' would be negative if the whole site was to be developed. The site performs poorly in terms of food production as it will result in the loss of good to moderate agricultural land but this applies to all options for growth. It is also located within an area of archaeological interest and outside of the Groundwater Vulnerability Zone

**G48.1 (Part of 801)** – This site is a smaller part of Site 801, south of Foster's Avenue. Consequently on the sustainability appraisal scores are similar, although, less agricultural land will be lost. A small site here would also reduce the potential impact upon 'heritage' and 'landscape & amenity' and this could be mitigated further through a good design scheme. Development here would constitute a form of estate development that would integrate with the current estate development seen at Foster's Avenue, where access will be sought, and Tower Road. This would conform to the existing settlement pattern in the local area. With regard to 'Highways & Transport', providing a that as safe access is deliverable and local improvements are made to the footpath network, then Norfolk County Council Highways Authority have stated that the site is acceptable for inclusion in the plan. Views into the site are limited, by existing residential dwellings on Ely Road and Foster's Avenue, as are long distance views

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

from the A10 (screened by vegetation). Where the site could be viewed, it would be seen as in-context because the site would form an extension of the already built up estate area. The site lies outside of the Groundwater Vulnerability Zone but the site does sit within an area of agrolological interest.

**281** – Site 281 occupies a central location on the southern side of Church Road. This location results in the site scoring well with regard to ‘access to services’. Development here would lead to the loss of good to moderate agricultural land (grade 3), hence the poor score in relation to the factor ‘economy B food production’, there is a low risk of flooding (FZ1) so the site scores well with regard to ‘flood risk’. The site is near to a Grade II listed church, the grounds of which are listed as Tree Preservation Order (TPO) area, as is the long approach to the church that the site sits adjacent to. This combined with the rural appearance of the area, would result in development at this location having a greater impact upon the character and landscape of the village, in particular the rural setting of the church, than other growth options. The site falls within a Groundwater Vulnerability Zone.

**561**- Site 561 is located in the south of the settlement, to the east of Ely Road. The site’s location isn’t as close to village services as other options, which is reflected in the indicator score for ‘access to services’. As with all of the sites development this would lead to the loss of good to moderate agricultural land (grade 3) and the site is identified as being subject to a low risk of flooding (FZ1). The area is rural and the site extends into open countryside, so developing this site would have a negative impact upon the character and landscape of the settlement. The majority of the site lies with a Groundwater Vulnerability Zone.

**614** – Located in the Eastern section of the village, off Hubbard's Drove. The setting here is distinctly rural and any development could negatively impact upon the landscape and character of the area. The site is currently good to moderate agricultural land (grade 3) and this would be lost if the site was selected as shown by the indicator score for ‘business B food production’. There is a low risk of flooding at this locality (FZ1). Access to the site is poor and there is no existing footpath on Hubbard’s Drove. The site sits with an area of archaeological interest.

**975** – Site 975 is located on the southern side of the last section of East End, a relatively central location to the village, although it is the eastern extent, this is reflected with a positive score with relation to ‘access to services’ however there is no footpath currently in place. As with all of the site options proposed, development would result in the loss of good to moderate agricultural land (grade 3); the site is identified as being subject to a low risk of flooding (FZ1) and within a Groundwater Vulnerability Zone. The site is bordered by the development boundary on three aspects, two of which meet the back gardens and one meets the front gardens of existing residential dwellings. New development would result in the loss of some short and medium distance views from these residential properties. Site 975 is located within close proximity to a scheduled monument, a medieval moated site and associated earthworks 270m north east of Millers Farm, therefore development could have a potential impact upon this site, as has been previously highlighted by English Heritage who expressed this concern. This site is also very close to the County Wildlife Site Hilgay Fen, so there could be a potential biodiversity impact if development was to take place.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**976** – Situated between Hubbard’s Drove and Woodhall Road, in the eastern extent of the village. The site is distinctly rural and thus any development would impact negatively upon the character and landscape of the settlement, there are also views to and from the grade II listed church and this must be taken into consideration with regard to any potential impacts that developing close by might have upon the church and its setting. There are no existing footpaths along either of the roads that border the site. Development would result in the loss of good to moderate agricultural land (grade 3), the site is identified as being subject to a low risk of flooding (FZ1) and within a Groundwater Vulnerability Zone.

**Site 1209** – Located in the south of the settlement, on the west side of Ely Road. This location results in the site not scoring as highly as others with regard to the factor ‘access to services’. The area is rural and marks the end of the settlement with the speed limit changing to ‘national speed limits apply’ by the site. Development here would have more of an impact upon the landscape and charter of the village than other sites proposed. The site is identified as being good to moderate agricultural land (grade 3), the site is subject to a low risk of flooding (FZ1) and lies outside of the Groundwater Vulnerability Zone. There is a footpath on the opposite side of Ely Road, and one starts close by on the same side of the road as the site.

## Discussion

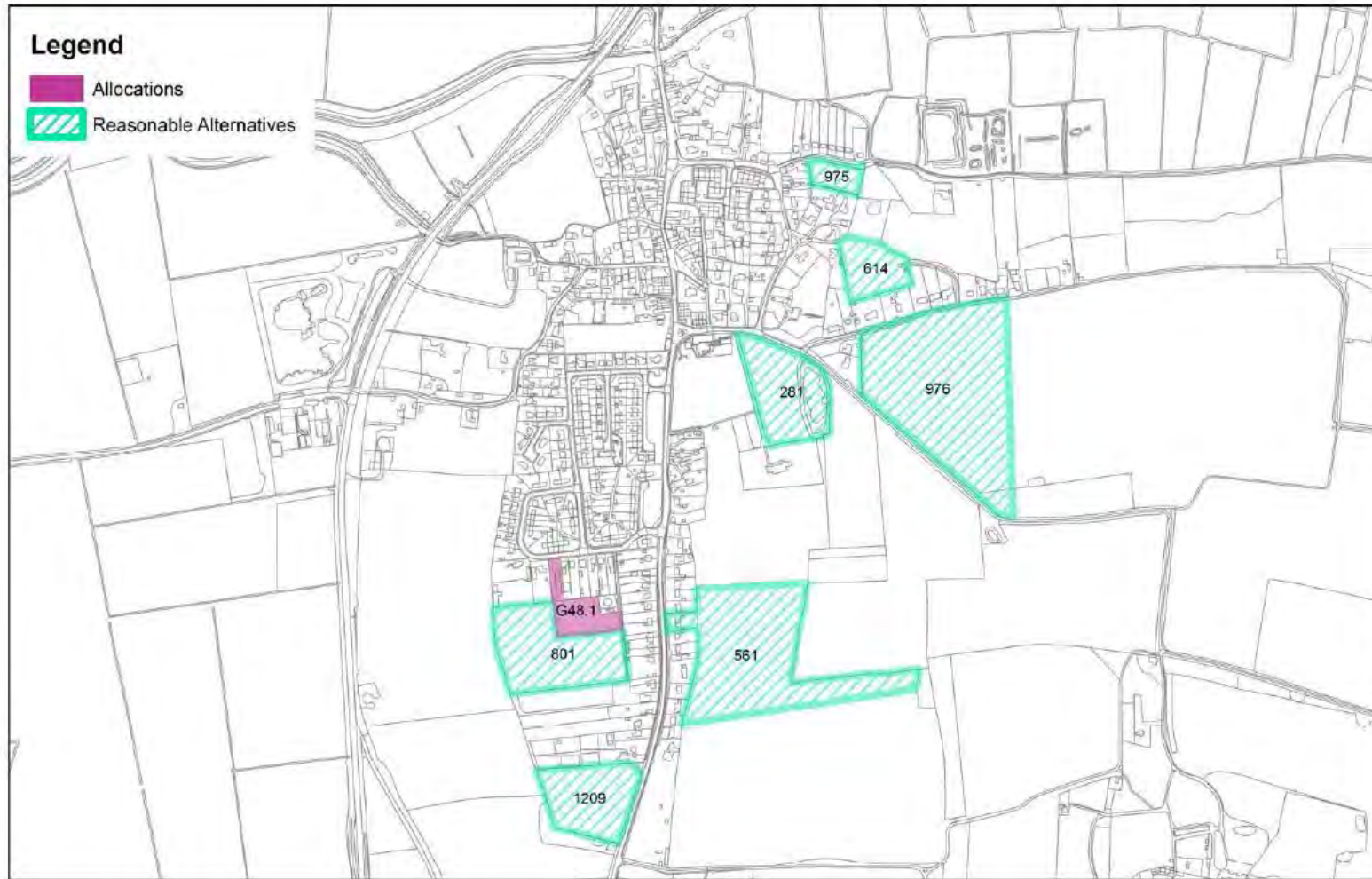
- The Sustainability Appraisal indicates that G48.1 did not score negatively in any category other than ‘business B food production’ which relates to the loss of good to moderate agricultural land (grade 3). This is a constraint upon the settlement and so applies to all the proposed growth sites. G48.1 is considered the most sustainable option for development.
- Due to no comments being received from the public and only one from an agent on behalf of a landowner during the Preferred Options consultation, it is not possible to gain a consensus from the public on the preferred growth site for development.
- Response to the Preferred Options consultation by statutory consultees illustrated that the Norfolk County Council Highway Authority considered G48.1 acceptable for inclusion in the plan subject to the provision of safe and deliverable access as well as local improvements being made to the footway network.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Conclusion

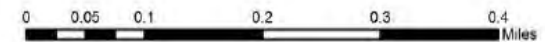
- Site G48.1 (part of Site 801) has been identified as a sustainable site,' whilst isn't as close to village services as some of the sites, it is located in a less sensitive area (not close to the grade II listed church, County Wildlife Site or scheduled monument) and would have less of an impact upon the landscape, as the site is screened by existing residential properties situated on Ely Road and Foster's Avenue, this could be further mitigated by a good design scheme, and the site would be viewed in context with the surroundings as it joins an established estate development, therefore acting as a natural extension of this. Norfolk County Council Highway Authority stated that the site is acceptable for inclusion within the plan and previously the Parish Council had stated that site is their preferred location for growth. The whole of site 801 has not been allocated as it is too large for the desired growth levels in Hilgay and development of the entire site would have a negative impact upon impact upon the local landscape.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



## Hillington - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
188/1071	++	+	o	x	+	#	+	x	o	o
<b>G49.1 (part of 188/1071)</b>	++	+	o	x	+	#	+	#	o	o
187/819	++	+	o	x	+	o	?	#	#	o

**188/1071** - The site is within walking distance to central village services. Development will result in a loss of agricultural land (grade 3) and the land is currently used for arable farming. Access to the site is via Pasture Close and development could form an extension to the cul-de-sac. A cordon sanitaire is evident in most parts of the village but the site is confirmed to be at low risk from amenity issues. The site provides access to a small sewerage pumping station which would need to be retained. Further investigation must be undertaken to understand heritage issues as the area has evidence of Early Medieval and Medieval occupation. Site is not at risk of flooding (flood zone 1). The site is of a large scale and extends into the countryside. Development of this scale will have an impact on the form and landscape character of the area and would also have an impact on amenities. Development would result in a loss of some established hedgerow. Access would need to be maintained to the field.

**G49.1 (part of 188/1071)** - The site is a smaller part (north-east section) of site 188/1071 and as such it scores similarly in the sustainability appraisal. The Site is within walking distance to central village services. Development will result in a loss of moderate quality grade 3 agricultural land albeit loss of less agricultural land in comparison to 118/1071. Site access is obtainable from Pasture Close and development could form a natural extension to the existing cul-de-sac to the north. A cordon sanitaire is evident in most parts of the village but the site is confirmed to be at low risk from amenity issues. The site provides access to a small sewerage pumping station which would need to be retained. Further investigation must be undertaken to understand heritage issues as the area has evidence of Early Medieval and Medieval occupation. Site is not at risk of flooding (flood zone 1). The site is well integrated with surrounding built development to the north and a modest development of 5 dwellings unlikely to be visually intrusive in the landscape. Appropriate landscaping along the site boundaries could be used to mitigate any

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potential impact of built form on the surrounding landscaping. Development would result in a loss of some established hedgerow. Access would need to be maintained to the field.

**187/819** - Site is within walking distance to central village services. Development will result in a loss of agricultural land (grade 3) but the land is currently used for pasture and is therefore less productive agricultural land. The site contains an ancient pond therefore drainage, heritage and ecological enhancement will require investigation and any proposed layout will have to respond to this feature. A cordon sanitaire is evident in most parts of the village but the site is confirmed to be at low risk from amenity issues provided there is a minimum of 100m distance between proposed property boundaries and the sewage treatment works. Access to the site is via Pasture Close, however ownership would need to be determined for a small strip of land that is sited between the existing highway and the site boundary. The site is adjacent to development to the north and east and a modest development of 5 dwellings unlikely to be visually intrusive in the landscape. However, the layout of development would require consideration to reduce any negative impact on the amenity of existing residents surrounding the site. Site is not at risk of flooding (flood zone 1).

## Discussion

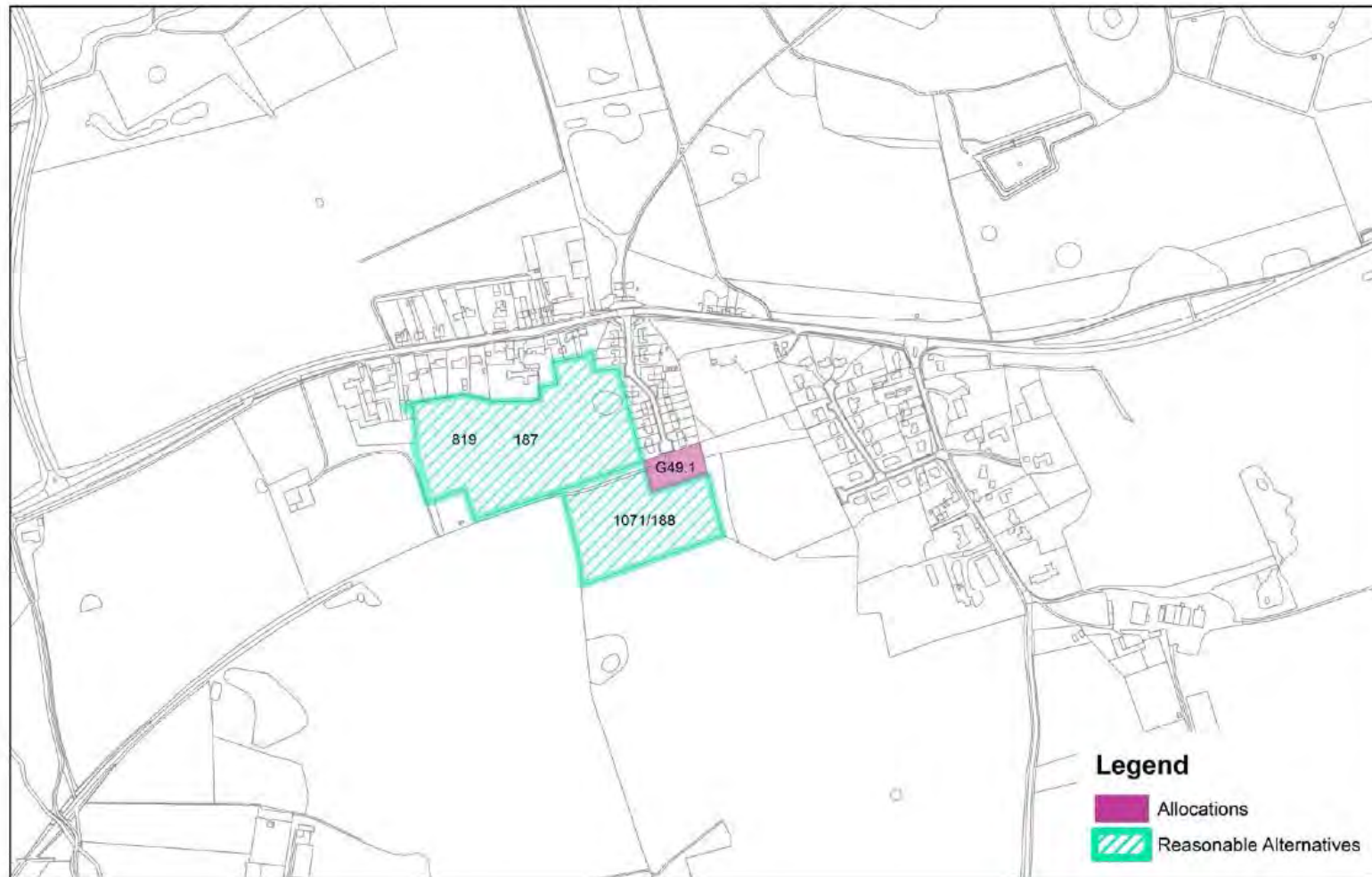
- The delivery of the option G49.1 is questionable based on the landowners response to the preferred options consultation where a strong preference for allocation of alternative site 187/819 was evident. Further correspondence between planning officers and the landowner has confirmed the landowner would intend to develop the site if it were allocated.
- The Sustainability Appraisal indicates that no one option would result in a highly positive effect in the majority of categories, therefore the selection of an allocated site is dependent on judgement on the combination of advantages and disadvantages of the competing sites. Whilst the deliverability of site G49.1 has been questioned, and development would result in the loss of a small portion of highly productive agricultural land there are no known other constraints or issues which would prevent development on site. Alternative site 187/819 contains a pond which may affect drainage and may require ecological mitigation or enhancement, the site is behind existing houses and therefore development may impact on residential amenity and there is currently some unknown details regarding access. Whilst comments from Norfolk County Council Highways Authority are being sought, the ownership of a small strip of land crucial to the delivery of access to the site has not been identified. Whilst it is considered that, subject to further investigation, such constraints would not prevent development on site; the location of G49.1 would form a well-connected extension to the existing pattern of development on Pasture Close, and could enhance the existing built form more effectively than alternative option 187/819.
- The chapter had a very low response rate overall (one public commented on the preferred option) so it is not possible to identify a consensus from the public on the favoured option for development. No comment was received from Hillington Parish Council. Site 188/1071 (G48.1) has not been objected to by the Highways Authority.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Conclusion

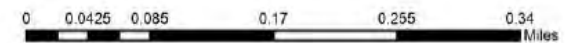
- Therefore site G49.1 is identified as a least constrained and suitable option and is therefore allocated for development of 5 dwellings

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Hunstanton - Sustainability Appraisal

### Town Centre and Retailing Policy F2.1 Hunstanton, Town Centre and Retailing

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>Policy F2.1</b>	<b>++</b>	<b>++</b>	<b>+</b>	<b>x</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>x</b>

The policy aims to support a range of uses within the town centre, acknowledging its role as the primary focus for retailing for the town and the rural hinterland, as a local employment centre and as a seaside resort. There is acknowledgement of the town centre's role in maintaining and enhancing the physical and heritage assets for the town as a whole, including the Conservation Area. Policy F2.1 therefore scores well for “access to services” and “community and social” and it is also positive for “heritage”, “highways and transport”, “economy A business” and “infrastructure, pollution and waste” There are neutral scores for the remaining categories.

The Hunstanton policy for the Town Centre and Retailing has an overall positive effect on sustainability and there are no reasonable alternatives to the approaches chosen.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**Employment Land**

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>Policy F2.5</b>	<b>++</b>	<b>++</b>	<b>+</b>	<b>x</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>x</b>

**Policy F2.5 Hunstanton, Land south of Hunstanton Commercial Park-** The site is currently used for agriculture. Development would result in the loss of grade 3 quality agricultural land and therefore scores negatively in relation to food production. This site has been identified as the most sustainable option for development as it scores highly in relation to indicators ‘access to services’ and ‘community & social’. The scheme will deliver a new employment area which will benefit the community and the site is the closest to services of the available options. The site would form an expansion of the existing employment area to the north which is sited adjacent to the Grade II\* Smithdon High School. The Area of Outstanding Natural Beauty is to the east of the site and therefore the impact on sustainability factors ‘heritage’ and ‘landscape & amenity’ depend on how the scheme is implemented. The site is not at risk of flooding (flood zone 1). There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Housing Sites

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>F2.2 (828)</b>	+	+	o	x	+	#	#	#	?	x
<b>F2.3 (833)</b>	++	+	o	x	+	#	#	#	?	x
<b>851</b>	x	+	o	x	+	#	#	x	o	x
<b>845</b>	+	+	o	x	+	#	#	#	x	x
<b>846</b>	+	+	o	x	+	?	#	#	o	x
<b>F2.4 (997)</b>	+	+	o	x	+	#	#	#	#	x

**F2.2 (828)** - The site forms part of a large agricultural field to the east of Hunstanton adjacent to the A149. Development would result in the loss of grade 3 quality agricultural land and therefore scores negatively in relation to food production. The site scores positively in relation to sustainability indicators 'access to services', 'community and social', and 'flood risk' although the site is of considerable distance to town centre services. The impact on sustainability factor 'heritage' is dependent on implementation as the site contains Historic Environment Records relating to a find spot for a neolithic artefact and post-Medieval features. Development could also impact on the setting of Old Hunstanton Conservation Area which is situated to the north and Hunstanton Hall (Grade 1 listed building) to the east. The park to Hunstanton Hall is a Grade II registered park. The impact upon these assets could be mitigated by sensitive design and detailing. The Area of Outstanding Natural Beauty is to the east of the site and therefore the impact on sustainability factors 'landscape & amenity' also depend on how the scheme is implemented. This is the same for all options to the east of Hunstanton. The site is intensively farmed and there is limited vegetation on the field boundaries. Further investigation would be required to confirm any ecological issues. There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth.

**F2.3 (833)** - The site is an agricultural field to the east of Hunstanton adjacent to the A149. Development would result in the loss of grade 3 quality agricultural land and therefore scores negatively in relation to food production. The site scores positively in relation to sustainability indicators 'access to services', 'community and social', and 'flood risk'. It is sited near to the Grade II\* Smithdon High School to the north and the scheduled

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remains of St Andrew's Chapel to the south-east. Additionally the Area of Outstanding Natural Beauty is to the east of the site and therefore the degree of impact upon sustainability factors 'heritage' and 'landscape & amenity' depend on how the scheme is implemented. The site is farmed intensively and there is limited vegetation on the field boundaries. Further investigation would be required to confirm any ecological issues. There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth.

**851** - The site comprises the eastern part of the large agricultural field which has also been submitted for assessment (H1, 828). The site is further away from existing residential development than alternative options. If developed in isolation any housing would appear isolated in the countryside and would be visually intrusive in the landscape with a potential negative impact on the Area of Outstanding Natural Beauty to the east. The site is currently accessed from Chapel Lane which would require improvement and expansion to serve a large development. Old Hunstanton Conservation Area is situated to the north and Hunstanton Hall to the east (a Grade I listed building with a Grade II registered park). Development would result in the loss of grade 3 quality agricultural land and therefore scores negatively in relation to food production. The site is at low risk of flooding (flood zone 1). There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth.

**845** - The site is a small undeveloped square site located adjacent to the A149 to the east, with housing on Redgate Hill to the north and undeveloped land to the west and south. The site was previously appraised in conjunction with site 997 but is under separate ownership and is therefore assessed separately. The site is noted for a number of mature trees and extensive undergrowth; it is likely to be attractive to wildlife. Therefore the impact on sustainability indicator 'natural environment' is negative. Development would result in the loss of grade 3 quality agricultural land and therefore scores negatively in relation to food production, although it is acknowledged that the land is unlikely to be used for agriculture. Access could be from the minor road serving Redgate Hill which would enable pedestrians' safe access to services although they are of considerable distance. The site is visible from the approach to Hunstanton via the A149 and forms part of the wider undeveloped countryside. Therefore the impact on 'landscape & amenity' is dependent on implementation. The site is at a low risk of flooding (flood zone 1). There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth.

**846** - The site forms part of a large open agricultural field, accessible from the A149. It is surrounded on three sides by more agricultural land. To the west is the A149 and residential development. The field is largely open to view and with limited natural boundary definition development could appear intrusive in the landscape and could potentially have a negative impact on the Area of Outstanding Natural Beauty. The site is close to the scheduled remains of St Andrew's Chapel to the south-east and therefore the impact on heritage is dependent on further investigation. Development would result in the loss of grade 3 quality agricultural land and therefore scores negatively in relation to food production. The site is at low risk of flooding (flood zone 1). There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



**F2.4 (997)** - This site is located at the southern extent of Hunstanton surrounded to the west by a golf course, to the north by a residential estate, to the east by the A149 and agricultural fields beyond and to the south by undeveloped land north of Hunstanton Road. The boundary of the Area of Outstanding Natural Beauty is about 600 metres to the east; any housing would be below the existing housing on the southwest facing slope. The impact upon the setting of the AONB would be limited given the local topography and existing planting. Whilst the site is not presently cultivated, development would result in the loss of grade 3 quality agricultural land and therefore scores negatively in relation to food production. The topography of the site rises from a low point in the south eastern corner to higher ground on the northern boundary of the site. This enables the site to be visible on the approach to Hunstanton from the south and therefore the impact on 'landscape & amenity' depends on how any scheme were implemented in terms of screening options, layout and design of development. The site is within an area of archaeological interest and therefore further investigations would be required. There are no designated heritage assets known within the site. However, there is a group of five listed buildings 1km to the east, others at Manor Farm House, Heacham to the south and 800ms to the north-east, St Andrew's Chapel, which is listed as Grade II and is a Scheduled Monument. The settings of the designated heritage assets and impacts upon undesignated heritage assets within the site would be assessed at implementation stage. It is considered that any mitigation could be secured through the design process e.g. by appropriate screening, buffering and consideration of edge detail. An Ecological Appraisal indicates no insurmountable barrier to development of the site but also provides recommendations for further research and mitigation. Latest proposals suggest some land may be left undeveloped and enhanced for ecological and recreational benefit. The Highway Authority do not object in principle to the development of the site, subject to satisfactory access arrangements. The gradient of the site may deter some potential residents from walking or cycling, and given that the services are of considerable distance. The integration of the site with existing development would require further detailed work. The majority of the site is at low risk of flooding (flood zone 1) but part is within flood zones 2 and 3. . There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth. Note: The score for category 'landscape and amenity' has been revised from 'x' negative in the Preferred Options document to '#' dependant on implementation in the Submission document following reconsideration of detailed proposals and consideration of the Inspector's report for the Examination of the Core Strategy which identified land to the south of Hunstanton as a potential option for growth.

## Discussion:

- The response to the Preferred Options consultation by statutory consultees was comprehensive. There was general support for the preferred options from Natural England, Norfolk Coast Partnership and Norfolk County Council Highways Authority. English Heritage had concerns relating to the employment site and housing sites east of Cromer Road and objected to Site F2.3(833) expressing concern about possible impact upon the setting of heritage assets. Hunstanton Town Council favoured a higher level of growth and and withdrew its objection to the development south of Hunstanton (site 997). This site has been put forward as as allocation and the overall number of dwellings for site 833 reduced from 100 to a maximum of 50 dwellings.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

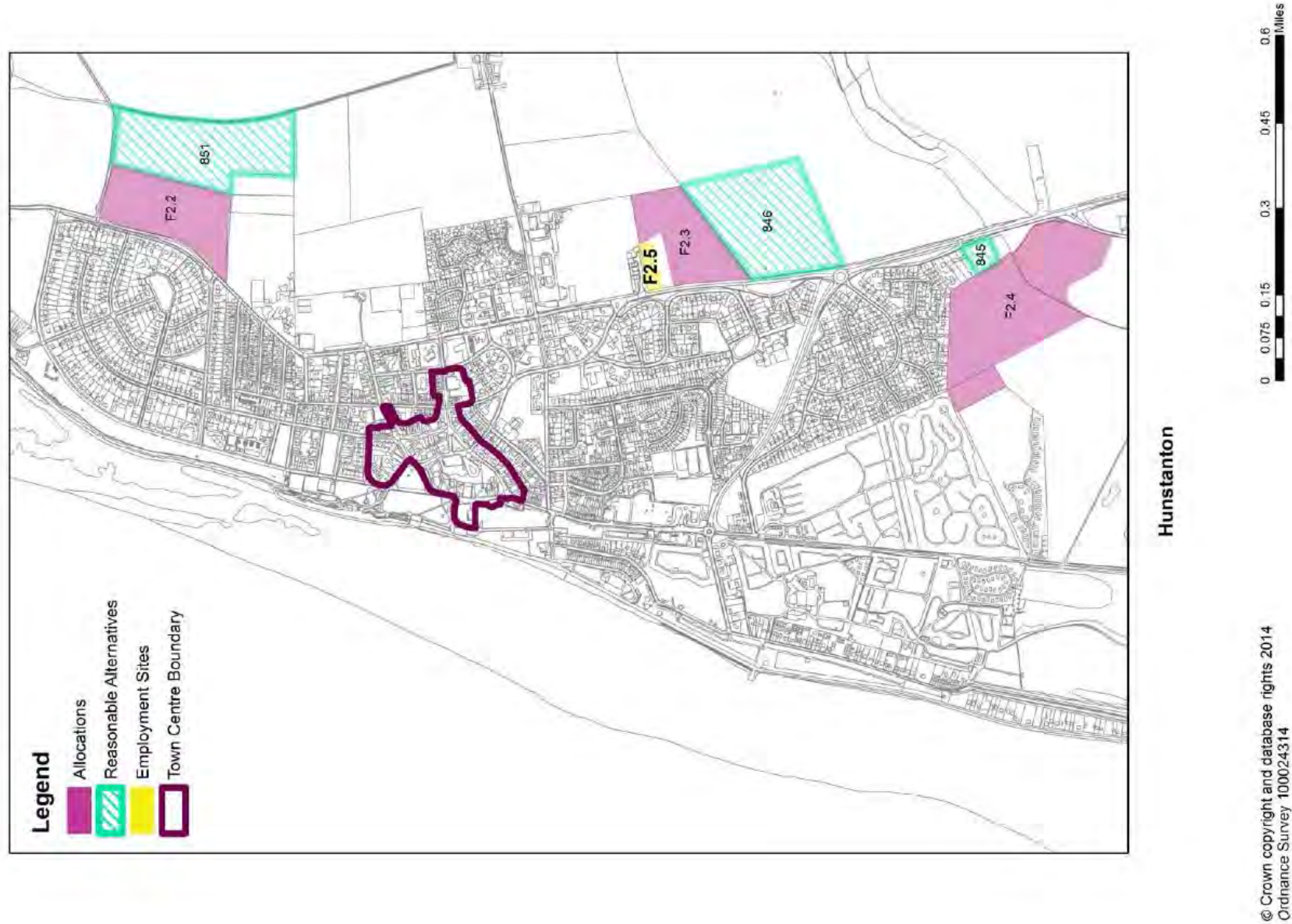
- Approximately 80 objections were received from the public following the preferred options consultation. Many noted concerns in relation to drainage and flood risk and the maintenance of a strategic gap between Heacham and Hunstanton and between Old Hunstanton and Hunstanton. Agents and landowners made further representations in support of the preferred option sites. No comments were received on Sites 841, 845 and 846.
- The Sustainability Appraisal indicates that no one option would result in a highly positive effect in the majority of categories. Therefore the selection of preferred options for development is dependent on judgement on the combination of advantages and disadvantages of the competing sites. Of all proposed development options, sites 1116 and Land south of Hunstanton had been carried forward from earlier stages, i.e. from the Core Strategy.

Sites 845 and 851 perform slightly worse than all the Preferred Options. Site 846 is further from the town centre, is not screened and there may be adverse impacts upon heritage assets. All the housing sites score negatively in respect of infrastructure and economy B food production. The impact upon factors “heritage”, “transport and highways” and “landscape and amenity” is dependent upon implementation for the favoured housing sites. Sites F2.3, 2.4 and 2.4 score positively for “access to services” and “community and social”. Sites F2.3 and 2.4 also score well in respect of flood risk, whilst Site F2.4 would require careful consideration at implementation stage.

## Conclusion:

The Sustainability Appraisal indicates that no one option would result in a highly positive effect in the majority of categories. Sites F2.2, 2.3 and 2.4 are the least constrained for residential development. None of these sites are considered to have adverse impacts upon the setting of the AONB. The additional allocation south of Hunstanton has been supported by English Heritage as this has the potential to reduce adverse impacts upon heritage assets to the east of the town. The employment site east of the A149 had originally been identified in the 1998 Local Plan and was brought forward in the adopted Core Strategy. As an allocation of mixed residential and employment uses on the edge of the town, the site is likely to be more sustainable than before.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**Ingoldisthorpe - Sustainability Appraisal**

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure Pollution & Waste
862	++	+	o	x	+	o	#	#	o	o
<b>G52.1 (part of 862)</b>	++	+	o	x	+	o	#	#	o	o
<b>G52.1 (1230)</b>	++	+	o	x	+	?	#	#	o	o
1178	++	+	o	+/x	+	#	#	x	?	o
794	++	+	o	x	+	#	x	#	o	o
1175	x	+	o	+/x	+	#	?	#	o	o
1176	x	+	o	x	+	#	?	#	o	o
1229	x	o	o	o	+	?	x	xx	x	?
1234	+	o	o	+	+	?	#	o	#	?
1279	++	+	o	x	+	?	x	#	o	?

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**862** – Site is located to the north of the village on the eastern side of Lynn Road. Sustainability Appraisal identifies no significant negative effects. Site is close to village services and relatively central and close to services although some improvements to footpaths and provision of safe access are required. Site is not subject to flood risk (Flood Zone 1) but will result in a loss of grade 3 agricultural land. There is no historical significance to the site. It is considered possible to prevent adverse impact on the landscape through good quality design and screening. The scale of the site is too large for the number of dwellings sought in the settlement.

**G52.1 (part of 862)** – The site is a smaller section of site 862 and therefore scores similarly in the sustainability appraisal. It is situated on the northern part of the village, east of Lynn Road. Sustainability Appraisal identifies no significant negative effects. Site is close to village services and relatively central and close to services. Site access is obtainable from Lynn Road although some improvements to footpath links and provision of safe access are required. Site is not subject to flood risk (Flood Zone 1) but will result in a loss of grade 3 agricultural land although on a lesser scale than the whole of 882. There is no historical significance to the site. There is existing development to the south and west of the site and development would constitute natural extension to existing development along Lynn Road. It is considered possible to prevent adverse impact on the landscape through good quality design and screening.

**G52.1 (1230)** - Site is located to the north of the village on the eastern side of Lynn Road. Sustainability Appraisal identifies no significant negative effects. Site is close to village services and relatively central although some improvements to footpaths and provision of safe access are required. Site is not subject to flood risk (Flood Zone 1) but will result in a loss of Grade 3 Agricultural land. There is no historical significance to the site. The site is of a small scale and cannot accommodate the minimum number of dwellings the Council is seeking to allocate on any one site. However, the site adjoins part of 862 to the south-west along Lynn Road creating a confinement that could result in adequate space to accommodate up to 10 dwellings. Historical significance of the site is unknown.

**1178** – Site is centrally located on the junction of Lynn Road and Hill Road in close proximity to services. Sustainability Appraisal identifies no significant negative effects against this site but its location results in an adverse impact on visual amenity of the village. The site is located in Flood Zone 1 so not subject to flooding but drainage may be a factor in this location. Development of the site would result in loss of Grade 3 Agricultural land. The site contains a number of amenity features including a pond and marsh grass which are considered visually appealing and add to Ingoldisthorpe's character.

**794** – Sustainability Appraisal identifies no significant negative effects. Its central location marks it as a site with good access to services and at no risk of flooding (Flood Zone 1). This site is unsustainable on highways grounds with access constraints which can only be reconciled with the removal of a relatively modern dwelling which in turn would affect the amenity of residents of adjacent dwellings. Development of this site would result in the loss of Grade 3 Agricultural land. Development of the site may have a potential impact on biodiversity.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**1175** – Site is located on the northern edge of the built up area to the north of Sandy Lane. Site is located close to established residential communities but somewhat more separated from the services and facilities than the preferred option site. Development of the site would result in the loss of Grade 3 and Grade 4 agricultural land. Site is not subject to flood risk (Flood Zone 1). Access to the site would appear sufficient off Lynn Road but further assessment is required.

**1176** - Site is located to the west of Brickley Lane within the built up area south of Ingoldisthorpe. Site is located close to established residential communities but somewhat more separated from the services and facilities than the preferred option site. Development of the site would result in the loss of Grade 4 agricultural land. Site is not subject to flood risk (Flood Zone 1). Access to the site would appear sufficient off Lynn Road but further assessment is required.

**1229** – Site is located to the south of the built up area of Ingoldisthorpe and would be separated from the village services and facilities. Site is located in the same area as rejected Site 294 and would be constrained by a number of TPOs on site. Development of the site would result in the loss of grade 4 agricultural land. Site would not be subject to flood risk (Flood Zone 1). Poor highway access is identified on this site and would likely be resisted by the Highways Authority. Historical significance of the site is unknown.

**1234** – Site is located to the east of Lynn Road just off Coaly Lane. Sustainability Appraisal identifies no significant negative effects. Site is relatively close to the village services and facilities. Site access would be gained off Coaly Lane with footpath and highways provisions required. Development of the site would result in the loss of grade 3 agricultural land as identified on GIS but indications are that the site has been previously developed and is therefore a brownfield site. Site is not subject to flood risk (Flood Zone 1). Site is screened from Lynn Road and would have minimal impact on the visual amenity of the area. Historical significance of the site is unknown.

**1279** - Sustainability Appraisal identifies no significant negative effects. Its central location marks it as a site with good access to services and at no risk of flooding (Flood Zone 1). This site is unsustainable on highways grounds with access constraints with no clear highways access. Site is hidden to the rear of established dwellings within the central area of Ingoldisthorpe, limiting its impact on the visual amenity of the village. Development of this site would result in the loss of grade 3 agricultural land. The historic significance of the site is unknown.

## Discussion

- The response to the Preferred Options consultation was limited, with no response from members of the public other than landowners and agents representing land for development and from the local Highway Authority whom indicated safe access is achievable from G52.1. Ingoldisthorpe Parish Council did not comment on the proposed options.
- The Sustainability Appraisal indicates that no one option would result in a highly positive effect in the majority of categories, therefore the selection of a preferred option for development is dependent on judgement on the combination of advantages and disadvantages of the competing sites.

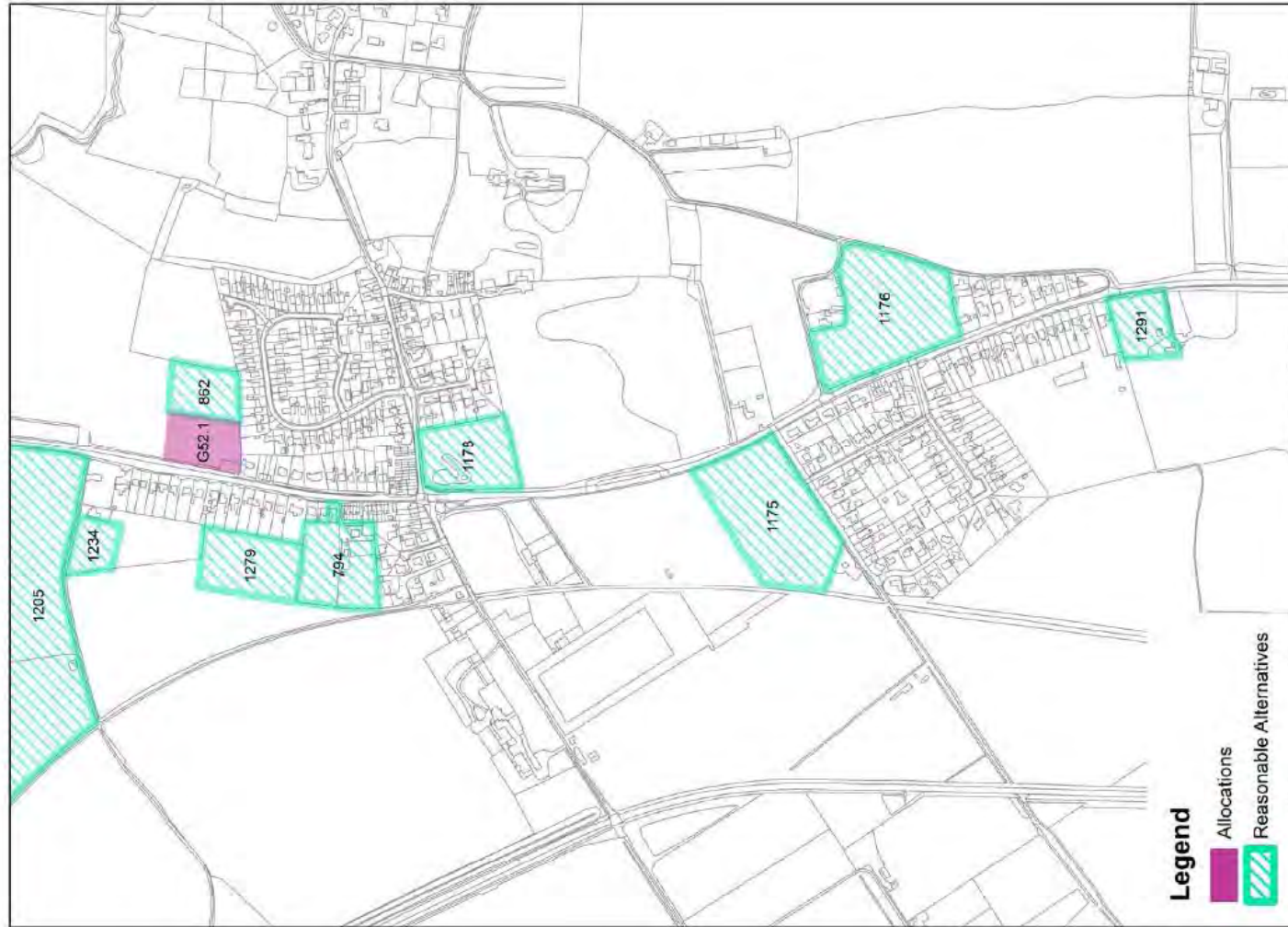
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

- One newly submitted site 1230, which adjoins site 862, has been assessed and although a relatively small site it is seen to provide additional space, which incorporated with part of 862 to form allocation G52.1 can accommodate up to 10 dwellings. This wouldn't leave behind a small pocket of undeveloped land, the whole of site 862 hasn't been allocated as it is too large for the desired growth level in this settlement and its entire allocation would not be in-keeping with the local settlement pattern.

## Conclusion

- G52.1 is overall an appropriate choice, having a relative accessible location with no major drainage or highway issues.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



Ingoldisthorpe

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



## King's Lynn

### Town Centre Policy - Sustainability Appraisal

Scoring Unchanged from Preferred Options

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
King's Lynn Town Centre E1.1	++	+	+	o	x	+	+	+	o	+

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Town Centre Retail Expansion Area - Sustainability Appraisal

Scoring – Unchanged from Preferred Options

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>E1.4 King's Lynn Retail Expansion</b>	+	+	+	o	o	#	+	o	o	+

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Gaywood Clock Area - Sustainability Appraisal

Scoring – Unchanged from Preferred Options

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>E1.3 King's Lynn Gaywood Clock</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>o</b>	<b>o</b>	<b>o</b>	<b>+</b>	<b>o</b>	<b>o</b>	<b>+</b>

The King's Lynn and Gaywood Clock 'Town Centre' Policies have an overall positive effect on sustainability and there are no reasonable alternatives to the approaches chosen.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Housing Sites - Sustainability Appraisal

Scoring – Unchanged from Preferred Options

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
E1.4	+	+	o	+	+/x	o	#	#	#	#
E1.5	++	+	o	o	X	#	#	#	#	?
E1.6	++	+	o	+	xx	o	#	o	o	#
E1.7	+	+	o	+	+/x	o	#	#	#	?
E1.8	++	+	o	o	X	#	#	o	o	#
E1.9	+	+	o	+	X	o	#	#	#	#
E1.10	++	+	o	o	X	#	#	+	+	?
E1.11	++	+	o	+	x	#	#	x	o	?

**E1.4 King's Lynn, Marsh Lane** - The site scores well in relation to the sustainability indicators 'access to services', 'community and social' and 'food production'. The site is partially constrained by flood risk however measures could be taken to mitigate this risk. In terms of 'highways and transport', 'landscape and amenity', 'natural environment' and 'infrastructure, pollution and waste' it depends on how the scheme is implemented as potential negative impacts could be mitigated through good design.

**E1.5 King's Lynn, Boal Quay** - The site scores highly in terms of 'access to services' being located centrally within the town and in relation to 'landscape and amenity' as the development will be well screened. The site will have no impact on the economy. The impact of 'heritage', 'highways and transport' and 'natural environment' depends on how the scheme is implemented as potential negative impacts could be mitigated through good design.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**E1.6 King's Lynn, South of Parkway** - The site scores highly in terms of 'access to services' being located centrally within the town. Development of the site will have no impact on 'heritage', 'natural environment' or 'infrastructure, pollution and waste.' The site is partially constrained by flood risk, however, measures could be taken to mitigate this risk. The impact of 'highways and transport' and 'landscape and amenity' depends on how the scheme is implemented as potential negative impacts could be mitigated through good design.

**E1.7 King's Lynn, Land at Lynnsport** - The site scores highly in terms of 'access to services', 'community and social' and 'food production.' There is no impact on 'heritage.' The site is partially constrained by flood risk however measures could be taken to mitigate this risk. In terms of 'highways and transport', 'landscape and amenity', 'natural environment' and 'infrastructure, pollution and waste' depends on how the scheme is implemented as potential negative impacts could be mitigated through good design.

**E1.8 King's Lynn, South Quay** - The site scores highly in terms of 'access to services' being located centrally within the town and in relation to 'landscape and amenity' as the development will be well screened. There is no impact on 'economy'. The impact on 'heritage' and 'highways and transport' depends on how the scheme is implemented as potentially negative impacts could be mitigated through good design. In relation to the indicator 'infrastructure, pollution and waste' the impact is unknown.

**E1.9 King's Lynn, Land west of Columbia Way** - The site scores fairly well in terms of 'access to services', 'community and social' and 'food production'. There is no impact on 'business' or 'heritage'. In terms of 'highways and transport', 'landscape and amenity', 'natural environment' and 'infrastructure, pollution and waste' it depends on how the scheme is implemented as potential negative impacts could be mitigated through good design.

**E1.10 King's Lynn, North of Wisbech Road** - The site scores well in terms of the sustainability indicator 'access to services' as it centrally located within the town centre. The site scored positively in terms of 'community and social', 'natural environment' and 'landscape and amenity' as development would be well screened and fit into the surrounding context of the settlement. There will be no impact on the indicator 'economy' and the impact on 'heritage', 'highways and transport' and 'infrastructure, pollution and waste' depend on how the scheme is implemented as potential negative impacts could be mitigated through good design.

**E1.11 King's Lynn, Southgates** - The site scores well in terms of the sustainability indicator 'access to services' as it centrally located within the town centre. The site scored positively in terms of 'community and social', 'natural environment' and 'landscape and amenity' as development would be well screened and fit into the surrounding context of the settlement. There will be no impact on the indicator 'economy' and the impact on 'heritage', 'highways and transport' and 'infrastructure, pollution and waste' depend on how the scheme is implemented as potential negative impacts could be mitigated through good design.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Conclusion

All reasonable sites within the King's Lynn urban area have been identified, assessed as being sustainable and taken forward as housing allocations. The overall package scores positively in sustainability terms. The only negative scores are in relation to flood risk. The Core Strategy sustainability assessment dealt with the principle of concentrating new housing development in King's Lynn. The package of housing sites here takes that approach forward into positive allocations.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Employment Land - Sustainability Appraisal

Scoring – Unchanged from Preferred Options

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>E1.12 Employment Land</b>	<b>+</b>	<b>+</b>	<b>+</b>	<b>x</b>	<b>x</b>	<b>+</b>	<b>+</b>	<b>+</b>	<b>0</b>	<b>+</b>

The Core Strategy identified the general location of the employment expansion areas. In practice there are no obvious reasonable alternative options to the sites identified in this policy and assessed at that point.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Green Infrastructure - Sustainability Appraisal

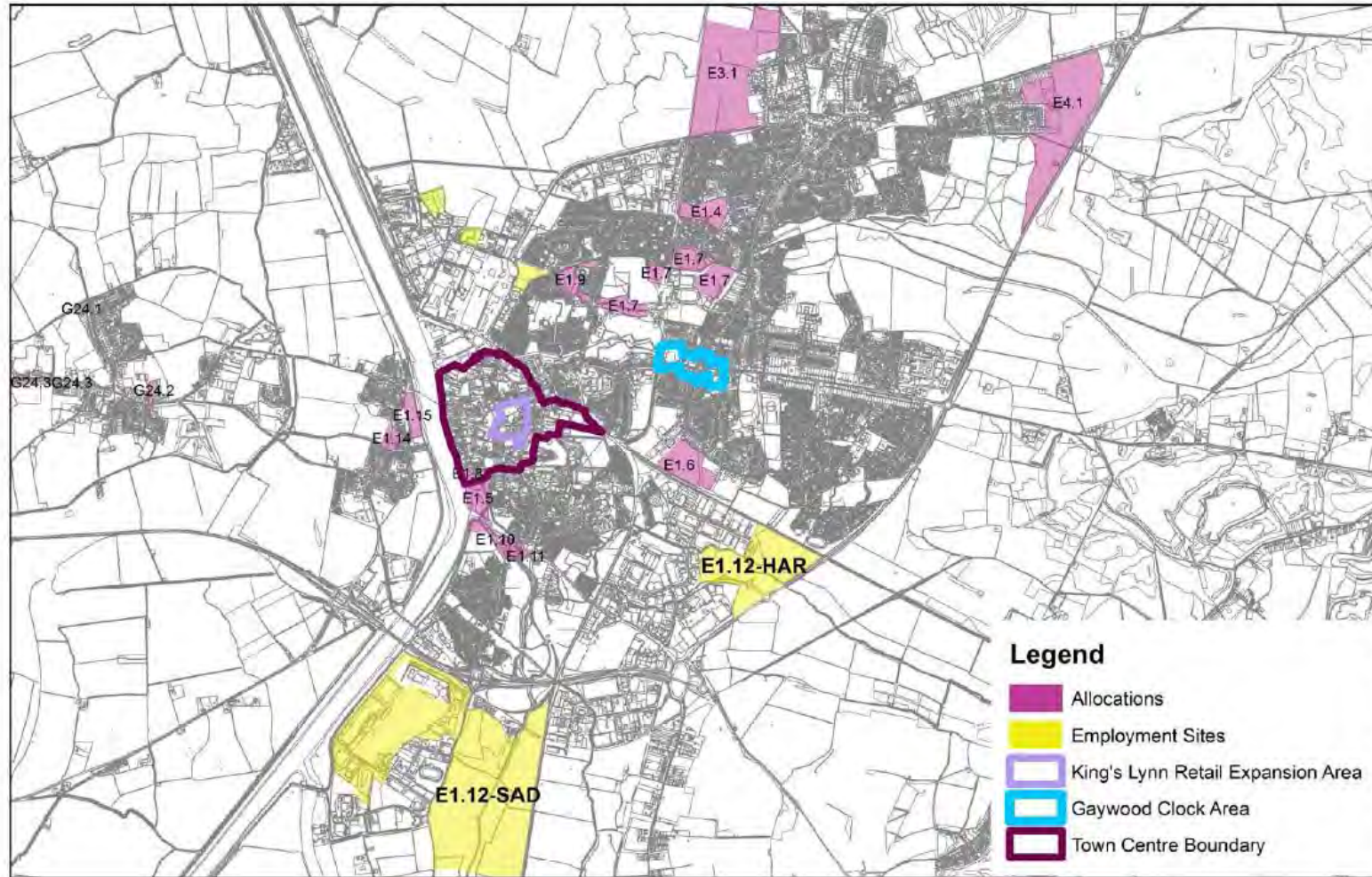
Scoring – Unchanged from Preferred Options

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>E1.13 Green Infrastructure</b>	+	+	o	#	o	o	o	++	++	+

This policy scores well across a range of factors, but particularly in terms of landscape and amenity and natural environment.

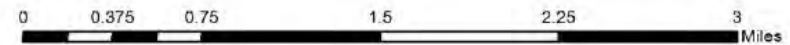
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.





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King's Lynn



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Knights Hill - Sustainability Appraisal

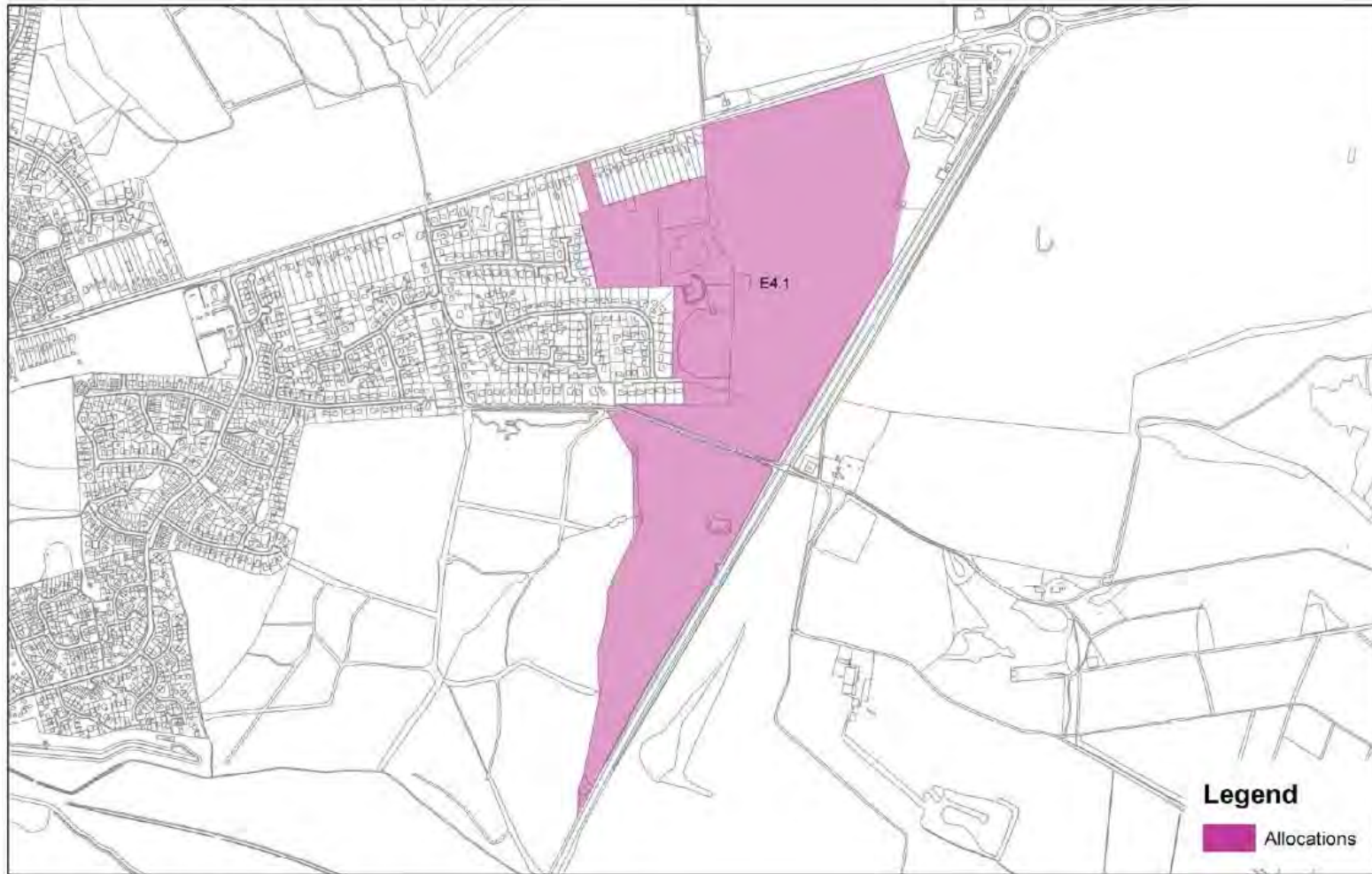
Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>E4.1 Knight's Hill</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>o</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>#</b>

**Knights Hill** - The Knight's Hill allocation scores positively in relation to the indicators 'access to services', 'community and social' and 'highways and transport' as development will have access to existing, and provide access to new, services and community facilities. The site has an identifiable access point, supported by the Highway Authority. The site is at low risk of flooding (flood zone 1). The impact on the indicators, 'landscape and amenity', 'natural environment' and 'infrastructure, pollution and waste' depend on how the scheme is implemented as potentially negative impacts could be mitigated through good design.

The policy recognises that there are several heritage assets nearby but requires their setting to be protected, following a heritage assessment. This approach should avoid any significant negative effects.

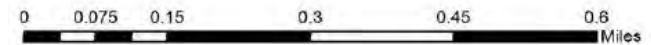
The Core Strategy identified the general location of this housing expansion area as an appropriate location for growth. This expansion approach and alternative strategies were subject to sustainability assessment at the time and the approach chosen was judged to be sound. In practice there are no obvious reasonable alternative options to the site identified and assessed here.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**Knight's Hill**



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Marham - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
142	+	+/x	o	x	+	o	+	o	o	+/x
1236	+	+	o	x	+	o	+	o	o	+/x
1237	+	+	o	x	+	o	+	o	o	+/x
<b>G56.1 (1238)</b>	+	++	o	x	+	o	++	+	o	+/x
1239	+	+	o	x	+	o	+	o	o	+/x
1260	+	+	o	x	+	o	+	o	o	+/x

**142** – This site scores positively in the factors ‘access to services’, ‘flood risk’ and ‘highways & transport’, being located in close proximity to a number local facilities including the village hall and church, located in a low flood risk zone and having no objection from the local highway authority. There would be a neutral impact upon ‘economy A business’, ‘heritage’, ‘landscape & amenity’ and ‘natural environment’. There is a negative recorded for the factor ‘economy B food production’ and positives & negatives (+/x) associated with ‘infrastructure, pollution & waste’, however this is the same scores for all of the growth options proposed for Marham. There is a +/x, both positives and negatives, scored in the sustainability factor ‘community & social’ as if the site was to be developed it would provide a number of affordable dwellings and be close to RAF Marham but it received a high level of objection from the local community and could only accommodate approximately half the desired growth level sought.

**1236** – This site has an advantage of a fairly central location, hence the positive score for ‘access to services’ and of a size which could accommodate a significant proportion of the housing sought. Further positives scores are registered for ‘community & social’, ‘flood risk’ and ‘highways and transport’. There would be a neutral impact with regard to ‘economy A business’, ‘heritage’ and ‘landscape & amenity’. There is a negative score and this is associated with the ‘economy B food production’ factor. The site was put forward with no supporting information or proposals, and has attracted a significant degree of objection. In the light of the availability of another site without these disadvantages, it is not recommended for allocation.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**1237** – This site has an advantage of a fairly central location, reflected in the score for ‘access to services’ but is limited in size. Further positives scores are registered for ‘community & social’, ‘flood risk’ and ‘highways and transport’. There would be a neutral impact with regard to ‘economy A business’, ‘heritage’ and ‘landscape & amenity’. There is a negative score and this is associated with the ‘economy B food production’ factor. The site was put forward with no supporting information or proposals, and has attracted a significant degree of objection. In the light of the availability of another site without these disadvantages, it is not recommended to be allocated. The site does lie within the current and proposed development boundaries.

**G56.1 (Site 1238)** – This site scores highly positive in the sustainability factor ‘highways & transport’ as development of the site as indicated by the agents would provide a new access road and drop-off facility to the school, a new bus layby, and new and improved footpaths in the vicinity. The site also scored highly positive in the factor ‘community & social’ as not only would it provide the facilities already mentioned it would provide affordable housing and was supported by Marham Parish Council and the public. Positive scores are made with regard to ‘access to services’ being in close proximity to the junior school and the shops located on the RAF base, ‘flood risk’ being located in a low flood risk zone and ‘landscape and amenity’ as the agents of the land owner have illustrated that a significant portion of the site is to be given over to open space including a substantial margin of landscape planting. As with all of the growth options proposed for Marham there would be neutral impacts upon ‘Economy A business’, ‘heritage’ and ‘natural environment’, negative impact upon ‘economy B food production’ and both positives and negatives associated with the factor ‘infrastructure, pollution & waste’.

**1239** – This site is limited in size and not well related to the existing form and road network. It would only be a feasible option as an extension to site 1238, as it is located adjacent to it, but it would add no additional advantages to it. This is reflected by similar scoring in the Sustainability Appraisal with the differences with less positive scores recorded in the factors ‘highways & transport’ and ‘community & social’. The site attracted limited amount of both support and objection.

**1260** – This is a new site, received after the supplementary consultation highlighting the others, so few people locally would have been aware of it and would have had the opportunity to comment on it. Development of this site would constitute a form of backland development, which is not a favoured form of development and would not relate well to the existing settlement pattern. Positive scores are registered for ‘access to services’, ‘community & social’, ‘flood risk’ and ‘highways and transport’. There would be a neutral impact with regard to ‘economy A business’, ‘heritage’ and ‘landscape & amenity’. There is a negative score and this is associated with the ‘economy B food production’ factor.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Discussion

- All options are reasonably well placed in terms of access to services, given these are distributed along both the length of the old village and at the RAF base. Site 142 is close to the village hall and church. Sites 1238 and 1260 are closer to the junior school and shops on the base. Sites 1236 and 1237 are between these two groups. All sites are in medium quality (Grade 3) agricultural land, and at low risk of flooding (Zone 1). There are no particular heritage issues affecting the choice between these sites, and no known particular natural environment constraints. Any of the site options would provide housing in close proximity one of the biggest employment sites in the Borough, thus facilitating the potential for people to live close to work, with consequent savings in highways infrastructure demands and congestion. Anglian Water advises there are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all the options, but these should not prevent development. The MOD advises various height (and some other) restrictions in connection with the operation of the airbase, but these are such as to be most unlikely to affect the developments under consideration. The Local Education Authority advises adequate capacity in local schools to accommodate small scale development in Marham.
- Site 142 was the identified Preferred Option, but has generated a high level of objection from nearby occupiers and could only provide around half of the amount of housing that the Council sought in the village. Although the local highway authority had no objection to the proposal, many of the objections considered that the roads leading to this site were inadequate for the scale of development proposed, and this would lead to safety, congestion and amenity problems. While it is still considered that this site has some merit, the advantages of the proposals and community support for site G56.1 (1238) are considered decisive and this site should not be allocated.
- Site G56.1 (1238) is a new site proposed during the last consultation. The owners' agents have put forward proposals, supported by an illustrative layout, for a mixed development that would offer a number of significant advantages to the village. This package has received the highest level of support in consultation responses, including that from Marham Parish Council, and few objections. The proposals include 50 dwellings, a significant portion of the site given over to open space including a substantial margin of landscape planting, a new access road and drop-off facility to the school, a new bus layby, and new and improved footpaths in the vicinity. As this proposal provides the desired number of dwellings sought in a form which could enhance the village and an acceptable location, together with a range of benefits which have attracted significant support in the local community.

## Conclusion

- The local support combined with the results from the Sustainability Appraisal and consultation responses result in G56.1 (1238) being the allocated site for Marham.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



Marham

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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

### Marshland St James, St John's Fen End and Tilney Fen End – Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
83	+	+	o	xx	xx	o	+	o	o	?
<b>G57.1 (112)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>xx</b>	<b>o</b>	<b>+</b>	<b>o</b>	<b>o</b>	<b>o</b>
322	++	+	o	xx	xx	o	+	o	o	?
383	+	+	o	xx	xx	o	+	xx	o	?
400	+	+	o	xx	xx	o	+	o	o	?
694	++	+	o	xx	xx	o	+	o	o	?
740	+	+	o	xx	xx	o	+	o	o	?
<b>G57.2 (755)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>xx</b>	<b>o</b>	<b>+</b>	<b>o</b>	<b>o</b>	<b>?</b>
1129	++	+	o	xx	xx	o	+	xx	o	?
88 & 792	++	+	o	xx	xx	o	x	o	o	?
419	+	+	o	xx	xx	o	x	x	o	?
1249	++	+	o	xx	xx	o	+	o	o	?
1252	+	+	o	xx	xx	o	x	x	o	?
1251	++	+	o	xx	xx	o	+	o	o	?

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



**83** – This site’s access is located along Smeeth Road, close to the church, in the southern section of the settlement. This site scores highly positive for the factor ‘highways & transport’ as it relates well to public transport and Norfolk County Council consider the site suitable for low scale frontage development. The frontage of this site has been developed and constructed so there is no suitable access to the remainder of the site. Development of this site would constitute a form of backland development not in-keeping with existing settlement pattern. This style of development would then lead to amenity loss for the residential dwellings along Smeeth Road that would back onto the development. The site isn’t as close to village services as other options. The site performs poorly in relation to the indicators ‘food production’ with the loss of very good agricultural land (grade 2) and ‘flood risk’ as it is located in a high flood risk zone (FZ3) however this is a constrain of the settlement and consequently the same applies for all of growth options. New Development at this location would not however impact upon ‘heritage’, ‘natural environment’ and ‘Economy A Business’.

**G57.1 (112)** - Site 112 scores well in sustainability terms, particularly in relation to ‘access to services’ as it is located next to the school. It is also one of the best sites in relation to the village pub and so within walking distance. Development of the site would not impact on ‘heritage’, ‘natural environment’ or ‘landscape and amenity’ as it is screened and would form an extension of the existing settlement. The site performs poorly in relation to the indicators ‘food production’ with the loss of very good agricultural land (grade 2) and ‘flood risk’ as it is located in a high flood risk zone (FZ3) however this is a constrain of the settlement and consequently the same applies for all of growth options. The settlement pattern created wouldn’t be a linear frontage as seen throughout the village; however the site is located in close proximity to the estate development Hickathrift Field, the opposite side of the school, and so at this location the proposed site wouldn’t be out of context. New development in this location would create an extension of the village along School Road, with existing development (well screened) on the opposite side of the road.

**322** - The site is located in the northern section of the settlement, on the western side of Smeeth Road. Whilst the site is relatively close to village services, scoring highly for that factor, there is no footpath in place. Development of this site would create a similar pattern to the settlement’s existing development one but this would impact negatively upon the local landscape with number of residential dwellings losing their short, medium and long term countryside views. These views are also available from the road and are a key characteristic of Marshland Saint James. The site performs poorly in relation to the indicators ‘food production’ with the loss of very good agricultural land (grade 2) and ‘flood risk’ as it is located in a high flood risk zone (FZ3) however this is a constrain of the settlement and consequently the same applies for all of growth options. New Development at this location would not however impact upon ‘heritage’, ‘natural environment’ and ‘Economy A Business’.

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**383** – Site 383 is located in the southern section of the settlement on the western side of Smeeth Road. If the site was to be developed it would be non-linear in nature, part of the site would constitute backland build. This site could accommodate a greater number of dwellings than is being sought, however this would impact upon the character of the area in a negatively based upon its size and shape. The presence of a gas pipe buffer zone clips the southern section of the site limits development potential further. There is no clearly defined access point. The site performs poorly in relation to the indicators ‘food production’ with the loss of very good agricultural land (grade 2) and ‘flood risk’ as it is located in a high flood risk zone (FZ3) however this is a constraint of the settlement and consequently the same applies for all of growth options. New Development at this location would not however impact upon ‘heritage’, ‘natural environment’.

**400** – The site is located in the northern section of the village along the western side of Smeeth Road. It isn’t as close to village services as other growth options. New development at this location would be in-keeping with the settlement pattern seen here, linear in nature, as the site is met on two sides by existing residential development and the development boundary however the character of the village would be negatively impacted upon should this site be selected for development as open distant rural views would be lost. The site performs poorly in relation to the indicators ‘food production’ with the loss of very good agricultural land (grade 2) and ‘flood risk’ as it is located in a high flood risk zone (FZ3) however this is a constrain of the settlement and consequently the same applies for all of growth options. New Development at this location would not however impact upon ‘heritage’, ‘natural environment’ and ‘Economy A Business’.

**694** – Located at the southern side of the Smeeth Road Trinity Road junction in the central section of the settlement. The site scores highly with regard to ‘access to services’ being very close to recreation ground and pavilion. The pattern of development created here would also not be in context with new dwellings situated along the frontage and behind Smeeth Road and Trinity Road. Development at this site would impact upon the character and landscape of the village as distant views over open countryside/agricultural land, synonymous with this settlement, would be lost. The site performs poorly in relation to the indicators ‘food production’ with the loss of very good agricultural land (grade 2) and ‘flood risk’ as it is located in a high flood risk zone (FZ3) however this is a constrain of the settlement and consequently the same applies for all of growth options. New Development at this location would not however impact upon ‘heritage’, ‘natural environment’ and ‘Economy A Business’.

**740** – Located on Smeeth Road, three of the proposed site’s extents meet with the development boundary. Development here would impact negatively upon the landscape character of the village and the amenity as a number of residential dwellings on the opposite side of Smeeth Road will lose a good level of privacy created by screening from tall trees. The site does not perform as well as other options in relation to the factor ‘access to services’ due to its relative location to them and there is no footpath in place equalling poor pedestrian access. The site performs poorly in relation to the indicators ‘food production’ with the loss of very good agricultural land (grade 2) and ‘flood risk’ as it is located in a high flood risk zone (FZ3) however this is a constrain of the settlement and consequently the same applies for all of growth options. New Development at this location would not however impact upon ‘heritage’, ‘natural environment’ and ‘Economy A Business’.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**G57.2 (755)** – Site 755 is located opposite Site 694 along Smeeth Road and performs well in relation to ‘access to services’. Development of this site would result in no open countryside views being lost, therefore minimising the impact upon the character and landscape of the village. The pattern of development created here could also be in context with the settlement pattern as it could form a linear frontage. The site performs poorly in relation to the indicators ‘food production’ with the loss of very good agricultural land (grade 2) and ‘flood risk’ as it is located in a high flood risk zone (FZ3) however this is a constrain of the settlement and consequently the same applies for all of growth options. New Development at this location would not however impact upon ‘heritage’, ‘natural environment’ and ‘Economy A Business’.

**1129** – This is another site with access gained via Smeeth Road and it scores highly in the factor ‘access to services’ with a number close by, however there is no footpath in place to aid walking. Site 1229 is located in the northern section of the settlement. New development at this site would be perpendicular to Smeeth Road and the south west boundary would meet with Dades Lane, therefore not in keeping with settlement pattern here. Long distance countryside views from Smeeth Road, and properties on the opposite side of Smeeth Road, would be lost and the views into the development would not be seen in context, as in this area most development is linear running parallel along Smeeth Road and at the northern end of Dades lane there is no development, so it wouldn’t be complementary. This lack of shape relationship results in a poor score in the indicator ‘Landscape & Amenity’. The site performs poorly in relation to the indicators ‘food production’ with the loss of very good agricultural land (grade 2) and ‘flood risk’ as it is located in a high flood risk zone (FZ3) however this is a constrain of the settlement and consequently the same applies for all of growth options. New Development at this location would not however impact upon ‘heritage’, ‘natural environment’ and ‘Economy A Business’.

**88 & 792** – Located at the northern end of the settlement at St John’s Fen End along the western side of School Road. The site scores highly with regard to ‘access to services’ with the post office/shop close by, although the school is further away than other growth options. The north and south of the boundary meet with the existing development boundary. New development upon this site would have a greater impact upon the landscape than other site options, as a number of existing residential dwellings would lose their frontage views and part of the open nature of the settlement would be lost. The site performs poorly in relation to the indicators ‘food production’ with the loss of very good agricultural land (grade 2) and ‘flood risk’ as it is located in a high flood risk zone (FZ3) however this is a constrain of the settlement and consequently the same applies for all of growth options. New Development at this location would not however impact upon ‘heritage’, ‘natural environment’ and ‘Economy A Business’. The site scores poorly in the factor ‘highways and transport’ as the footpath provision is considered inadequate, with no realistic possibility of improvement by Norfolk County Council Highways.

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**419** – Site is located in the northern end of the settlement on the western side of School Road with the site next to the existing northern extent of the development boundary, with the remaining three boundaries meeting with open countryside. New development at this location would negatively impact upon the landscape as it would sit in countryside and at an area that clearly marks the edge of the settlement. Not only would countryside views be lost, and views into the site seen out of context at this locality but development would have a detrimental impact upon the character of the local area with a loss of ‘openness’. Site 419 doesn’t score as highly as other growth options in relation to ‘access to services’ and there is no footpath provision. The site performs poorly in relation to the indicators ‘food production’ with the loss of very good agricultural land (grade 2) and ‘flood risk’ as it is located in a high flood risk zone (FZ3) however this is a constrain of the settlement and consequently the same applies for all of growth options. New Development at this location would not however impact upon ‘heritage’, ‘natural environment’ and ‘Economy A Business’. The site scores poorly in the factor ‘highways and transport’ as the location is considered remote, at the edge of the settlement by Norfolk County Council Highways.

**1249** – Located on the northern side of Walton Road, in the central section of the settlement. The site scores well in sustainability terms, particularly in relation to ‘access to services’ as it is located close to the school and this can be classed as within walking distance, there is a footpath in place on the opposite side of the road. Development of this site would be seen as in context with the existing settlement pattern as it would be linear in form and of a frontage nature; however there would be a negative impact upon the local landscape character with a level of openness lost. There would also be an impact upon amenity with a number of residential dwellings already in existence on Walton Road that would look directly into the site, with any new development looking into the existing properties. The site performs poorly in relation to the indicators ‘food production’ with the loss of very good agricultural land (grade 2) and ‘flood risk’ as it is located in a high flood risk zone (FZ3) however this is a constrain of the settlement and consequently the same applies for all of growth options. New Development at this location would not however impact upon ‘heritage’, ‘natural environment’ and ‘Economy A Business’.

**1251** – Site 1251 is situated along Smeeth Road with the turning to Jubilee Lane to the north. This is a relatively central section of the settlement. Due to this and an existing footpath running along the frontage, the site scores well in the indicator ‘access to services’. Development of this site would create a pattern that matches that of the settlement, a linear frontage development. A number of existing residential properties along the opposite side of Smeeth Road would lose their short, medium distance countryside views. These open views are apparent from the road and form a key characteristic, which are synonyms with Marshland St James. The site performs poorly in relation to the indicators ‘food production’ with the loss of very good agricultural land (grade 2) and ‘flood risk’ as it is located in a high flood risk zone (FZ3) however this is a constrain of the settlement and consequently the same applies for all of growth options. New Development at this location would not however impact upon ‘heritage’, ‘natural environment’ and ‘Economy A Business’.

**1252** – This site is located in the northern section of the settlement, on the north side of Low Road. The site doesn’t score as highly as other options in relation to ‘access to services’. The site is outside of the development boundary and none of its boundary meets with it. Whilst the site could be developed to create a linear frontage in-keeping with the existing settlement pattern, the new development would be rather isolated, with no residential development bordering it. The site is located upon a highways junction/bridge and a sharp bend, the speed limit changes at the front of the site from 30mph to ‘national speed limits apply’ and there is no footpath in place that would aid safe walking.

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This site is objected to inclusion within the plan by Norfolk County Council Highways Agency. Open countryside vista would be lost if the site was to be developed, and these views are a key characteristic of the settlement. The site performs poorly in relation to the indicators 'food production' with the loss of very good agricultural land (grade 2) and 'flood risk' as it is located in a high flood risk zone (FZ3) however this is a constrain of the settlement and consequently the same applies for all of growth options. New Development at this location would not however impact upon 'heritage', 'natural environment' and 'Economy A Business'. The site scores poorly in the factor 'highways and transport', as the site is considered to be at an unsustainable location with Inadequate footpaths/footways by Norfolk County Council Highways.

## Discussion

- The Sustainability Appraisal indicates that Site G57.1 & Site G57.2 scored positively in relation to 'access to services'. There would be no impact upon 'heritage', 'natural environment' or 'economy A business'. The site performs poorly in relation to factors 'economy B food production' and 'flood risk' however; this is the case with all of the proposed sites and indeed the settlement as a whole. The Sustainability Appraisal also indicates that at this location there would be less of an impact upon 'landscape & amenity' when compared with all of the other potential sites, despite 322, 694, 1249 & 1251 scoring equally as highly with regard to 'access to services'.
- Response to the Preferred Options consultation revealed that Norfolk County Council Highways Agency would be in support of Sites G57.1, 1249 & 1251 provided safe access and local improvements to the foot network were implemented and G57.2 as they considered it well related for public transport and local services. They stated that if Site 1249 or 1251 was selected, improvements to the Jubilee Lane Junction would be required. The Marshland St James Parish Council however, objected to development taking place at G57.1 as the site is subject to flooding, they would however support any of the proposed sites located along Smeeth Road as they would continue the linear nature of the settlement. The majority of sites that have been proposed as growth options that are located along Smeeth Road, whilst they would indeed support the linear settlement pattern they would also impact negatively upon the landscape and character of the local area, with open countryside views being lost that are synonymous with the settlement. There were two public responses and three from agents on behalf of landowners, championing their own sites. The objections included the loss of good quality agriculture land, however this is the case with all of the sites, highways as the road is busy during school opening and closing hours, however NCC Highways Authority have shown support for the site. Flooding again was raised as an issue, but this applies to all of the proposed sites, none of the other sites proposed are subject to less flood risk. It is important to note that a Flood Risk Assessment (FRA) is one of the conditions that G57.1 has to comply with as outlined in the Preferred Options for a Detailed Policies and Site Plan. Impact upon the landscape: because it is at the edge of the settlement, this site will have less of an impact upon the landscape, amenity and character of the local area. Despite being located close to a number village services, it was suggested that the allocation of dwellings was split across the settlement in order to support the range of services found at different locations throughout the settlement, hence the allocation of another site. The proximity to the school was raised as an issue, with regard to the future expansion of the school; the school does not own the land (Site G57.1) and expansion could

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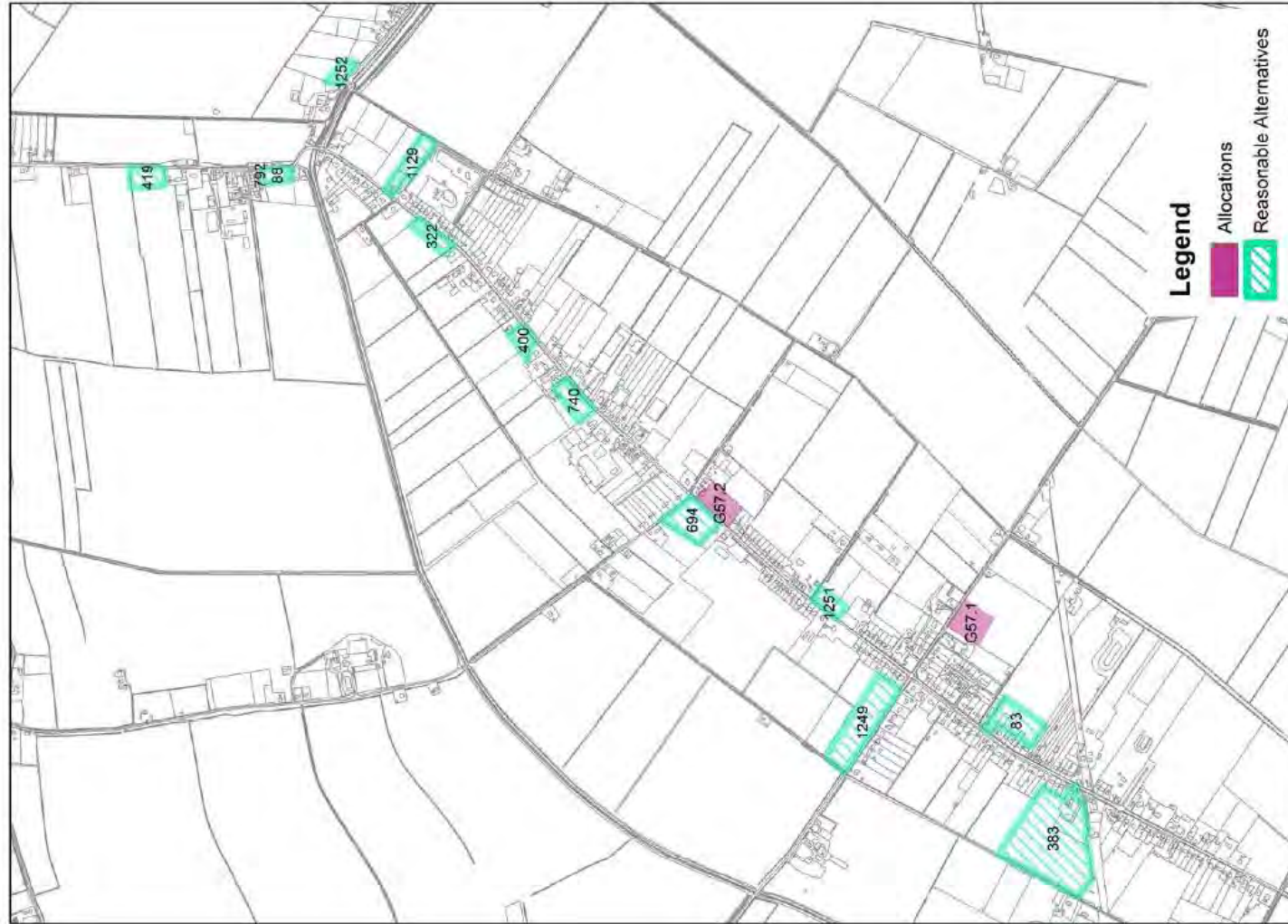
potentially still take place. Overall there was a low response from the public following the preferred options consultation and therefore it has not been possible to gain a consensus on the preferred option for development. Further detailed information was received from agents with regard to some alternative options, but all of these sites would have the same level of impact upon character, landscape and amenity as sites that are non-preferred options.

- G57.1 is identified as a sustainable option, whilst it wouldn't form a linear frontage development that matches most of the settlements existing development pattern, but an estate style development, this would sit in context of the settlement pattern in the immediate vicinity as a larger existing estate, Hickathrift Field, is located on the opposite side of the school to the site. New development here would act as an extension of the village, along school road, with the sites north westerly edge meeting the current development boundary and existing residential development, well screened, on the other side of School Road. The location in relation to village service, in particular to the village school, makes this site appealing. Development here would have less of a negative impact upon the landscape, character and amenity than other options. The site is also supported by the Norfolk County Council Highways Authority.
- G57.2 is identified as a sustainable option; it would form a linear frontage development in-keeping with the overall and local settlement pattern. The site was previously a non-preferred option on landscape grounds, however new development at this location would have less of an impact upon the character, landscape and amenity of the village than other growth options. This is because no open countryside views would be lost from the local road/foot path network, there would be less of an impact upon views from residential properties, and new development at this location wouldn't look directly into existing residential development. The site once developed would be seen in context of the surrounding area as it meets the proposed development boundary on two aspects. The site is close to a number of village services in particular the village hall and village playing field. There is an existing foot path that runs along the frontage of the site and links to the school. Norfolk County Council Highways Authority has previously stated that the site would be acceptable as it is well related for public transport and local services, suitable for low scale frontage development. There were no objections to this site during the preferred options consultation and as the site is situated along Smeeth Road and so complies with the linear pattern of the village, Marshland Saint James Parish Council Parish Council would be in support. Site G57.2 represents an opportunity for modest residential village growth.

## Conclusion

- Therefore site G57.1 is allocated for 15 dwellings and site G57.2 is allocated for 10 dwellings.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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## Methwold & Northwold - Sustainability Appraisal

### Methwold

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
79	++	+	o	x	+	#	xx	#	o	xx
316	++	+	o	x	+/x	#	+	#	o	xx
<b>G59.1 (part of 316)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>#</b>	<b>+</b>	<b>#</b>	<b>o</b>	<b>xx</b>
588	+	+/x	o	xx	+	o	#	#	o	xx
<b>G59.2 (part of 588)</b>	<b>+</b>	<b>+/x</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>xx</b>
655	++	+	o	xx	+	#	#	x	o	xx
<b>G59.4 (863)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>xx</b>
972	+	+/x	o	xx	+	o	#	#	o	xx
<b>G59.3 (part of 972)</b>	<b>+</b>	<b>+/x</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>xx</b>
978	++	+	o	x	+/x	#	#	#	o	xx
1248	+	+	o	xx	+/x	o	xx	#	o	xx
1250	++	+	x	x	+	#	xx	#	o	xx

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



## Northwold

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
283	++	+	o	x	x	o	xx	x	o	?
538	+	+	o	x	x	#	xx	x	o	?
1197	++	+	o	x	x	o	xx	x	o	?
1278	++	+	o	x	x	o	xx	x	o	?

**79** – This site is located in the south of Methwold, south of Crown Street. The location is well positioned in relation to local facilities; hence the highly positive score in relation to ‘access to services’. Development here would lead to the loss of some moderate to good agricultural land (grade 3). There is a low risk to flooding (FZ1). The site abuts the Methwold Conservation Area and so the impact on the sustainability factors ‘heritage’ and ‘landscape and amenity’ will depend on how the scheme is implemented as the potential negative impacts of development could be mitigated through good design. There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all the growth options in Methwold. Site 79 scores highly negative with regard to ‘transport & highways’ as Norfolk County Council Highways Authority would object to this site being included in the plan stating that It would be difficult to achieve a safe access from this allocation.

**316** - A central location on Crown Street. The site scores well in terms of sustainability, particularly in relation to indicator ‘access to services’ as it is located in the centre of the village. In terms of flood risk the majority of the site is low risk (FZ1) but there is an area constrained by a high risk to flooding (FZ3). The impact on the sustainability factor ‘heritage’ and ‘landscape and amenity’ depend on how the scheme is implemented as the potential negative impacts of development within the Conservation Area could be mitigated through good design.

**G59.1 (part of 316)** – This site is a smaller section of Site 316, it carries the same attributes but scores positively in the factor ‘flood risk’ as the section at a high risk to flooding has been excluded, resulting in the site being at a low risk to flooding (FZ1). As the site is smaller than Site 316 it also means that far less moderate to good agricultural land (grade 3) will be lost. This site also scores positively in the indicator ‘highways & transport’ as Norfolk County Council Highways Authority have stated that this would be their preferred site location for growth in this settlement. The impact on the sustainability factor ‘heritage’ and ‘landscape and amenity’ depend on how the scheme is implemented as the potential negative impacts of development within the Conservation Area could be mitigated through good design.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**588** – The site scores fairly well overall in terms of sustainability. The site is at low risk of flooding (FZ1). The impact on ‘landscape and amenity’ depends on how the scheme is implemented as potentially negative impacts could be mitigated through good design. There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth. The site performs poorly in relation to indicator ‘food production’ as development will result in the loss of high grade agricultural land (grade2). Site 588 is located outside of the Methwold Conservation Area.

**G59.2 (part of 588)**– Located in the South of Methwold, off Herbert Drive. This site is a smaller part of Site 588 and consequently carries the same attributes. The site being smaller will result in less high grade agricultural land being lost. Access could be made onto Herbert Drive. Subject to a safe access being made the Highway Authority would not object if this site were included in the plan.

**655** – Situated in the north at Hall Farm Drive. The location is well positioned in relation to local facilities; hence the highly positive score in relation to ‘access to services’. Development would lead to the loss of very good agricultural land (grade 2). There is a low risk to flooding (FZ1). The site abuts the Methwold Conservation Area and so the impact on the sustainability factors ‘heritage’ will depend on how the scheme is implemented as the potential negative impacts of development could be mitigated through good design. Norfolk County Council Highways Authority has said that this allocation has a lack of access onto the network and visibility is an issue. If these constraints could be overcome the Highway Authority would not object if this site were included in the plan. The site scores negatively in the factor ‘landscape & amenity’ this is because development would encroach upon the open countryside.

**G59. 4 (863)** – Situated west of Globe Street. This location is well positioned in relation to local facilities; hence the highly positive score in relation to ‘access to services’. Development here would lead to the loss of moderate to good (grade 3) and very good (grade 2) agricultural land. The site is subject to a low risk to flooding (FZ1). The impact on the sustainability factor ‘heritage’ and ‘landscape and amenity’ would depend on how the scheme is implemented as the potential negative impacts of development within the Conservation Area could be mitigated through good design.

**972** – The site scores fairly well overall in terms of sustainability. The site is at low risk of flooding (FZ1). The impact on ‘landscape and amenity’ depends on how the scheme is implemented as potentially negative impacts could be mitigated through good design. There are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works which apply to all options for growth. The site performs poorly in relation to indicator ‘food production’ as development will result in the loss of high grade (2) agricultural land. It is located outside of the Methwold Conservation Area.

**G59. 3 (part of 972)** – This site is a part of Site 972, which is along Hythe Road. This results in METH3 displaying many of the characteristics of Site 972 and therefore the sustainability scores are similar. The sections omitted from selection are the eastern and western extents. The eastern extent doesn’t follow Hythe Road and the western extent would protrude into the open countryside and not mirror the residential development seen along the opposite side of Hythe Road which clearly denotes the change from open countryside and the start of the Methwold. The smaller selection also results in slightly less high grade agricultural land being lost. The Highway

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Authority would not object if this site were included in the plan.

**978** – The site scores highly positive in the factor ‘access to services’. Development would lead to the loss of some moderate to good agricultural land (grade 3) and some very good agricultural land (grade 2). In terms of flood risk, part of the site is low risk (FZ1) but part of the site is subject to a high risk of flooding (FZ3). The site is situated within the Methwold Conservation Area and so the impact on the sustainability factors ‘heritage’ and ‘landscape and amenity’ will depend on how the scheme is implemented as the potential negative impacts of development could be mitigated through good design.

**1248** – Located in the south, behind residential development along Hythe Road. This site scores positively in the factor ‘access to services’. Development of this site would lead to the loss of very good agricultural land, as the majority of the site is classified as grade 2 and a small proportion is identified as grade 3. Part of the site is subject to a high risk of flooding (FZ3). Site 1248 scores highly negative in the factor ‘highways & transport’ as the Highway Authority would object if this site were included in the plan due to access issues.

**1250** – Situated in the North of Methwold, north of Globe Street. The location is well positioned in relation to local facilities; hence the highly positive score in relation to ‘access to services’. Development would lead to the loss of some moderate to good agricultural land (grade 3). There is a low risk to flooding (FZ1). Part of the site is within the Methwold Conservation Area and so the impact on the sustainability factors ‘heritage’ and ‘landscape and amenity’ will depend on how the scheme is implemented as the potential negative impacts of development could be mitigated through good design. Site 1250 scores highly negative with regard to ‘transport & highways’ as Norfolk County Council Highways Authority would object to this site being included in the plan due to access issues and the local road network being inadequate.

**283** – This site scores highly negative in the factor ‘highways & transport’ as Norfolk County Council Highways Authority state that it would be difficult to achieve a safe access from this allocation and so would object if this site were included in the plan.

**538** – This site scores highly negative in the factor ‘highways & transport’ as Norfolk County Council Highways Authority state that this allocation is remote from the settlement and therefore would object if this site were included in the plan.

**1197** – This site scores highly negative in the factor ‘highways & transport’ as Norfolk County Council Highways Authority state that there is no clear means of access to A134. Access to the side road is inadequate and that this site should not be considered for housing.

**1278** – This site scores highly negative in the factor ‘highways & transport’ as Norfolk County Council Highways Authority state that the access is inadequate and so would object to this site being allocated.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Discussion

- The Sustainability Appraisal indicates that Sites G59.1, G59.2, G59.3 & G59.4 are considered to be sustainable. Scoring mainly positively. All four sites are well positioned in relation to village services and are at a low risk to flooding being in Flood Zone 1. G59.2 & G59.3 are outside of the Methwold Conservation Area but development would be at the loss of high grade agricultural land. All four sites score poorly in relation to 'infrastructure, pollution & waste' as there are some general infrastructure issues relating to the capacity of the local Waste Water Treatment Works but this applies to all of the growth options in Methwold.
- Response to the preferred options consultation by statutory consultees illustrated that Norfolk County Council Highways Authority support the allocation of G59.1, G59.2 & G59.3. With G59.1 being their preferred site for this settlement. Methwold Parish Council would not want see G59.1 or G59.3 developed and instead would like the entire allocation for the settlement to be at G59.2 but with access not gained from Herbert Drive. Norfolk County Council Highways Authority (29/04/2014) stated that they couldn't see how access could be created, other than from Herbert Drive.
- Response to the preferred options consultation by the public demonstrated that G59.2 & G59.3 were not popular due to 172 members of public signing the following petition: '*We the undersigned are against the location of settlement proposal 558, due to access to proposed development being the two lane road that is Herbert Drive. We have launched this petition due to safety issues, lack of off road parking for present residents, children's safety and the increased traffic this development would create.*' Site 558 (METH2 is part of this site). The petition also was against 972 (G58.3 is part of this site) but didn't state reasoning. As previously highlighted Norfolk County Council Highways Authority support the allocation of G59.2 & G59.3. These comments were re-confirmed by Norfolk County Council Highways Authority (29/04/2014).
- G59.1, land at Crown Street, capable of accommodating 5 dwellings. It occupies a central location within the village of Methwold, close to a number of services. The site does lie within the Conservation Area, the land owner has responded to this and understands that any future development on this site must be of a very high standard both in design and form also character to blend in with the surrounding area, and the landowner intends to seek professional advice when considering any development on this site (01/05/2014). The site abuts a public right of way and is bordered by trees which provide natural screening. Where possible, these important landscape features should be retained and incorporated into the design scheme of this development. Despite this sensitive location, it is considered that a high standard of design and layout could conserve and enhance the Conservation Area. The majority of views into the site are available from Crown Street and adjacent properties. There are extensive views from Crown Street through Site 316 to the open countryside. The selected area, G59.1, enables these views to be maintained. There are some opportunities for long distance views from the local footpath network but the site would be seen in context of the existing settlement. The site is Norfolk County Council Highways preferred location for growth providing safe access can be achieved.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

- G59.2, land at Herbert Drive, capable of accommodating 25 dwellings. It is located on the south western edge of the village and so is relatively close to the school and a distance from the Conservation Area to suggest that development would not impact to a significant degree on this heritage asset. This new development would form an extension off Herbert Drive and would reflect the density of the surrounding area. The site currently Grade 2 agricultural land, however it is considered due to the size and location of the development it is appropriate to develop on this high quality land. This location is supported by Method Parish Council, although they would rather see a different access point. Access would be achieved off Herbert Drive, this is supported by the Highways Authority, and they do not envisage another access point being achievable. There are limited views into the site. The adjacent properties will be affected by this new development but suitable boundary treatment and integration will reduce this. Any long distance views from the countryside will be seen in context of the existing settlement.
- G59.2, land at Herbert Drive, capable of accommodating 25 dwellings. It is located on the south western edge of the village and so is relatively close to the school and a distance from the Conservation Area to suggest that development would not impact to a significant degree on this heritage asset. This new development would form an extension off Herbert Drive and would reflect the density of the surrounding area. The site currently Grade 2 agricultural land, however it is considered due to the size and location of the development it is appropriate to develop on this high quality land. This location is supported by Methwold Parish Council, although they would rather see a different access point. Access would be achieved off Herbert Drive, this is supported by the Highways Authority, and they do not envisage another access point being achievable. There are limited views into the site. The adjacent properties will be affected by this new development but suitable boundary treatment and integration will reduce this. Any long distance views from the countryside will be seen in context of the existing settlement.
- G59.3, land at Hythe Road, capable of accommodating 10 dwellings. This site is located on the west approach to the settlement. The development would reflect the density of the surrounding area and form a natural extension along Hythe Road. The site currently Grade 2 agricultural land, however it is considered due to the size and location of the development it is appropriate to develop on this high quality land. Access would be achieved from Hythe Road and this is supported by the Highways Authority. The majority of views into the site are limited to near distance from Hythe Road and adjacent properties. Long distance views can be achieved from the north but they would view the development in context of the existing settlement.
- G59.4 (site 863), land east of Globe Street, capable of accommodating 5 dwellings. This site was previously a non-preferred option as the Highways Authority had said there was no apparent access; however development has taken place to the east of the site, of land in the same ownership, and the Highways Authority comments on the site now, are that acceptable access can be achieved through this development to the east. It is considered that these access improvements are likely to be able to cater for development of the site. So access would be gained from Globe Street through the new build development. The site is identified as Grade 3 & 2 agricultural land but is currently used as a paddock and was historically a coal yard. Due to the size and location of the development it is thought appropriate to develop on this grade of agricultural land. It was also non-preferred as it was thought that development at

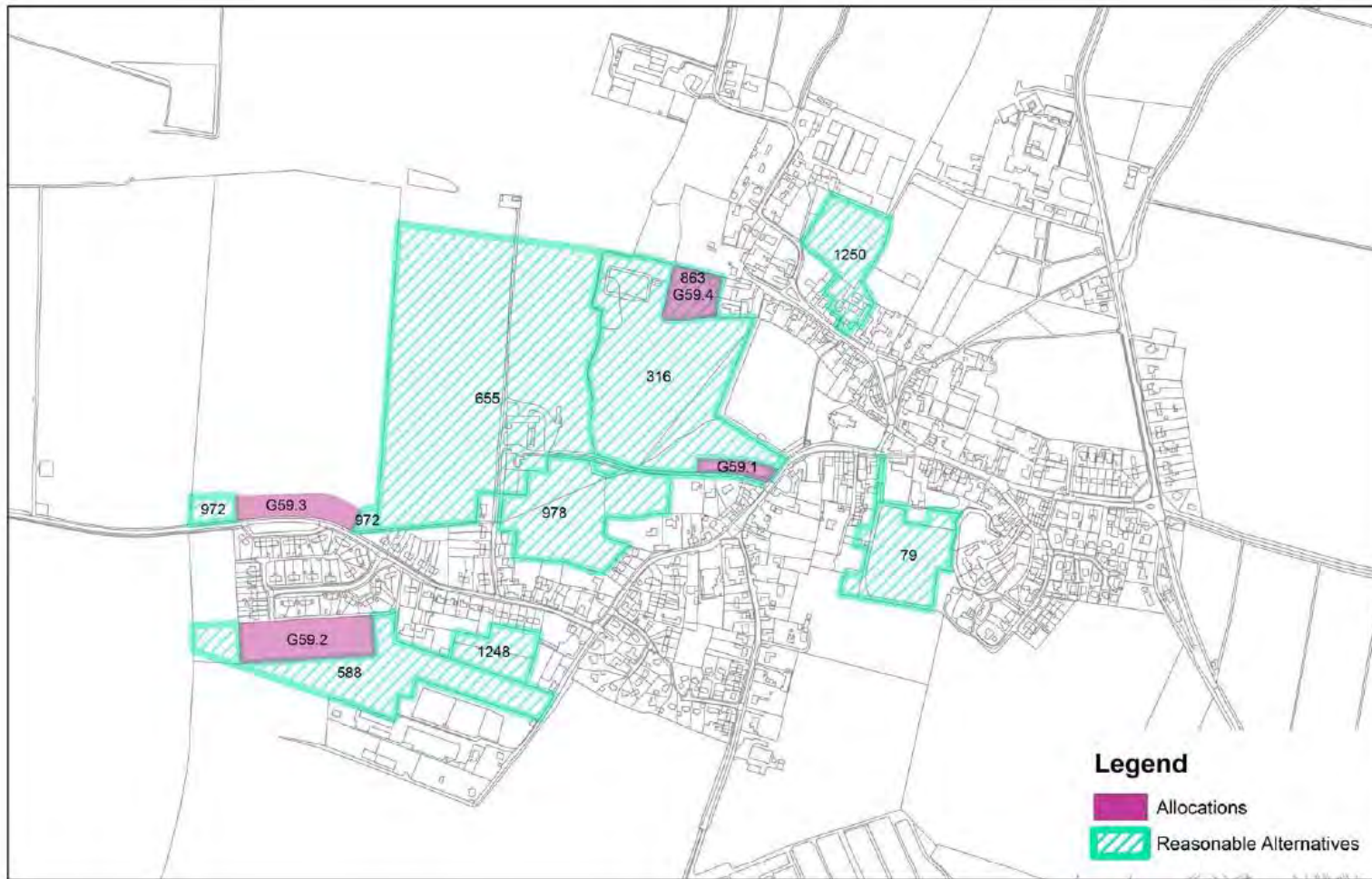
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

this location would have a greater impact on the landscape and conservation of the settlement than the preferred sites, however whilst G59.4 is within the Conservation Area, as is G59.1 and the land to the east that has already been developed, this looks onto the same field as G59.1, so the two sites face each other, albeit at a distance. Development of G59.4 (863) would naturally complete the existing new build development known as St George's Court. Despite this sensitive location, it is considered that a high standard of design and layout could conserve and enhance the Conservation Area as demonstrated by the new build development to the east (phase1). The site is well screened by tall trees; mature vegetation and existing residential dwellings. The majority of views into the site are from the recreation ground, but these would be seen in context with existing development. There are some opportunities for long distance views from the local footpath network but again the site would be seen in context of the existing settlement. 04/06/14 The Highways Authority has stated they see no problem with this allocation and consider access achievable through the St Georges' Court development. 04/06/13 The Historic Environment Services: The proposed development is located immediately adjacent to an earthwork site thought to represent a medieval moat or fishpond and a series of tofts, indicative of medieval settlement. In addition a possible medieval castle or hall is recorded as being located c. 100 m to the south east of the site. Consequently there is potential that significant heritage assets with archaeological interest (buried archaeological remains) may be present at the site and that their significance may be affected by the proposed development. We therefore ask that the applicant submits the results of an evaluation by trial trenching with the full application, in accordance with National Planning Policy Framework (2012), para 128.

## Conclusion

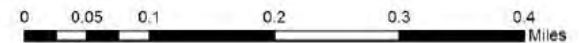
- Therefore site G59.1, G59.2, G59.3 and G59.4 are considered suitable and are allocated for development. No dwellings are allocated in Northwold due to the sites being unsuitable on highway grounds.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

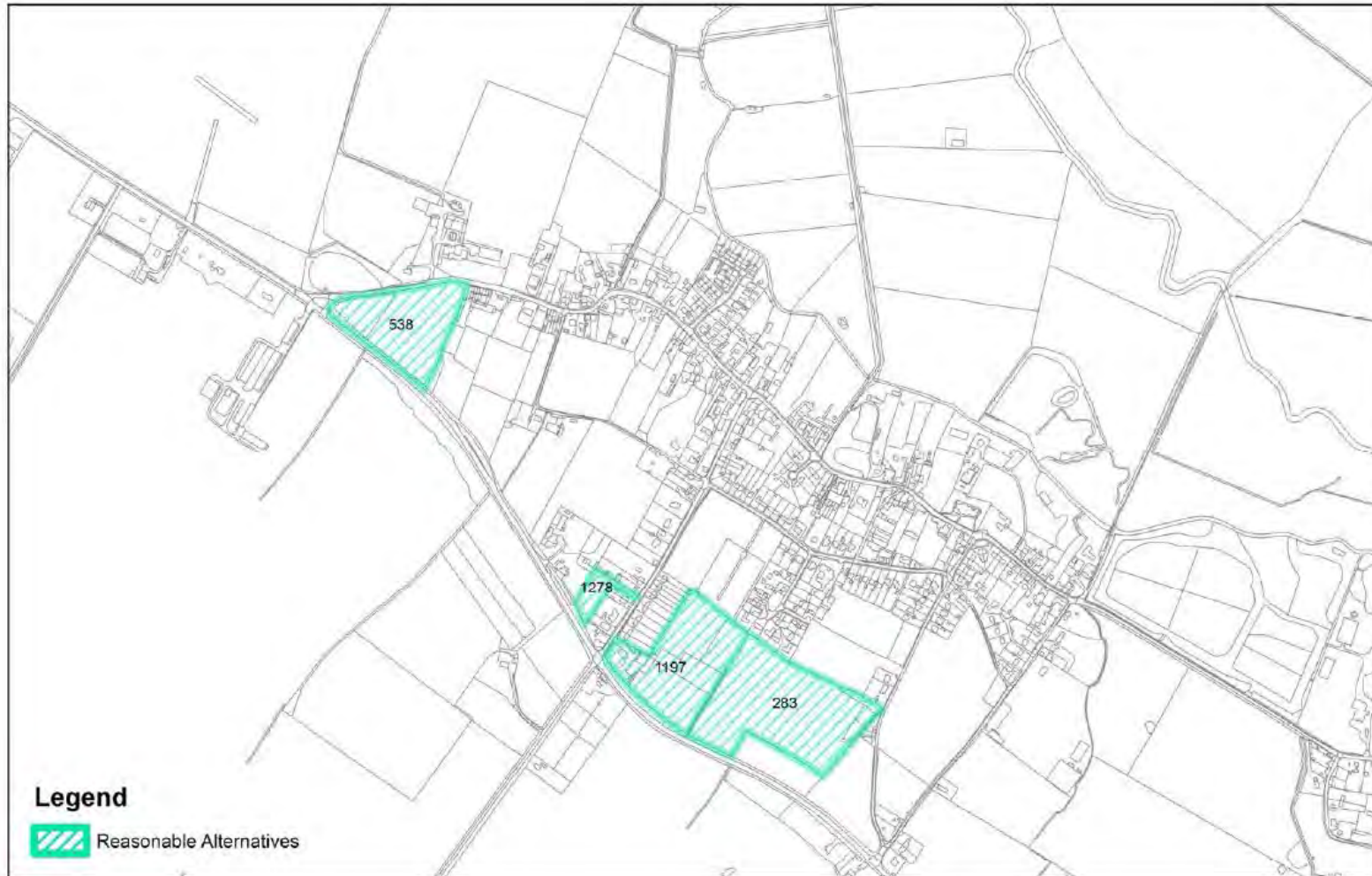


Methwold

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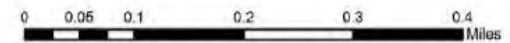


**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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Northwold



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



## Middleton - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
1204	++	+	o	x	+	o	#	x	o	#
<b>G60.1 (part of 1204)</b>	++	+	o	x	+	o	#	o	o	#
587	++	x	o	x	+	#	#	xx	o	x

**1204** – The site is a fairly large site at the rear of existing housing on the eastern part of the village. The Sustainability Appraisal identifies one significant positive effect in terms of access to services. This is due to its central location and proximity to village services including the post office, public transport links and shops. Access to the site is obtainable from Walter Howes Crescent. The site is surrounded by development on the north, west and partly on the south. It is not screened from the wider countryside to the east but impact on the landscape could be mitigated by natural screening (planting of native hedgerow). Site is not subject to flood risk (zone 1). Development would result in the loss of grade 3 (moderate quality) agricultural land. The site is too large for the number of dwellings sought in the settlement and development of this scale is likely to have an impact on the character and amenity of the area.

**G60.1 (part of 1204)** – The allocated site comprises of the northern part of site 1204 and therefore performs similarly in the Sustainability Appraisal. It is centrally located with reasonable walking access to village services including the post office, public transport links and shops. Access to the site is obtainable from Walter Howes Crescent as supported by the highway authority subject to delivery of safe access. The site is well integrated with the village and is surrounded by development on the north and west with open fields to the south and east. It is not screened from the wider countryside to the east but impact on the landscape could be mitigated by natural screening (planting of native hedgerow). Development would represent a natural extension to the existing cul-de-sac to the north without detriment to the form and landscape character of the area. There are no flood risks constraints (Flood zone 1). Development would result in the loss of grade 3 (moderate quality) agricultural land.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**Site 587** – Sustainability Appraisal identifies some significant negative effects and one significant positive effect. The site is within a fairly central location in close proximity to some village services including the school. Development of the site could result in significant negative impacts on village amenities including the playing field and village hall. There is no clear access to the site. The site would result in the loss of Grade 3 agricultural land (moderate quality). The site is screened by development on the east and partly on the south. It is not screened from the wider countryside on the north and west and development could have significant negative impact on the landscape. Site is not subject to flood risk (zone 1).

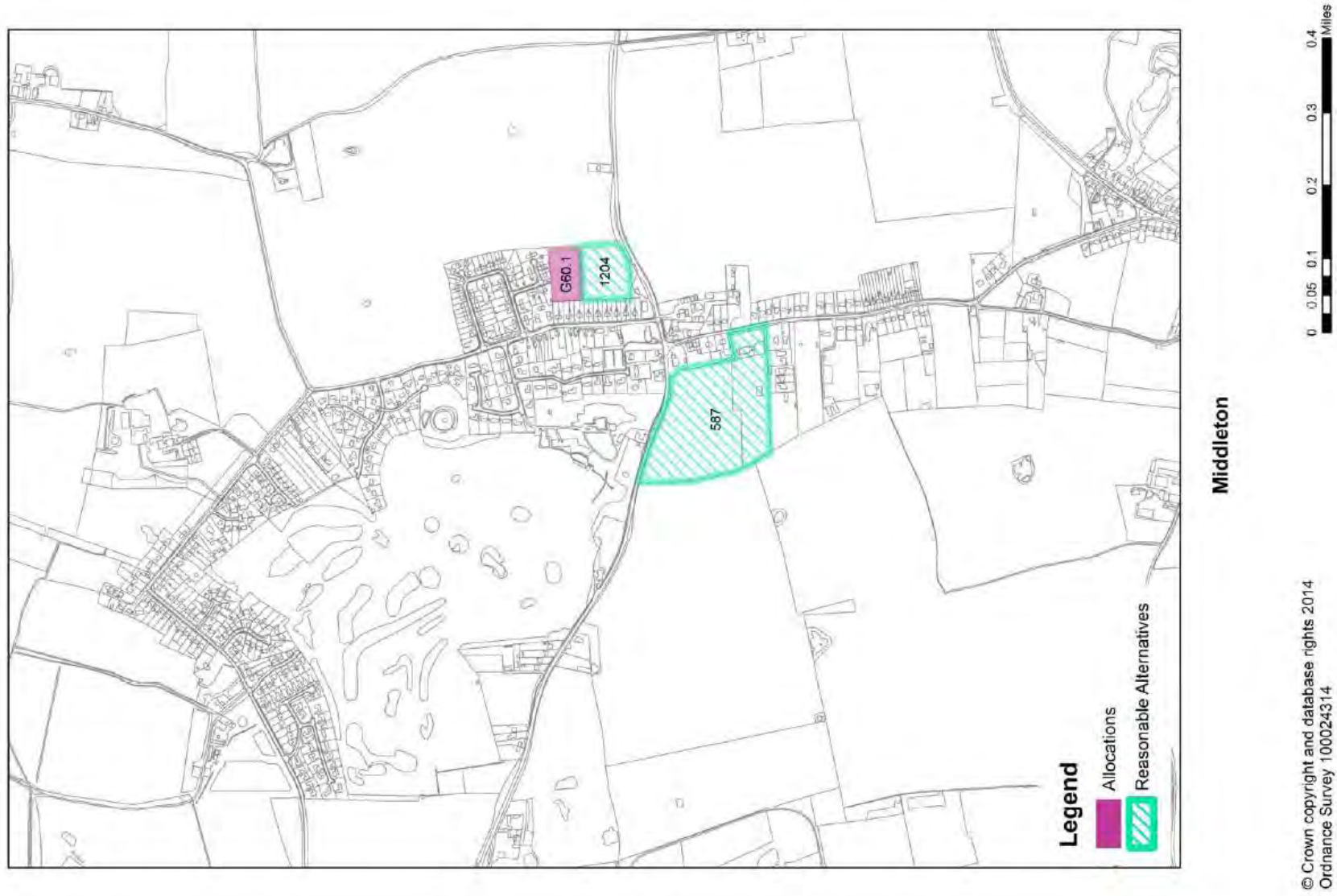
## Discussion

- The Sustainability Appraisal indicates no one option would result in a highly positive effect overall in majority of the categories however the allocated site G60.1 (part of 1204) performs better in some categories in comparison to other site options particularly in terms of impact on landscape & amenity. Therefore site G60.1 is identified as a more sustainable location for growth in the Sustainability Appraisal.
- Response to the Preferred Options consultation indicated that the Parish Council objected to both site 1204 and 587. Site G60.1 is identified as an acceptable option by Norfolk County Council Highways Authority. The chapter had a very low response rate overall, so it is not possible to identify a consensus from the public on the favoured option for development.
- Site 1204 scored positively overall in the sustainability appraisal in comparison to the other site option. It is well located to services and well integrated with existing development. However, the site is too large for the number of dwellings sought in the settlement and development of the entire site is likely to have an impact on landscape and amenity of the surrounding area. Therefore a smaller part of the site – G60.1 is considered appropriate for the scale of development sought.

## Conclusion

- The allocated site G60.1 is the higher scoring site in the sustainability appraisal. It relates adequately with the form and character of the area and in close proximity to services. It is well screened from the surrounding streets and therefore is unlikely to impact on visual amenity. Therefore site G60.1 is allocated for development of 15 dwellings.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## North Wootton - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
1180	x	+	o	o	+/x	#	x	x	#	#
712	+	+	o	+	+	o	x	#	#	+

**1180** Site is at the north western edge of North Wootton village and is currently accessible from a narrow lane. There are no footpaths to services. Improvements to pedestrian and highway access could be made as part of any development which would also improve access to the Rugby Club. Norfolk County Council Highways Authority state that local footway links and road network is inadequate for this scale of development and that the site should not be considered for housing. The site is within the Area of Outstanding Natural Beauty and currently forms a network of fields bordered by hedgerow and trees with a few houses to the north and south of the site. Norfolk Coast Partnership and Natural England do not support development at this location because of the visual impact on the countryside and AONB. The very western edge of the site is at risk if fluvial flooding (climate change scenario zone 2) but this would not prevent development. The site contains a couple of historic environment records and therefore further investigation on the heritage would be advisable prior to development.

**712** Site is accessible to services. Norfolk County Council Highways Authority have reviewed information provided by the agent at preferred options stage and still consider they would object to development based on inadequate access proposal. The site is currently undeveloped agricultural land set behind existing development and contains some pasture with trees and a strongly defined hedgerow with trees along the northern boundary. There is a small wooded area to the west of the site. The site is within the Area of Outstanding Natural Beauty and the Norfolk Coast Partnership support rejection of the site for housing due to potential impact on the AONB. However, the enclosed nature of the site could help to shield any development from the wider countryside but it would present an extension of development into the designated AONB area. The site is not at risk of flooding.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

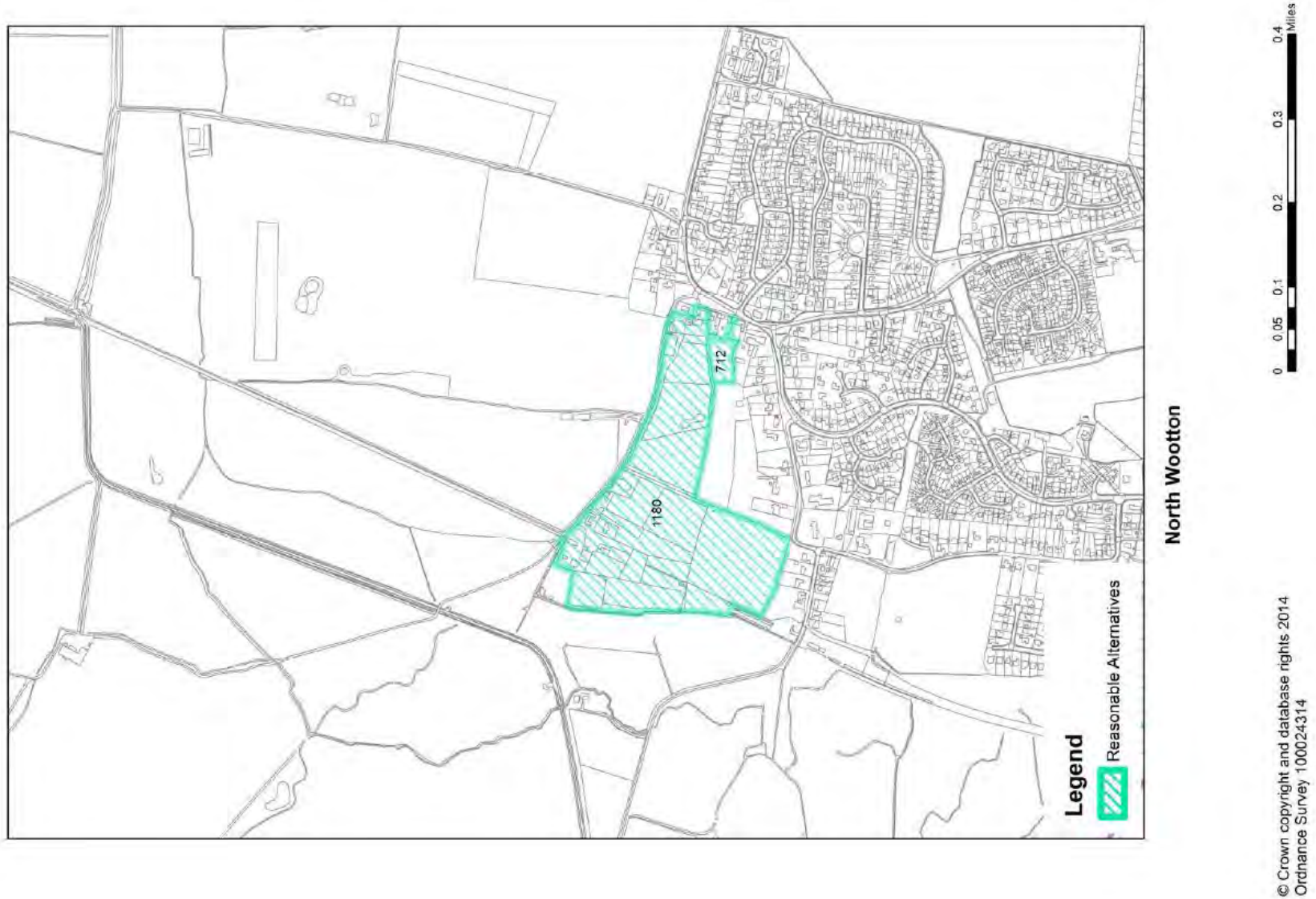
## Discussion

- The sustainability appraisal identifies some potential negative impacts associated with development on site 1180. Site 712 scores more favourably against most indicators but the impact on 'landscape and amenity' and 'natural environment' are dependent on implementation.
- The chapter had a very low response rate overall with statutory consultees North Wootton Parish Council and Norfolk Coast Partnership supporting the rejection of proposed options and Natural England supporting the rejection of site 1180 due to its location within the boundary of the AONB. There were no responses from the public. The agent representing site 712 provided further supporting information and stated that previous issues with access have been resolved.
- There is no set level of housing that is being sought to be delivered in North Wootton. There are two proposed growth areas in adjoining parishes which will together deliver 900 houses. North Wootton is considered a sustainable location for growth and therefore all sites should be considered as potential options for housing provided there are no identified constraints to development.
- Following the preferred options consultation, additional queries were raised with Norfolk County Council Highways Agency regarding some new sites or in response to new information provided by agents and landowners about proposed access to sites. Site 712 Land off Ryalla Drift received the following comment: Access has not been demonstrated adequately within the information submitted. The Highway Authority would object to this site being included in the plan.

## Conclusion

- The combination of poor access for sites 1180 and 712, and landscape impact issues on 712 mean it would be inappropriate to allocate either of the two alternatives. Therefore there are no allocations in North Wootton.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Old Hunstanton

No options were identified or assessed in Old Hunstanton.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Runcton Holme - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
319	+	+	o	x	+/x	#	?	#	?	++
512	++	+	o	xx	+	o	#	#	o	++
544	+	+	o	x	+	o	#	#	o	++
<b>G72.1 (part of 512)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>o</b>	<b>o</b>	<b>++</b>

**512** - The site is located in the eastern section of the settlement, along the northern side of School Road. Site 512 scored well in terms of sustainability, particularly in relation to 'access to services' as it is located close to the school, village club and recreational field. The site is at low risk to flooding (FZ1). The site would have no impact on 'heritage' or 'natural environment' and the impact on the landscape and amenity depends on how the scheme is designed and implemented as potentially negative impacts could be mitigated. The site performs poorly in relation to indicator 'food production' as development will result in the loss of high grade agricultural land (grade 2).

**G72.1 (part of site 512)** – The site is a smaller part of Site 512. Therefore gives similar advantages of Site 512 and also results in the loss of less high grade agricultural land (grade 2). Development here would also be a good fit with the existing settlement pattern as it would be in the form of a ribbon frontage development. It would also represent a natural extension of the village as the site's westerly boundary meets existing development that marks the current development boundary of the settlement. The site would also have less of impact upon the local landscape than the whole of Site 512. Views into the site would be seen as in context with the existing settlement. Only one residential dwelling is located on the opposite side of School Road that looks into the site, so this option would have less of an impact upon amenity than other sites. There is an existing foot path located upon the southern side of School Road.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



**319** – This site is located in the south of the village, along Downham Road. Site 319 is not as close to village services as other options. The majority of the site is at low risk to flooding (FZ1) however parts of the site are at a higher risk (FZ2) so consequently do not score as favourably as the other sites with regard to this factor. Development here would lead to the loss of less valuable agricultural land (grade 3) than two of the other sites. In the western area of the site a grade II building and its associated grounds are located; this means that development at this location could potentially have a detrimental impact upon the setting of the listed building. Hence the site scores poorly in relation to other sites with regard to the 'heritage' indicator. The Eastern area of the site is significantly overlooked by the existing residential development situated on Folkes Place and therefore would have a greater impact upon landscape and amenity than other considered options.

**Site 544** – The site is located in the western section of the village, on the southern side of Common Road. The site is at low risk to flooding (FZ1) and would result in the loss of a lower grade of agricultural land than two of the other sites (grade 3). The distance to village services is greater than other sites, there is an existing footpath on the northern side of Common Road, but this doesn't cover the majority of the sites frontage, this footpath does not continue the full length of Common Road and therefore doesn't connect with village facilities as well as other growth options. Whilst development here would be in a linear frontage in-keeping with the settlement pattern a significant number of existing residential dwellings, on the opposite side of Common Road, look directly into the site. These properties would lose their short, medium and long perspective views over the surrounding countryside. This means that development of this site would have a greater impact upon the landscape and amenity than the Site RUN1.

## Discussion

- The Sustainability Appraisal indicates that sites 512 and G72.1 are very well connected with village services, owing to their relative proximity, particularly to the village primary school, community social club and recreational field. Site G72.1 being a smaller part of Site 512 carries the benefits of Site 512, scoring highly in the categories 'heritage', 'the natural environment', 'infrastructure, pollution & waste'. Site G72.1 also has further advantages over Site 512 as less grade 2 agricultural land would be lost to development and there would be less of an impact upon the landscape. Site 139 scored less favourably with regard to flooding risk, impact upon heritage and is heavily overlooked by existing residential development. Site 544 scored less favourably as it is located at a greater distance to village services; the site is looked into by a number of residential dwellings and would have a greater impact upon the local landscape.
- Response to the Preferred Options consultation revealed that Runcton Holme Parish Council has no objection towards Site G72.1 providing adequate alterations to the highway, footpath and drainage were implemented. Norfolk County Council Highways Authority indicated that the site would be acceptable for inclusion in the plan subject to a safe access point (with good visibility) and improvements to the footpath. There was one public objection to Site G72.1 which stated that development of the site would create a ribbon style development sitting outside of the village boundary. However this style of development meets criteria as it is located outside of the existing settlement development boundary and a linear ribbon style development would be in-keeping with the existing settlement pattern. They also stated the presence of electricity distribution lines would cause the site to be unsuitable, yet this is consistent with existing development and electricity distribution lines seen along School Road. There was one public supporter of the Site G72.1 who commented  
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

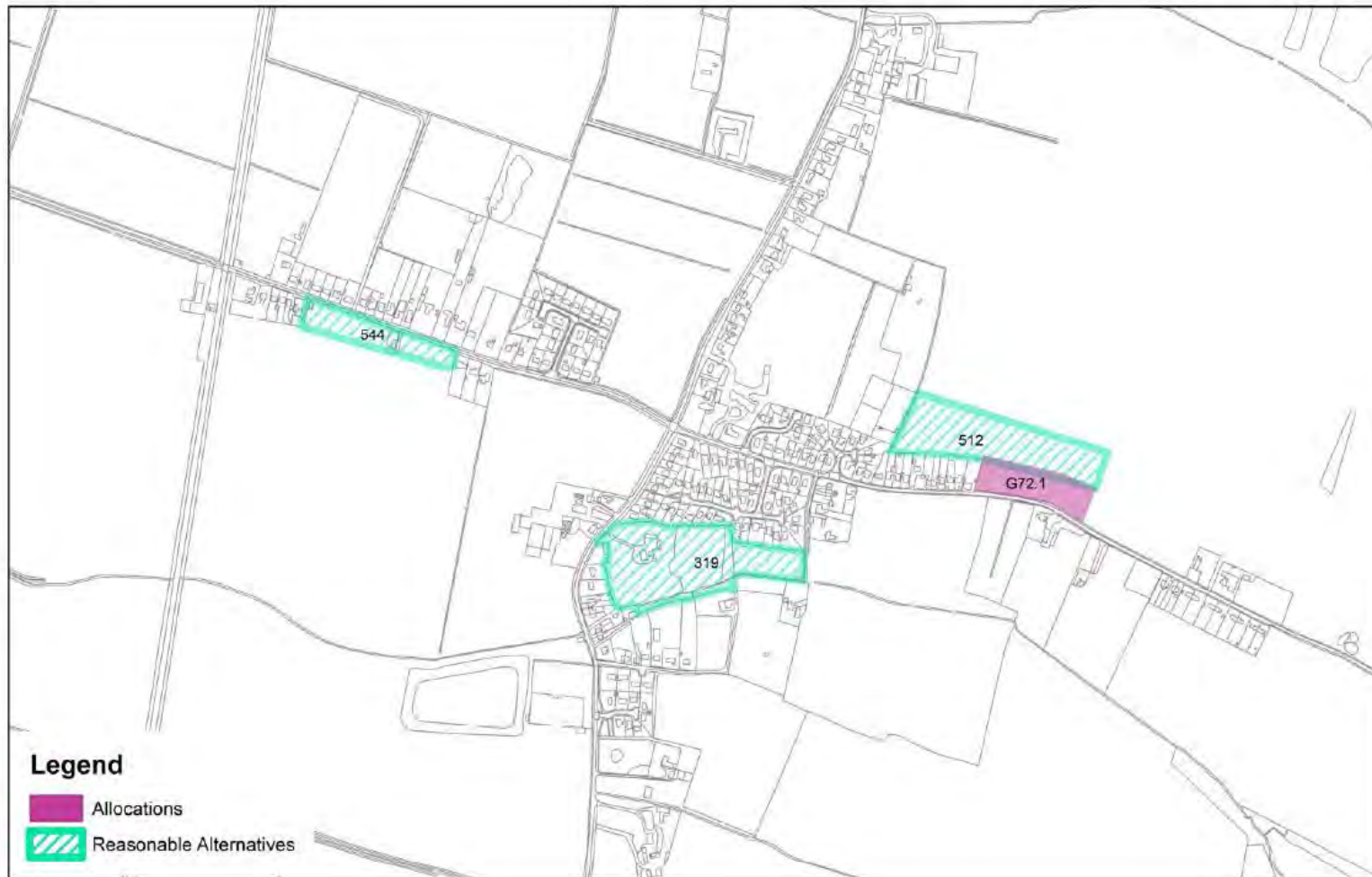
upon the central location of the site in relation to village services. They also commented upon the sites suitability in terms of being an appropriate size to accommodate the proposed dwelling allocation, an existing footpath in place and the ability of the site to sit well with in the countryside with screening measures. The low response number from the public suggests it is difficult to ascertain a favoured preferred site.

- Norfolk County Council Highways Authority indicated that the site would be acceptable for inclusion in the plan subject to a safe access point (with good visibility) and improvements to the footpath. By having either shared access (as seen at the newer development along school road) or a single access road (cul-de-sac) for the new development would be safer than having 10 individual driveways off/on School Road, the development could be set back slightly to accommodate this.

## Conclusion

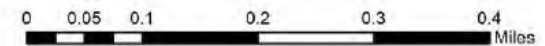
- G72.1 is identified as a sustainable option; it sits within the context of the settlement pattern, forming a linear development acting as a natural extension of the village with its western edge meeting the current development boundary and existing residential development. The location in relation to village service makes the site appealing and it would have less of a negative impact upon the landscape and amenity than other options. The site could satisfactorily accommodate more than six dwelling sought in the village, and that an allocation of 10 dwellings would maximise development potential of the site and affordable housing delivery.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Sedgeford - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>G78.1 26/882</b>	++	+	o	x	+	o	+	#	o	#
<b>768</b>	+	+	o	x	+	#	#	#	o	#

**G78.1 (Sites 26/882) Site** scores positively in relation to sustainability indicators: 'Access to Services', 'Community & Social', 'Flood Risk' and 'Highways & Transport'. The site is surrounded by development on three sides and an access point is available from the new affordable housing development on Jarvie Close. Norfolk County Council Highways Authority indicates this is their preferred site for housing in Sedgeford. Development would result in the loss of agricultural land (grade 3) although the site is unused and its proximity to surrounding development makes it unsuitable for agricultural use. The site is adjacent to the designated Area of Outstanding Natural Beauty but due to its location (surrounded by development on all but one side) and the natural topography of the site it is considered that sensitive development could avoid adverse harm to this designation. Sedgeford Conservation Area is of a distance to the south of the site and there are no Historic Environment Records relating to the site therefore there is unlikely to be any heritage impacts.

**Site 768** Site scores positively in relation to sustainability indicators: 'Access to Services', 'Community & Social' and 'Flood Risk'. Access can be achieved onto Docking Road and Norfolk County Council Highways Authority indicate they would not object providing a safe and deliverable access and improvements to the footway network. Development would result in the loss of agricultural land (grade 3) although the site is currently used as pasture and is within close proximity to surrounding development. The site is adjacent to Sedgeford Conservation Area in an elevated position but as it is set back behind existing development the site is screened from the Conservation Area. It is considered any adverse harm to heritage could be mitigated by design. The site is not within the Area of Outstanding Natural Beauty but is surrounded by a small copse of trees to the west and undeveloped countryside to the south and east, therefore development would begin to encroach into the countryside.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

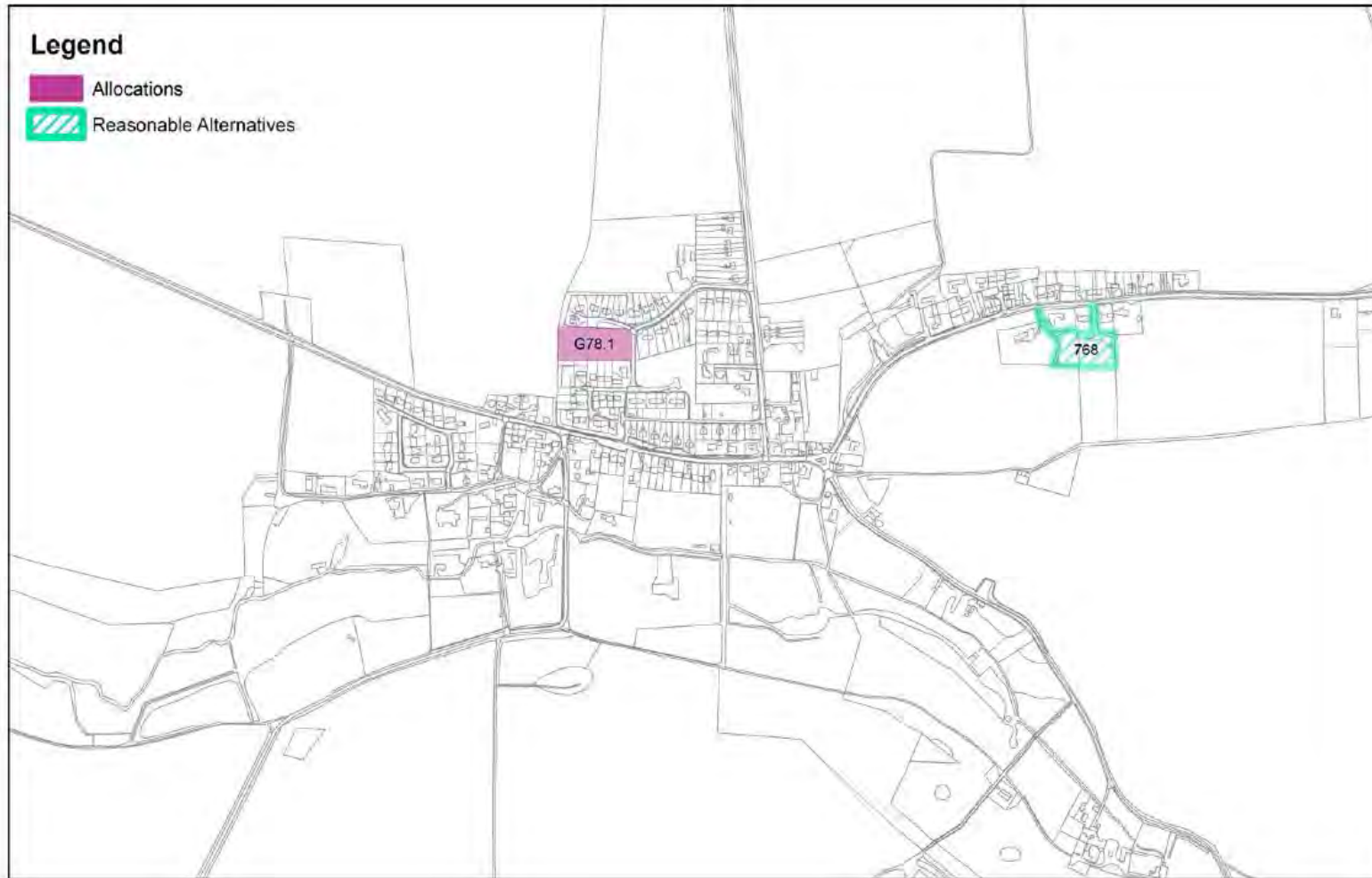
## Discussion

- There was little response to the Preferred Options consultation. Sedgeford Parish Council had at Issues and Options stage provided a strong preference for no development on site 768 and the preferred choice of site 26/882 (G78.1). The Parish Councils response to the Preferred Options consultation altered to express a preference for reserving site G78.1 for affordable housing in future and requested the Borough Council to seek alternative options. The Parish Council did not indicate any alternative option in their representation. Norfolk Coast Partnership and Norfolk County Council Highways Authority both stated support for site G78.1. Agents on behalf of landowners G78.1 and site 768 responded to the consultation promoting their sites for housing.
- The Sustainability Appraisal has been amended since the Preferred Options to reflect further information provided by agents and the response to the consultation. Sites 768 and G78.1 score similarly in the Sustainability Appraisal and therefore the consideration of more site specific issues is required. G78.1 is better integrated with surrounding development and is only adjacent to undeveloped countryside on the western boundary. It is more easily accessible both on foot (to and from village services) and by vehicle when considering visibility from the proposed access point. This is confirmed by Norfolk County Council Highways Authority whom stated site G78.1 as their preferred site. Site 768 is situated behind existing development near the eastern edge of the village and is bordered by countryside to a greater extent than G78.1.

## Conclusion

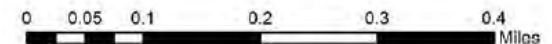
- Therefore site G78.1 is considered to be the most sustainable of all available options for housing.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Shouldham - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
323	+	+	o	o	+	o	#	#	?	#
G81.1 (part of 470)	++	+	o	o	+	o	#	+	o	#
470	++	+	o	o	+	o	#	#	o	#
616	++	+	o	o	+	#	xx	o	o	#
946	+	+	o	o	+	#	xx	o	o	#
G81.2 (part of 1011)	+	+	o	o	+	o	#	+	#	#
1011	+	+	o	o	+	o	#	#	#	#
1211	+	+	o	o	+	o	xx	x	o	#

**323** – This site is located in the north of Shouldham, north of Fairstead Drove. The site doesn't score as highly in three factors when compared to other growth options available in the settlement.

**G81.1 (part of 470)** - Site scores highly positive in relation to indicator 'access to services' due to its central location within the village and therefore being close proximity to local facilities. It commands positive scores for 'community & social' and 'flood risk'. There are some concerns relating to the access arrangements to the site which may involve third party land to provide access onto the highway. There are matters which could be considered at pre-application stage i.e. the line of a footpath which crosses the site and the visibility required in the light of the proximity to an "S" bend. If the site were to deliver more than 5 dwellings in the medium to long term, then the access arrangements would require further analysis.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**470** – As a smaller part of this site is used to create G80.1, this larger site scores in the Sustainability Appraisal are similar but with one notable exception. The site scores poorly in relation to the factor ‘landscape & amenity’ given the current open nature of this central area of the village.

**616** – This site is located adjacent to Site 470, just to the south, this central location results in a highly positive score in the factor ‘access to services’. However, there is concern regarding access as the local highway authority consider that the sites limited frontage would not be able to deliver a safe access and so would object if this site was to an allocation, this is reflected by a highly negative score in the factor ‘highways & transport’.

**946** – The local highways authority are concerned regarding safe access being achievable and the connecting highway network is considered to be inadequate for additional vehicle movements, this is reflected by a highly negative score being recorded for the factor ‘highways & transport’. There are further concerns with suite in relation to the impact upon heritage.

**G81.2 (part of 1011)** – Site scores positively in relation to indicators “access to services”, “flood risk” and “community and social”. There are some concerns regarding access, landscape, amenity, infrastructure and possible negative impacts upon wildlife, but these could be addressed on a detailed application.

**1011-** As a smaller part of this site is used to create G80.2, this larger site scores in the Sustainability Appraisal are similar but with one notable exception. The site scores poorly in relation to the factor ‘landscape & amenity’ as it is thought that development of the entire site would have a greater impact upon the ‘landscape & amenity’ of the settlement than if a smaller section was allocated.

**1211** – The site as originally proposed scored relatively poorly in terms of the impact upon the landscape setting and access to services; the recent suggestion by the agent to reduce the size of the site is considered to be helpful, but the peripheral location (northern area, south of Fairstead Drove) is still a disadvantage.

## Discussion

- The Sustainability Appraisal indicates that site G81.1 scored positively in the majority of categories, and did not score negatively in any category. Site G81.2 also scored well in three factors; there are concerns relating to possible loss of amenity for residents of Rye Close and the access arrangements. It is considered that potential negative impacts could be mitigated during the processing of any planning application(s) which may be submitted.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

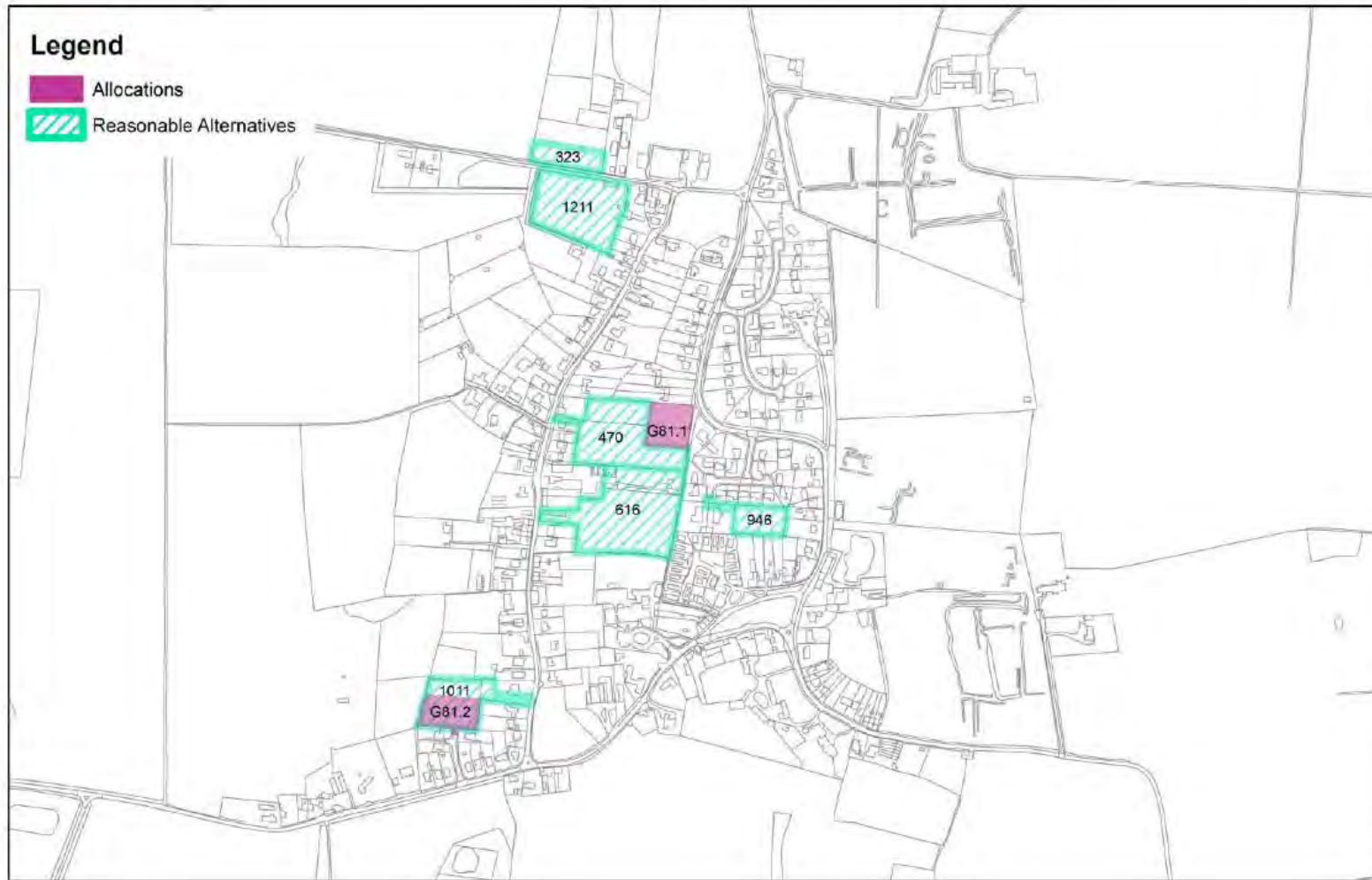


- Response to the Preferred Options consultation by statutory consultees and other organisations indicated that sites G81.1 and G81.2 were favoured. Additional concerns have been raised by the Highway Authority regarding the lack of footpaths to serve site 1211 and if the site was to be allocated they would object.
- Further and more detailed information was received from agents regarding G81.1, G81.2 and 1211, although the latter is considered to be less favourable.

## Conclusion

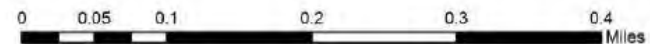
- Sites G81.1 and G81.2 are considered least constrained options based on the responses to the preferred options consultation and the overall positive score in the sustainability appraisal and are such considered suitable for development.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Snettisham - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>G83.1 (189/549/1284)</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>+/x</b>	<b>+</b>	<b>#</b>	<b>+</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>550/190</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>+/x</b>	<b>+</b>	<b>#</b>	<b>+</b>	<b>x</b>	<b>o</b>	<b>o</b>
<b>551/191</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>o</b>	<b>+</b>	<b>#</b>	<b>x</b>	<b>x</b>	<b>#</b>	<b>o</b>
<b>552/192</b>	<b>++</b>	<b>x</b>	<b>o</b>	<b>o</b>	<b>+</b>	<b>x</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>o</b>
<b>1205</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>xx</b>	<b>#</b>	<b>?</b>	<b>x</b>	<b>o</b>	<b>o</b>
<b>1254</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>xx</b>	<b>#</b>	<b>#</b>	<b>x</b>	<b>?</b>	<b>?</b>
<b>1282</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>?</b>
<b>1283</b>	<b>x</b>	<b>+</b>	<b>+</b>	<b>x</b>	<b>+</b>	<b>#</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>?</b>

**G83.1 (189/549 & 1284)** – This site is comprised of sites 189/549 and 1284. Consequently sustainability scores are similar, with G82.1 registering a positive for the factor ‘access to services’ as it is reasonable close to a number of village services. ‘community & social’ registers a positive as the size of the site means it is able to deliver the desired allocation number for new dwellings based on the Council’s preferred method of distributing new development and therefore the desired number of affordable houses. There would be a neutral impact in the category ‘economy A business’, there are both positive and negative aspects in relation to ‘economy B food production’ as development would see the loss of grade 4 agricultural land (poor quality) and some grade 3 agricultural land (moderate quality). The site located within Flood Zone 1, hence the positive score for ‘flood risk’. Heritage impacts can be mitigated through further investigations. The site is surrounded by existing development on the east, south and west aspects, this acts as screening resulting in a neutral impact on ‘landscape & amenity’ and ‘natural environment’. The score for ‘highways & transport’ reflects the fact that the Highway Authority identifies this location as their preferred site in Snettisham.

**550/190** – The Sustainability Appraisal identifies one potential negative effect. The site is not as integrated with existing development as alternative options. It is not screened from the wider countryside and development would have a negative impact on the landscape amenity in comparison to alternative options. Site is wholly within the AONB. Site is not subject to flood risk (flood zone 1). It is accessible to some village services. Site access is obtainable. Impact on archaeological/historic assets on the site can be mitigated through design. Development of the site would result in loss of grade 4 (poor quality) and grade 3 (moderate quality) agricultural land.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**551/191** – The Sustainability Appraisal identifies two potential negative effects in relation to access to services and landscape & amenity. The site is not centrally located and is not in close proximity to village services. It is within the AONB and lies immediately adjacent a County Wildlife Site. It is surrounded on the west and north by open countryside and development would have a negative impact on the landscape amenity of the area. Site is not subject to flood risk. Site access is not obtainable. Development would result in loss of moderate quality agricultural land (grade 3). Site is identified as a possible waste disposal site.

**552/192** – The Sustainability Appraisal identifies one significant positive aspect of this site. It is the closest of all the sites to village services including the school, shops and bus stops. The site is not subject to flood risk (flood zone 1). It lies wholly within Snettisham Conservation Area. Development on the site would result in the loss of community facilities including allotments and a meeting hall. The site falls within grade 4 agricultural land which is of 'poor quality'. Ability to achieve site access is dependent on road improvements

**1205** – The Sustainability Appraisal identifies one significant negative effect. The site is subject to high flood risk (flood zone 3). It is relatively close to some village services. Development would result in loss of grade 3 (moderate quality) agricultural land. The historic significance is unknown. It is not apparent if site access is obtainable. The site is screened by development on the north but is not screened from the wider countryside to the east, west and south. Development will have negative impacts on landscape amenity of the area.

**1254** – The Sustainability Appraisal identifies one significant negative effect. Approximately half the site is subject to high flood risk (SFRA 2008 climate change scenario 2115 fluvial flood zone 3). The site is close to village services. Development would result in loss of moderate quality agricultural land (grade 3). Impact on settings of the heritage asset adjacent the site can be mitigated through design. The site is screened by existing development on the west and partly on the north, but is not screened from the wider countryside on the south and east. Development will be harmful to the visual and landscape amenity of the area. Subject to evidence demonstrating a safe and deliverable access the local highway authority would not object if this site were included in the plan, although the scale would need to be in keeping with the local road network.

**1282** – The Sustainability Appraisal identifies that the site is not as close to village services as alternative options. The site is screened by existing development on the east, south and partly to the north. It is not screened from the wider countryside on the west but impact on landscape amenity can be mitigated by natural screening (planting of native hedgerow). The site is not subject to flood risk. Development of the site would result in loss of moderate quality agricultural land (grade 3). It would appear that access would be off Bluebell Drive estate development according to the local highways authority and therefore they would not object to this site being in the plan, although the scale of development would depend on the connections that can be made to the existing road network.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

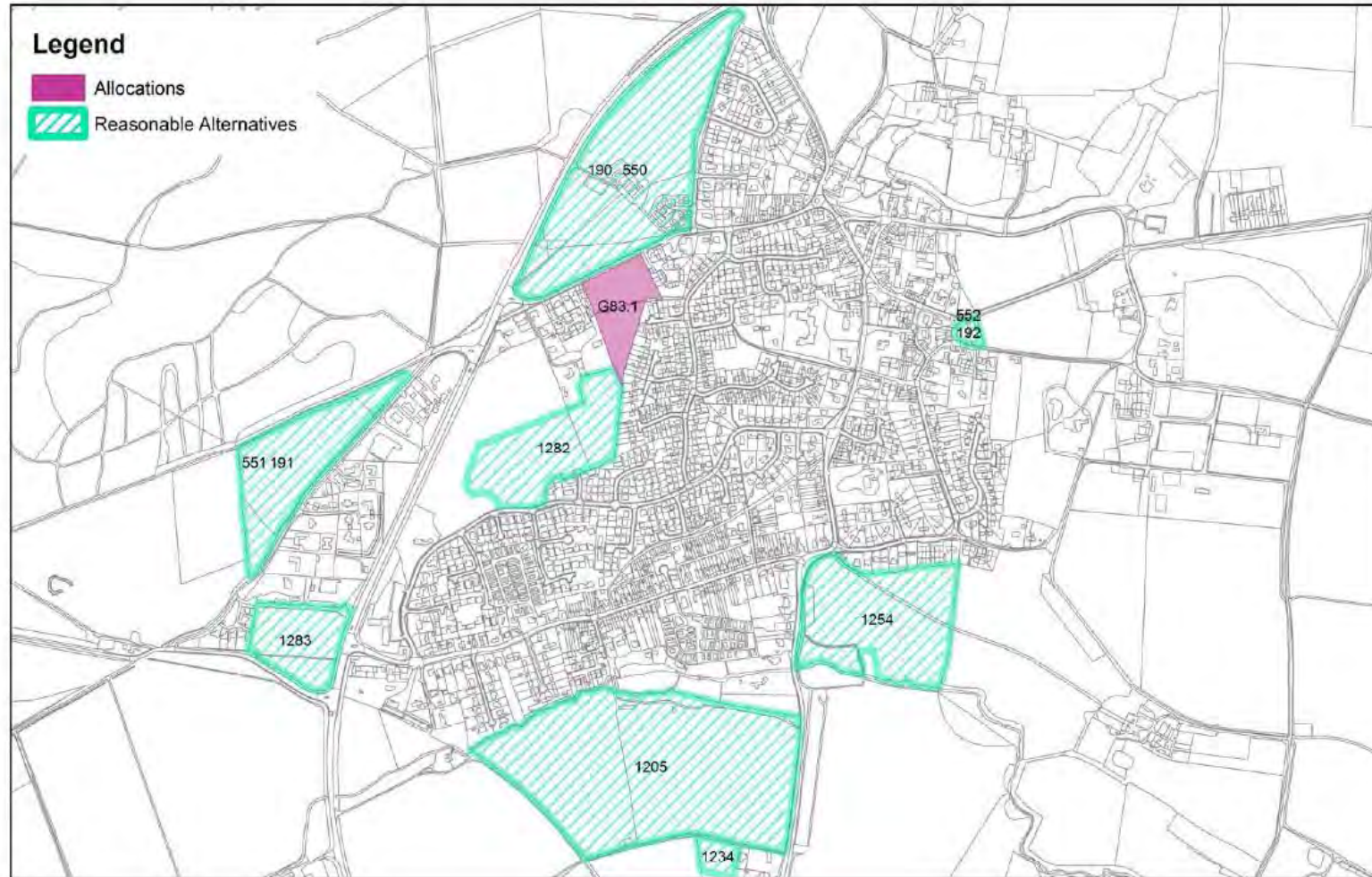
**1283** – The Sustainability Appraisal identifies no significant positive or negative effects. The site is not well integrated with the settlement and is not close to village services in comparison to alternative options. The site is submitted as a commercial site and would therefore have positive economy business impacts. The site is not subject to flood risk (flood zone 1). The historic significance of the site is unknown. The site is not well screened and development would likely have negative impacts on landscape amenity. Development of the site would result in loss of moderate quality (grade 3) agricultural land. The local highways authority considers that the site is remote from the settlement with vehicles crossing the A149 and they state there is a lack of footpath/footway network, they would object to the site if it were included in the plan

## Discussion

- Response to the Preferred Options consultation indicated that the Parish Council and the Highway Authority favoured 189/549. Overall the chapter had low public response rate with only two public objections. Agents/representatives supported and promoted individual sites. Therefore it is not possible to identify a consensus from the public on the favoured option for development.
- Results of the Sustainability Appraisal identifies that no one option would result in a highly positive effect overall in all of the categories. However, sites 1205 and 1254 are in flood zones and therefore fail the principles of the Sequential Test, and Site G83.1 is identified to have the least impact on visual and landscape amenity in comparison to all other options. Therefore the selection of an allocated site for development is dependent on a combination of the Sustainability Appraisal, site specific factors and consultation responses received to date.

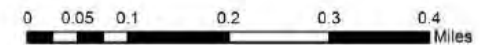
## Conclusion

- G83.1 displays neutral impacts on the landscape amenity, is reasonably close to services and the location between existing housing means that development would take the form of an infill development. Allocation of site G83.1 provides an opportunity to meet the desired growth numbers for Snettisham.



Snettisham

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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## South Wootton - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>E3.1 (part of 155 &amp; 415)</b>	<b>+</b>	<b>+/x</b>	<b>+</b>	<b>x</b>	<b>+/x</b>	<b>?</b>	<b>++</b>	<b>+/x</b>	<b>?</b>	<b>o</b>
<b>155 &amp; 415</b>	<b>+</b>	<b>+/x</b>	<b>+</b>	<b>x</b>	<b>+/x</b>	<b>?</b>	<b>++</b>	<b>+/x</b>	<b>?</b>	<b>o</b>
<b>446, 817 &amp; 818</b>	<b>+</b>	<b>+/x</b>	<b>+</b>	<b>x</b>	<b>+</b>	<b>?</b>	<b>++</b>	<b>xx</b>	<b>?</b>	<b>o</b>
<b>1152</b>	<b>+</b>	<b>+/x</b>	<b>+</b>	<b>x</b>	<b>x</b>	<b>?</b>	<b>x</b>	<b>+/x</b>	<b>?</b>	<b>o</b>

**E3.1 (part of sites 155 & 415)** - The site scores well in relation to ‘access to services’ being in close proximity to a number of local services and facilities. Although part of the overall site is subject to flood risk, hence the positive and negative score in this factor, this doesn’t affect the western part of the site proposed for housing development and sensitive uses. The critical advantage of the site, relative to the alternatives available, is the scoring in relation to access to the wider road network and the absence of protected landscape constraints.

**155 & 415** – As part of this larger site is used to form E3.1 the Sustainability Appraisal scores are similar. The majority of the land not used as E3.1 is subject to flood risk and this additional land also isn’t required as the desired growth level for this settlement is met utilising a smaller site.

**446, 817 & 818** - These sites share most of the advantages of the E3.1 site, and have the advantage of being wholly free of defined flood risk. However, the protected landscape (AONB) status of the sites and national policy rule out their potential for major development in the current circumstances.

**1152** - The site scores similarly to the E3.1 site on several counts, but is less well placed in relation to access to the main road network (and also of insufficient scale to alone deliver the community benefits associated with that site). Critically, little of the site is suitable for housing in terms of flood risk, reflected by the negative score in this fact

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Discussion

- The adopted Core Strategy designated South Wootton as one of the strategic 'urban expansion' areas around King's Lynn. The independent planning inspector who examined the Core Strategy explicitly stated that, compared to the potential alternatives, the expansion areas identified (and South Wootton was one of these) were preferable to the alternatives. It is relatively unconstrained by infrastructure problems, and is relatively easily accessed and serviced. However, the western part of the site identified in the Preferred Options is affected by flood risk (Zones 2 and 3) and flood defence breach risk.
- Policy CS09 states that a minimum of 5,070 new dwellings would be allocated in locations around the King's Lynn area, of which one is the South Wootton area.
- No specific number of dwellings is assigned to South Wootton by the Core Strategy, and thus setting the balance between and the other strategic urban expansion is part of the role of this plan. The Draft Submission Version suggested that 300 dwelling should be provided on a site off Hall Lane, E3.1.
- Like the existing built up area, development here would be visible but not prominent in a range of distant views, but could be softened by planting within the development area and on its boundary. Development of the site will include a highway link into Nursery Lane at the north of the site, not only to provide permeability to the new development but to provide a degree of relief of traffic on existing roads in the vicinity. There will also be a new main access onto Low Road and a new main entrance to the school on the eastern boundary. This is in order to relieve congestion currently experienced on Hall Lane at either end of the school day, and help integrate the new development area with the existing. The development could also accommodate a potential extension of the school which has been under consideration but not yet decided. These are advantages that E3.1 has when compared to the other sites proposed in South Wootton.
- The Parish Council is preparing a neighbourhood plan to help shape the proposed development, as outlined in the Preferred Options and carried forward into the submission version of the Plan, to help retain the special character of South Wootton, and seek new footpath links and other facilities which would benefit the area.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

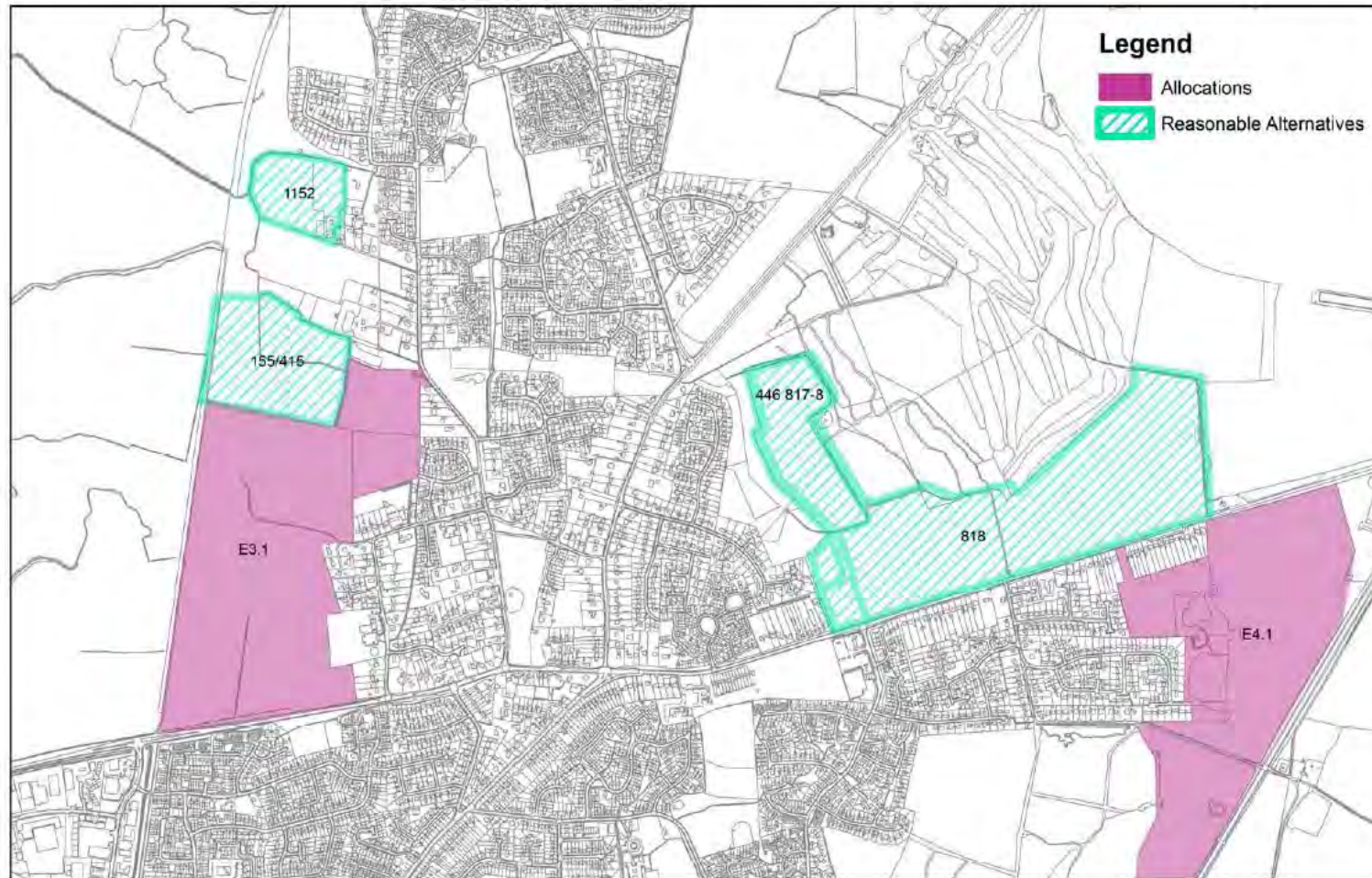


- A number of commentators during the Preferred Options consultation suggested that development should take instead, or in addition, on land further east on the main road (site numbers 446, 817 & 818). However, this land is within the designated Area of Outstanding Natural Beauty and, regardless of the questions as to the merits of the inclusion of that land within the AONB, national policy would require exceptional circumstances to exist to justify major development in this area. There were suggestions for two specialised developments at the western edge of this land, one for very large houses on plots of around an acre, the other for a small vernacular styled development adjacent to the main road to form a visual 'gateway' between the open and built up areas. However, aside from the AONB issues, these would not provide housing numbers of strategic significance or substantially reduce the need for a larger development in the area.
- There continues to be opposition to the general scale of development identified for South Wootton in the Core Strategy, and concern about the capacity and appropriateness of existing and proposed infrastructure to serve the new homes and other development. This is combination with advantages that development would have is represented by the +/- symbol, both positives and negatives, scored in the sustainability factor 'community & social'
- While recognising the concerns raised and suggestions received, none are considered to warrant abandonment of the general approach and development area identified in the Preferred Options and carried forward into the submission version of the Plan.
- The agent for the owners of E3.1 have suggested that the site could and should accommodate a substantially higher number of dwellings than the 300 proposed, but have submitted no site layouts or other evidence to support this. The proposed allocation, E3.1, deliberately does not maximise the number of dwellings, and seeks to achieve a spacious development that responds to the character of South Wootton and the aspirations for it of the Parish Council and others. In the event that the site can be demonstrated to achieve this and the other policy requirements with a higher level of housing than allocated, this additional housing potential can be considered through a future plan or, in the event of an earlier planning application, in relation to the situation at that time. Hence it is not considered necessary to amend the allocation at this time.

## Conclusion

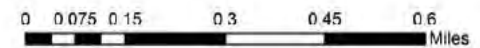
- As such the E3.1 is considered as the best available to meet the Core Strategy requirements in this area, and within those strategic constraints, offers the opportunity for a development jointly shaped by the local and neighbourhood plans.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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South Wootton



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Southery - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
55	++	+	o	xx	+	o	xx	x	o	#
1227	++	+	o	xx	+	o	#	xx	o	?
176	+	+	o	x	+/x	o	xx	x	o	#
<b>G85.1 (452)</b>	++	+	o	xx	+	o	+	o	o	x
528	+	+	o	xx	+	o	x	xx	o	x
534	++	+	o	xx	+	o	#	xx	o	x
1226	++	+	o	xx	+/x	o	#	xx	o	?
749 & 100	+	+	o	xx	+	o	xx	x	o	#
750	+	+	o	xx	+	o	xx	xx	o	x

**55/1227** – The Sustainability Appraisal identifies negative impacts for the factors ‘highways & transport’, ‘landscape & amenity’ and ‘economy B food production’. The site is close to village services, hence the positive score for this factor although some improvements to footpaths are desirable to improve access. Site 55 is located to the East of Lynn Road close to the centre of Southery. The site is not subject to flood risk (zone 1). Development of the site would result in regeneration of a brown field site within the centre of Southery. There are no known heritage issues. Site access was not previously seen to be safe or obtainable for this site but further information submitted from the site owner’s agent has illustrated how a safe access point can be achieved. In recent correspondence the Local Highway Authority have stated preference for site 55/1227 in terms of access, subject to a number of conditions to ensure improvements to the footpath and the junction with B1160.

**176** - Sustainability Appraisal identifies significant negative effects for the factors ‘highways & transport’ and ‘economy B food production’ although the latter is a constraint associated with the settlement and so applies to all the growth options. Site is outside the built up area of Southery adjacent to the A10. The Highway Authority considers the site has only limited road frontage and would not be able to provide safe access. Site is partially located within Flood Zone 2 and 3 but the unconstrained area would be suitable. Development of the site would result in the loss of agricultural land (classification grade 1 and 3). The historic significance is unknown. Site access is obtainable yet limited.

**G85.1 (452)** - The site scores well in relation to the indicator access to services as it is located within the centre of the settlement. In

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

comparison to other sites development is likely to be well screened and have minimal impact in terms of landscape and amenity. In terms of flood risk the majority of the site is low risk (flood zone 1). The site performs poorly in relation to the indicator 'food production' as development would result in the loss of high quality Grade 2 Agricultural land however this applies to the majority of the settlement and all the options for growth. Scoring for 'highways & transport' is positive in order to reflect the expectation that Lions Close will be adopted.

**528** – Sustainability Appraisal identifies negative effects for 'economy B food production' and 'landscape & amenity'. Site is located to the East of the built environment boundary of Southery close to a number of existing residential communities. The site is somewhat detached from the amenities and services of the village with additional pedestrian footpaths desirable. Development of this site would result in increased vehicular movement on Ringmore Road which it is unsuitable.

**534** - Sustainability Appraisal identifies negative effects for 'economy B food production' and 'landscape & amenity'. Site is identified as one of the large plots submitted for consideration and would indeed be excess in size for the allocation of 15 homes. Development of the site would encroach into the countryside and wouldn't be in- keeping with the existing settlement pattern. Site is well served with good access to services of Southery but somewhat detached for pedestrian movement. In terms of flood risk the majority of the site is low risk (flood zone 1). The Highways Authority consider that safe access can be achieved for small scale development on this site.

**1226** - Sustainability Appraisal identifies negative effects for 'economy B food production' and 'landscape & amenity' as development of this site would result in the loss of Grade 2 Agricultural Land and development would not be in-keeping with the existing development pattern seen in Southery. The historic significance is unknown. The site is well served with access to the key services and amenities of Southery. Site is a green field site with the majority of the site located outside the built environment boundary with part of the site in Flood Zone 1 and part in Flood Zone 2. The site is unsustainable on highway grounds with access to the site is very limited and this would further aid a negative impact on the character of the area.

**749/100** - Sustainability Appraisal identifies no significant negative effects. Site is close to village services and the school and the village but not well served in terms of access. The site is well integrated in the settlement. The site is just outside the Built Environment Boundary but adjacent to a number of established dwellings. Site is not subject to flood risk (zone 1). Development of the site would result in the loss of agricultural land (classification grade 2). The historic significance is unknown. Site access may be obtainable subject to Highway Authority assessment.

**750** - Site is located to the East of the built environment boundary of Southery close to a number of existing residential communities. The site is somewhat detached from the amenities and services of the village with additional pedestrian footpaths desirable, hence the negative score in relation to 'highways & transport'. Development of this site would result in increased vehicular movement on Ringmore Road which is unsuitable. As with all sites a negative is scored in the factor 'economy B food production'. The site also performs poorly in relation to 'landscape & amenity'.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

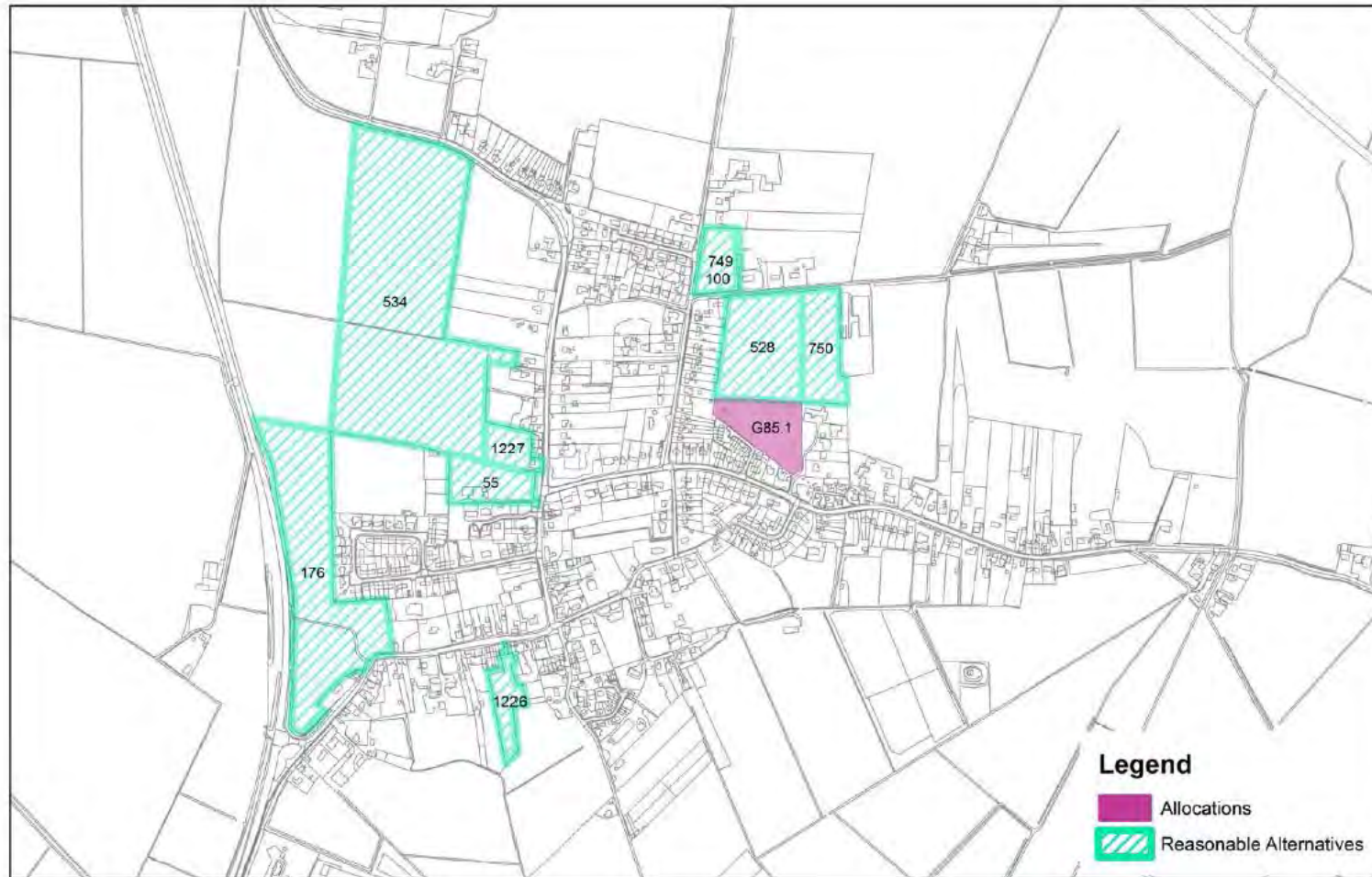
## Discussion

- The Local Highway Authority indicated that it would object to the preferred site G85.1 unless Lions Close (through which access would be taken) was upgraded to adoptable standard. It is now understood that there is an obligation on the current owner of Lions Close (Broadland Housing Association) to achieve this, though the mechanisms and timetable for this to be achieved remain unclear.
- Southery Parish Council issues no opinion on any site, preferred or non-preferred, but strongly feel that prior to any form of development within the village, the drainage and sewage facilities would need to be upgraded. Site G85.1 and Site 55/1227 have been assessed with no further comment on any of the alternative sites so it is not possible to identify a consensus.
- The Sustainability Appraisal indicates no one option would result in a highly positive effect in the majority of categories; therefore the selection of a preferred option for development is dependent on judgement on the combination of advantages and disadvantages of the competing sites.

## Conclusion

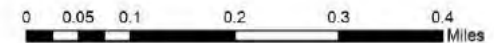
- The identified site G85.1 (452) remains overall an appropriate choice, having a relatively new residential community adjacent with updated services and recently established access point. The site is well screened, off Feltwell Road, with open fields to the North and existing settlements to the South and West having less impact on the visual amenity of the area, this is reflected in the sustainability appraisal as it is the only site that doesn't score negatively with regard to 'landscape & amenity'. This choice, however assumes the adoption of Lions Close.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



Southery

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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Stoke Ferry - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
37	++	+	o	x	+	o	#	#	o	#
110	++	+	o	x	+/x	#	x	#	o	#
147, 443 & 951	++	+	?	x	+	#	#	#	o	#
170, 572 & 1121	++	+	o	x	+	#	x	#	o	#
210, 565 & 742	++	+	o	x	+	#	#	#	o	x
360	+	+	o	x	+/x	#	#	#	o	+
491	++	+	?	x	+	#	#	#	o	x
545	++	+	o	x	+/x	#	#	x	o	x
772	+	+	o	x	+/x	#	x	x	o	#
963	+	+	o	xx	+	#	#	x	o	#
G88.1 (part of 210, 565 & 742)	++	+	o	x	+	#	#	#	o	#
G88.2 (part of 37)	++	+	o	x	+	o	#	#	o	#

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

<b>1288</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>G88.3 (Part of 951)</b>	<b>++</b>	<b>++</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>#</b>

**37-** This site is located at Bradfield Place, the boundaries meet the development boundary and existing residential development on two of the sites four aspects, north and east, and meets it partially on the southern extent. To the west is countryside. The surrounding built up area is in the form of an estate, developing this site with a similar pattern would be seen as in context. The site scores fairly well overall in terms of sustainability, especially in relation to the indicator ‘access to services’. The site is low flood risk (FZ1). The site will have no impact on ‘heritage’ as it is located outside of the Conservation Area. The impact on ‘highways and transport’, ‘infrastructure, pollution and waste’ and ‘landscape and amenity’ depends on how the scheme is implemented as potentially negative impacts could be mitigated through good design. Development at this location would result in the loss of good to moderate agriculture land (grade 3). As with the majority of the sites proposed, this one overlays a Ground Water Vulnerability Zone.

**110 -** Site 110 is located off Oxborough Road, it lies partially within the Stoke Ferry Conservation Area and also contains a number of protected trees, consequently development here would have a greater impact upon the landscape and character of the village than other sites proposed. Norfolk County Council Highways Authority previously stated that they would object to the development of this site as the surrounding road network is inadequate to support additional vehicular movements. This is reflected in the negative score for ‘highways and transport’. Part of the site is at risk to high flooding (FZ 2&FZ3) again this is reflected in the score for the factor ‘flood risk’. As with the majority of the sites proposed, this one overlays a Ground Water Vulnerability Zone.

**147, 443 & 951-** These sites sit along Furlong Road and Lynn Road. This relatively central location results in a highly positive score in relation to ‘access to services’ factor. The site is at low flood risk (FZ1). Part of the site is situated within the Stoke Ferry Conservation Area and other parts meet its border. As with the majority of the sites proposed, this one over-lays a Ground Water Vulnerability Zone. The site is identified as being good to moderate agriculture land (grade3) although it is noted the land is in use/last known use is/was a residential housing development, agriculture, a petrol station and the village hall. These uses result in the scores recorded for ‘economy A business’ and ‘economy B food production’. The existing development seen on Indigo Road could be linked to the proposed new development, so that the site once developed would be seen as in-context with local area and settlement pattern. Previous issues regarding the deliverability of the site have led this site not be selected as a preferred option. Part of the northern section of the site has already been developed and forms a small estate style development of affordable housing. The Southern section already lies within the development boundary and this land, adjacent to the village hall, has previously been submitted for planning (06/02248/F & 08/02642/F) for the construction of mixed housing development. Comprising of 4x3 bed, 2x4 bed and 2x5 bed dwellings of detached, terrace and semi-detached, two and three storey construction together with an associated new private road,

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



landscaping, car ports and parking. This planning application was permitted.

**170, 572 & 1121-** These sites are located north of the village. They score well in terms of 'access to services' due to this locality. Development of this site would lead to the loss of grade 2 and grade 3 agricultural land, hence the negative score in the factor 'economy B food production'. The site meets the conservation area, the development boundary and existing development at the eastern extent; however the site does intrude significantly into the countryside. This would not be seen in-keeping with the village and therefore would have a greater impact upon the landscape than other proposed growth options. As with the majority of the sites proposed, this one over-lays a Ground Water Vulnerability Zone. The sites score negatively with regard to 'highways & transport' as Norfolk County Council Highways Agency would object to this development as highways access to the sites is poor.

**210, 565 & 742-** The site scores fairly well overall in terms of sustainability, especially in relation to 'access to services' as it is located next to the local school. The site is at low risk to flooding (flood zone 1). The impact on 'heritage' and 'landscape and amenity' depends on how the scheme is implemented as potentially negative impacts could be mitigated through good design. The site performs poorly in relation to the indicator 'infrastructure, pollution and waste' as the site lies within a cordon sanitaire. As with the majority of the sites proposed, this one over-lays a Ground Water Vulnerability Zone. Good to moderate agricultural land would be lost (grade 3) should this site be selected.

**360-** Land at Bridge Road, located in the south of the village. This site is adjacent to the conservation area and is likely to have a greater impact upon the heritage, character and landscape than other options put forward for consideration. Part of the site is within a high risk flood area (FZ2 & FZ3). Whilst Site 360 scores positively with regard to 'access to services' it isn't as close to village services, in particular the school as other options. Development of the site would lead to the loss of good to moderate agricultural land (grade 3).

**491-** Located in the south of Stoke Ferry, along Wretton Road and Thompsons Lane. Part of the site is within the conservation area; consequently this site is likely to have a greater impact upon the heritage and character of the area than other sites that have been proposed. The site is currently classed as employment land, that would be lost if the site was to be selected for development purposes, this is reflected by the scoring in the factor 'economy A business'. The Council would like to retain employment land where possible. The site scores fairly well in relation to the indicator 'access to services' and 'flood risk', the site subject to a low flood risk (FZ1). The site performs poorly in relation to the indicators 'infrastructure, pollution and waste' as the lies within a cordon sanitaire and 'economy b food production'. As with many of the sites, it over-lays a Ground Water Vulnerability Zone. This site is screened from existing residential development.

**545-** The site is located in the south of the village, west of Bridge Road. This location results in a good score with regard to 'access to services', albeit further from the school than some site, it also means the Stoke Ferry Conservation Area is adjacent, therefore development at this location is likely to a greater impact upon the landscape than some of the other sites proposed as growth options. As with many of the sites, it overlays a Ground Water Vulnerability Zone, but unlike other sites, Site 545 is partially located with an area with a high risk of flooding (FZ2 & FZ3). Grade 3 agricultural land would also be lost, should this site be chosen for development.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**772-** Another site located in the southern area of the village, land next to The Willows, Great Mans Way. This site scores negatively in the factor 'highways & transport' as there is poor highways access to the site and so Norfolk County Council Highways Agency would object to development at this site. Part of the site is located within a Ground Water Vulnerability Zone. The site also scores poorly in relation to 'flood risk' as it is partially in a high risk flood area (FZ2 & FZ3).

**963** – Land to the north of Stoke Ferry. Relative distance from services and facilities available in Stoke Ferry compared to other sites isn't as favourable other sites proposed, hence the score recorded for 'access to services'. The site scores highly negative in the factor 'business B food production' as developing this site would lead to the loss of very good agricultural land (grade 2). The site overlays a Ground Water Vulnerability Zone. Development at this location is likely to have a greater impact on the landscape than other growth options.

**G88.1 (part of 210, 565 & 742)** - The site is in the south of the village, and is the north east section of site 210,565 &742. The site would act as natural extension to Lark Road, which currently has access for two detached bungalows and a recent housing development of 4 detached houses, 2 on either side of the road, a cul-de-sac style development. Development of this smaller site therefore would be seen as in context with the surrounding built up environment, density and settlement pattern. Views into the site are limited to short distance, as the site is screened by existing development and mature vegetation from the surrounding area. This also means that the site is screened from the conservation area and so it is considered that development of this site would not be of detriment to the appearance and character of this heritage asset. The site scored very similar to that of 210,565 & 77 in terms of sustainability, especially in relation to 'access to services' as it is located next to the local school. The site is at low risk to flooding (flood zone 1). G87.1 performs poorly in relation to the indicator 'infrastructure, pollution and waste' as the site lies within a cordon sanitaire. As with the majority of the sites proposed, this one over-lays a Ground Water Vulnerability Zone. There is support from Norfolk County Council Highways for this site and Stoke Ferry Parish Council has previously favoured development of this site.

**G88.2 (Part of 37)** - Site G87.2 is the northern part of Site 37; it is located at Bradfield Place in the west of Stoke Ferry. The boundaries meet the development boundary and existing residential development on two of its aspects, north and east. To the west is countryside. The surrounding built up area is in the form of an estate, developing this site with a similar pattern would be seen as in context. Similarly to site 37, Site STF2 scores fairly well overall in terms of sustainability, especially in relation to the indicator 'access to services'. The site is at a low risk to flooding (FZ1). Development at this location is thought to have no detrimental impact on 'heritage' as it is located outside of the Conservation Area. The impact on 'infrastructure, pollution and waste' and 'landscape and amenity' depends on how the scheme is implemented as potentially negative impacts could be mitigated through good design. New development would result in the loss of good to moderate agriculture land (grade 3). As with the majority of the sites proposed, this one overlays a Ground Water Vulnerability Zone. Views into the site are limited to near distance from the local road network and properties. Where wider views are available, from the west, the site would be seen as in context with the existing settlement pattern. Stoke Ferry Parish council has shown support for this site to be developed and it is a supported site by Norfolk County Council Highways. Developing this site would be seen as a continuation of the existing estate.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**1288** - Located in the western extent of Stoke Ferry on Lynn Road. This location results in a score not as positive as other sites that have been put forward for consideration as growth options, as indicated in the factor for 'access to services'. The site scores highly negative in the factor 'business B food production' as developing this site would lead to the loss of very good agricultural land (grade 2). As with the majority of the sites proposed, this one overlays a Ground Water Vulnerability Zone, the site is subject to a low risk of flooding (FZ1).

**G88.3 (Part of Site 951)** - This site is centrally located within Stoke Ferry. As it forms the central part of Site 951 sustainability scores are very similar. Access to the site could be gained from Lynn Road and Indigo Close. This central location results in a highly positive score in relation to 'access to services' factor. The site is at low flood risk (FZ1) and its boundary meets the Stoke Ferry Conservation Area. The site is identified as being good to moderate agriculture land (grade 3); however it is currently an unused site, formally a petrol station (now cleared). The existing development seen on Indigo Road could be linked to the proposed new development, so that the site once developed would be seen as in-context with local area and settlement pattern.

## Discussion

- Sites G88.1, G88.2 and G88.3 all scored positively in the sustainability appraisal with regard to 'access to services', with Site G88.3 also scoring highly positive in relation to 'community & social'. The sites did score negatively in the factor 'economy B food production' but this applies to all growth options in the settlement. The three sites are all at a low risk to flooding being in FZ1. They are located outside of the Stoke Ferry Conservation Area. However a good design scheme will be required to mitigate any potential impact there could be upon this and the landscape, in particular G88.3 as it abuts the conservation area. These three sites are thought to have no impact upon the natural environment.
- Responses from the Preferred Options Consultation from statutory consultees revealed that Stoke Ferry Parish Council where in support of G88.1 and G88.2. Following on from a public meeting (08/04/2014) the Parish Council also support G88.3. Norfolk County Council Highways Authority showed support for G88.1 & G88.2 and previously 951(G88.3) would be considered favourable.
- The responses to the Preferred Options Consultation from the public revealed that there was an almost equal level of support and objection to G88.1. This was also the case with G88.2. Some comments were made by agents of sites championing their client's site. G88.1 was supported as it wasn't in the conservation area, wouldn't impact upon the landscape or character of the village, the site hadn't been in agricultural use in recent times and that the site was capable of being developed for five dwellings. Objections included the fact that the site overlays a Ground Water Vulnerability Zone, yet this is the case with majority of the sites proposed except for those either at a higher risk to flooding or located too far from the village services and would have a greater impact upon the landscape, highways although NCC Highways Authority have stated that they support the site. Loss of

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agricultural land, but this is a constraint of all the sites proposed, character, settlement pattern as previously discussed the site would be in-keeping with area, density and settlement pattern. Infrastructure constraints were raised but these were already known. G88.2 was supported in relation to heritage as the site sits outside of the Conservation Area, landscape, its close location in relation to village services, low risk of flooding and highways. Objections came in the form of landscape, amenity, character, settlement pattern, highways and food production. Development of this site would lead to loss of agricultural land, but this is a constraint of the village, it would be seen as an extension to the existing estate therefore would have a similar density and pattern. NCC Highways Authority has stated that they support the site. The site would have less of an impact upon the landscape than other sites proposed as growth options. Following on from a public meeting (08/04/2014) G88.3 was supported by the Parish Council, village hall committee & members of the public.

- Site G88.1 has been identified as a sustainable option for development, received support from Stoke Ferry Parish Council and NCC Highway Authority. As a smaller part of Sites 210,565 & 742 it delivers the benefits associated with them and additional results in the loss of less agricultural land, matches the existing development seen at the location in terms of density and settlement pattern. It also would also impact upon the landscape, heritage and character of the village to a lesser extent than the larger proposed combined site. G88.1 represents an opportunity for small scale of development that would be in-keeping with immediate area and act as an extension to Lark Road.
- Site G88.2 has been identified as a sustainable option for development; it received support from Stoke Ferry Parish Council and NCC Highway Authority. As a smaller part of Site 37 it delivers the benefits associated with Site 37 and additional results in the loss of less agricultural land, matches the existing development seen at the location in terms of density and settlement pattern. It also would impact upon the landscape, heritage and character of the village to a lesser extent than the larger proposed site. G88.2 represents an opportunity for a modest scale of development that would be in-keeping with immediate area and act as an extension to Bradfield Place and the associated estate.
- G88.3 has been identified as a sustainable option for development and has received support from Stoke Ferry Parish Council. Norfolk County Council Highway Authority has stated previously that Site 951 would be considered favourably: '*This allocation has a good location. Subject to a safe access and visibility being achieved the Highway Authority would not object if this site were included in the plan*'. Previous issues regarding the deliverability of Site 951 have led this site not being selected as a Preferred Option. This position has since been clarified, in particular the site's ownership. So the site is now considered to be deliverable. This is further aided by the agent returning the completed deliverability form containing single ownership details (28/04/14). Only a central portion of the originally submitted Site, 951, has been allocated, to form G88.3, as the northern section has already been built upon in the form of a residential estate development and the southern section lies within the development boundary and therefore doesn't require allocation. The site sits outside of the Conservation Area, but abuts it on the south. Development of this land would replace a currently unused, unsightly parcel of land at the centre of the village that has been identified as contaminated. This site could potentially be lost as a future development site if it isn't allocated, as access could be limited

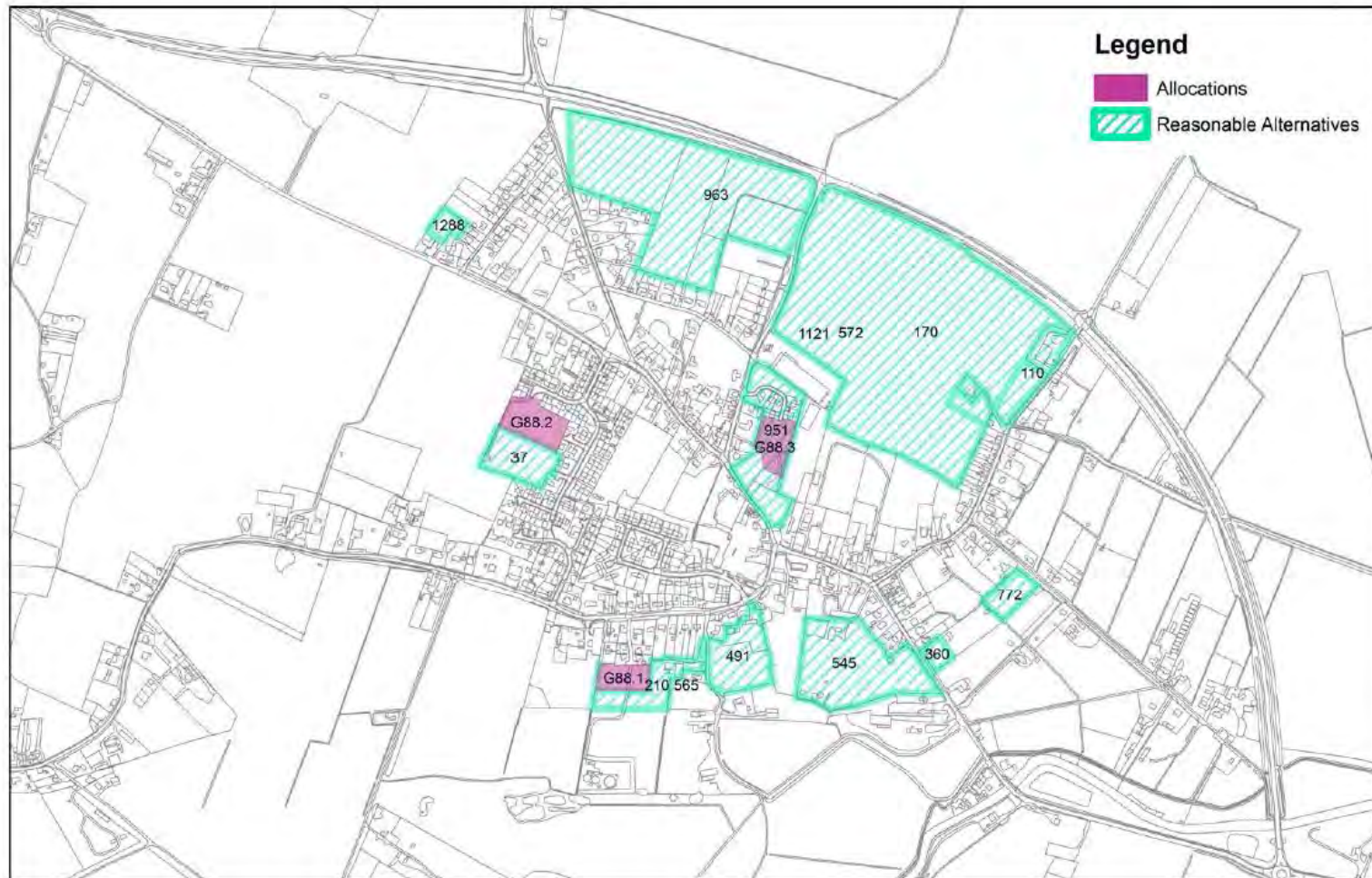
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

because the south section of 951, as mentioned earlier, falls within the development boundary and planning permission has previously been sought and could be sought again. Developing this site would also result in improvements being made to the village hall and the provision of a recognised car park. As a smaller part of site 951 it possesses 951's positive attributes and additional benefits to the local community.

- Stoke Ferry Parish Council, Stoke Ferry Village Hall Committee and members of the public have all shown support for this site to be developed. G88.3 represents an opportunity for a modest scale of residential development that would utilise an unused, untidy parcel of land at the centre of the village. It would be an extension to the existing development on Indigo Road.

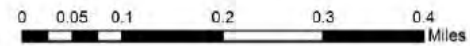
## Conclusion

- The Sustainability Appraisal indicates that Sites G88.1, G88.2, G88.3 are sustainable and the least constrained options in comparison to other considered sites. The sites are therefore considered suitable to accommodate the sought growth in the settlement.



Stoke Ferry

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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Syderstone – Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
1026	+	+	o	x	+	#	#	#	o	o
218/225 /874	+/x	+	o	x	+	o	#	#	o	o
224/873	x	+	o	x	+	o	#	#	o	o
748	+	+	o	x	+	x	#	x	o	o
<b>G91.1 (753)</b>	+	+	o	x	+	o	#	#	o	o

**1026** – Site is within walking distance to central village services, although is further from the primary school in Sculthorpe than sites at the east of the village. Development will result in a loss of agricultural land (grade 3). There is a pole mounted transformer on site but this may be accommodated in the proposed layout. The Grade 1 Listed Church of St Mary is situated to the east of the site (approx. 100m from the eastern boundary of the site) and development would require sensitive design and layout to ensure no adverse impact on the setting of this heritage asset. The cemetery is to expand to the west. Site is immediately adjacent to development on the west and southern boundaries. Site is not at risk of flooding (flood zone 1). The site is well integrated with surrounding built development to the west and south and a modest development of 5 dwellings unlikely to be visually intrusive in the landscape. The site will be visible on the northern approach from Creake Road. Access is available onto Creake Road. Development would result in a loss of some established hedgerow.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**218/225/874** Site is within walking distance to the primary school, although is further from central village services than sites to the north and west. Development will result in a loss of agricultural land (grade 3). Site is not at risk of flooding (flood zone 1). If the site were reduced in size the site could provide a frontage development of 5 dwellings mirroring existing development to the east of Tattersett Road. This is unlikely to be obtrusive in the landscape. There are no known heritage issues. Access is obtained onto Tattersett Road.

**224/873** There is currently no footpath to village services and the school. Development will result in a loss of agricultural land (grade 3). Site is not at risk of flooding (flood zone 1). There are no known heritage issues. The area around the site is undeveloped to the north, east and south and therefore the site is more isolated than alternative options and is more likely to be intrusive in the landscape. Access is obtained onto Syderstone Road.

**748** - Site is within walking distance to central village services, although is further from the primary school in Sculthorpe than sites at the east of the village. Site is situated next to Grade 1 Listed Church of St. Mary and any development is likely to impact on the setting of the church. Access to the site is via a single lane track which joins The Street and is narrow and has limited potential for improvements. Site has been proposed for less than 5 dwellings. Development will result in a loss of agricultural land (grade 3). Site is not at risk of flooding (flood zone 1). Site is well integrated with existing development and is unlikely to be intrusive on the wider landscape. The site is currently a odd shape for agricultural use but is cultivated.

**G91.1 (753)** – Site is situated on the western edge of village and is within walking distance to central village services. Site is furthest from the primary school in Sculthorpe. The site boundary has been extended to accommodate 5 dwellings. Development will result in a loss of agricultural land (grade 3). Site is not at risk of flooding (flood zone 1). The site is well integrated with surrounding build development to the east and south and a modest development of 5 dwellings unlikely to be visually intrusive in the landscape. The site will be visible on the western approach from Docking Road. Access is available onto The Street. Development would result in a loss of some established hedgerow. There are no known heritage issues.

## Discussion

- The Sustainability Appraisal indicates that no one option would result in a highly positive effect in the majority of categories, therefore the selection of a preferred option for development is dependent on judgement on the combination of advantages and disadvantages of the competing sites. Previously preferred site SY1 (1026) and site G91.1 (753) score identically in all categories apart from heritage, as site 1026 is in close proximity to the Listed church and therefore the impact is dependent upon implementation.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

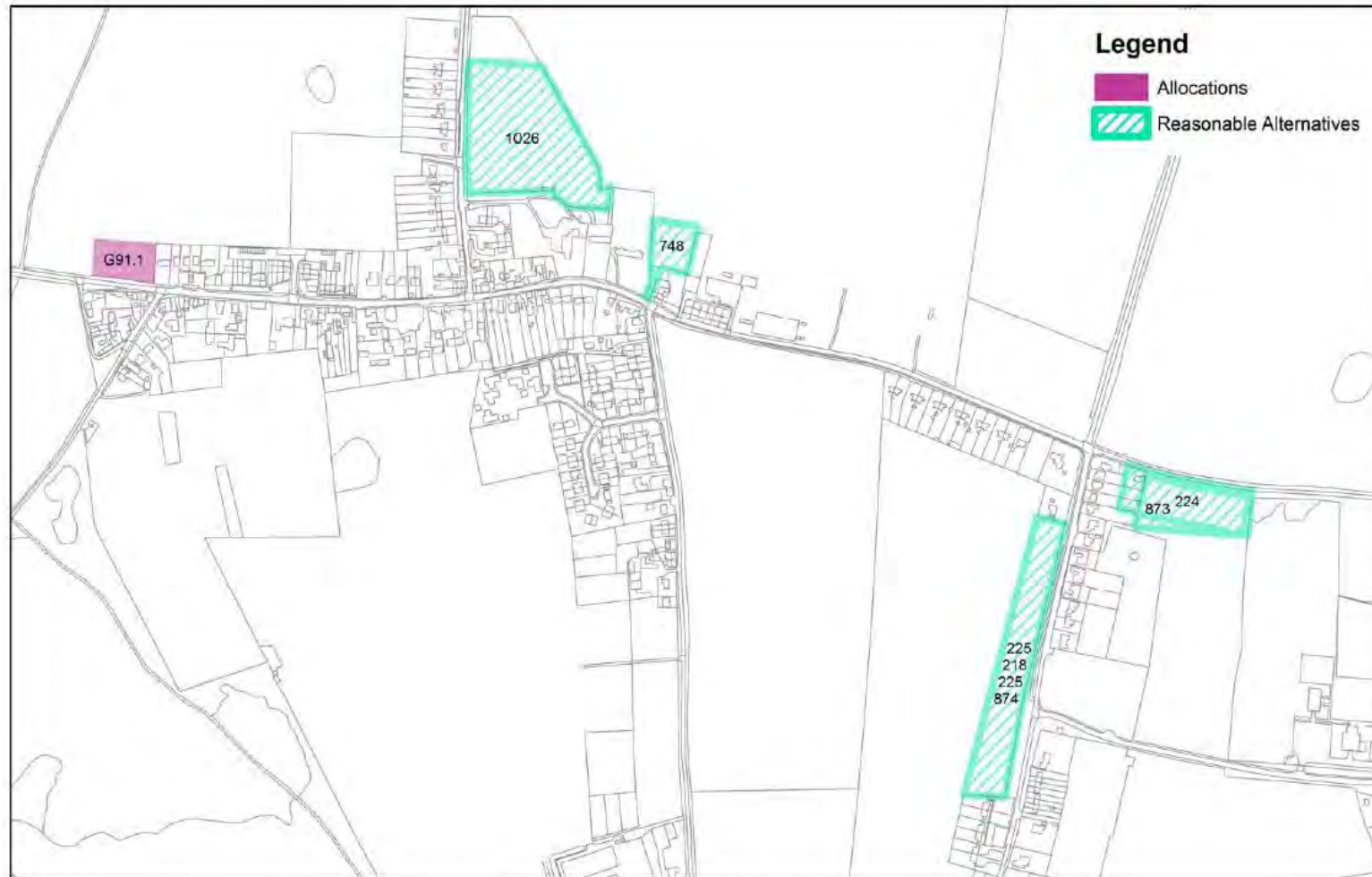


- Response to the preferred options consultation indicated site 1026 (SY1) was not favoured by Syderstone Parish Council and they dispute the need for further development in the village. The Parish Council favour splitting development over two alternative sites (748 and G91.1) rather than allocation of 1026. The landowner of the two sites has confirmed this option but has also extended the site boundary of site 753 (G91.1) to enable potential for a development of 5 dwellings on the site.
- Site 1026 (SY1) has not been objected to by either the Highways Authority or English Heritage. The chapter had a very low response rate overall (one public objection to 1026 SY1) so it is not possible to identify a consensus from the public on the favoured option for development.
- In considering allocation of 5 dwellings in Syderstone the Sustainability Appraisal identifies either site 1026 or site 753 as the most sustainable of the options for development. One response to the consultation from the public objects to development of 1026 and the response from Syderstone Parish Council indicate opposition to allocation of site 1026. In view of this the allocation of site G91.1 (753) for 5 dwellings is seen as appropriate.

## Conclusion

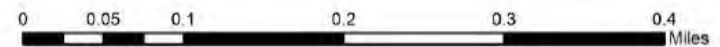
- In summary, site G91.1 is allocated for development of 5 dwellings based on the response from the Parish Council, and its overall relatively positive score in the sustainability appraisal.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



Syderstone

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## Ten Mile Bank – Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
139	++	+	o	xx	xx	o	x	o	o	?
1228	+	+	o	xx	xx	o	x	+	o	?
<b>G92.1 (part of 1228)</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>xx</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>?</b>

**139** - The site performs well in terms of its proximity to services, as the village hall and primary school are close by, with a post box and bus stop also within walking distance; however the site is the furthest away from the church. No public comments were received and there would be no or little real benefit to the economy. Development would lead to the loss of high quality (grade 1) agricultural land; however this is a constraint upon the village and therefore is the case with all the sites. This is also true with regard to the flood risk, as the village lies within a high flood risk designation (flood zone 3). There would be no impact upon heritage. Site 139 performs poorly in relation to highways & transport as do the other sites. Development here is unlikely to have a positive or negative impact upon the landscape; however it would constitute a form of backland development, this would not be consistent with the existing settlement pattern. It is perceived that there would be no impact upon the natural environment.

**1228** – The Site is located in the North of the Village along Church Road, opposite the River Great Ouse. It scores well in relation to the indicators 'access to services' and 'landscape & amenity' this is because the site is located relatively close to village services, it is closer to the church than Site 139 and development will improve the existing landscape. However development of the entire site would not be in keeping with the current settlement pattern. The site performs poorly on 'flood risk' (zone 3) and 'highways & transport' although these factors constrain the whole settlement. The site performs poorly in relation to indicator 'food production' as development will result in the loss of high grade agricultural land (grade 1); again this is the case with all three sites. There would be no impact upon heritage or the natural environment.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**G92.1 (part of 1228)** – This site is part of Site 1228 and consequently on the sustainability appraisal scores are similar, although less high quality agricultural land will be lost, as the site is smaller. Development here would constitute a form of ribbon development that would integrate with current development along Church Road, in the form of detached houses, and conforms to the existing settlement pattern. With regard to Highways & Transport, there is no foot path in place along any of Church Road, similar development exists here; they have private or shared driveways coming directly off Church Road (30mph speed limit zone). The views and setting would be consistent with existing development, with the site able to offer the attractive proposition of river views with a back drop of agricultural land/countryside. This would also be the case with views into the site, as they would be similar to those shared by the current development seen in close proximity to the site on Church Road.

## Discussion

- The three sites scored comparably in the Sustainability Appraisal. With all sites failing within flood zone 3 and all would result in the loss of high quality grade 1 agricultural land. Site 139 scores highest with regard to access to services and Site 1228 & Site G92.1 scored joint highest with regard to landscape and amenity.
- Due to no comments being received from the public following the preferred options consultation, it is not possible to gain a consensus from the public on the preferred option for development.
- Response to the Preferred Options consultation by statutory consultees indicated that Site 1228 has no relationship to the existing settlement and that it is remote from services and facilities. However this site and therefore Site G92.1 are closer to the Church than Site 139. The development of the entire Site 1228 would indeed bear little relationship to the settlement pattern, within the locality. The smaller part of Site 1228, Site G92.1 does have a relationship to the existing settlement. Given that the Site G92.1 is bordered on one side by existing development, in the form of detached houses, it would represent a more natural extension to the village. This would be in the form of a ribbon style development and therefore would be in-keeping and consistent with the existing settlement pattern and landscape character seen at Ten Mile Bank, particularly on the same road. Site 139 would constitute a form of backland development, considered undesirable and not in-keeping with the settlement pattern, and so Site G92.1 is the only site to offer this.
- As set in the Preferred Options for a Detailed Policies and Sites Plan: *'to optimise the development potential of the preferred site the Council considers 5 dwellings (including, at current standards, 1 affordable dwelling) to be an appropriate number.'* This is carried forward into the submission version of the document.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Conclusion

- In summary, Site G92.1 provides an opportunity for a modest form of development that is consistent with the existing form of the village in comparison to the alternative site option. Therefore site G92.1 is allocated for development.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Terrington St Clement - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>539</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+/x</b>	<b>o</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>G93.1 (Part of 539)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+/x</b>	<b>o</b>	<b>#</b>	<b>o</b>	<b>o</b>	<b>#</b>
<b>G93.2 (67/ 486/ 696)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>+/x</b>	<b>+/x</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>o</b>	<b>#</b>
<b>1207</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>o</b>	<b>o</b>	<b>#</b>
<b>533/ 583</b>	<b>+</b>	<b>+</b>	<b>x</b>	<b>+/x</b>	<b>xx</b>	<b>#</b>	<b>?</b>	<b>x</b>	<b>?</b>	<b>#</b>
<b>G93.3 (Part of 533/583)</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>xx</b>	<b>?</b>	<b>#</b>	<b>#</b>	<b>?</b>	<b>#</b>
<b>60/ 179</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+/x</b>	<b>o</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>453</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>+/x</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>760</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>x</b>	<b>o</b>	<b>?</b>	<b>o</b>	<b>o</b>	<b>#</b>
<b>761</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>x</b>	<b>o</b>	<b>?</b>	<b>o</b>	<b>o</b>	<b>#</b>

**539** – The site is centrally located and is in close proximity to a range of local services. The site has good walking and vehicular access to services. The Highway Authority made no objections to the site although it identifies that the surrounding road (Chapel Road) is relatively narrow and unable to cater to large scale development. Development will result in the loss of Grade 1 (excellent quality) agricultural land. The south-west corner of the site is a low flood risk area (FZ1) but other parts of the site are subject to medium flood risk (FZ2) and high flood risk (FZ3). A public right of way runs along the northern site boundary. The site is fairly integrated with the village. Established residential development surrounds the site on the east, and south, with some housing close to the western boundary. Open countryside borders the site on the northern boundary. The site is of a

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

large scale and development of the entire site is not considered appropriate as it would extend the village northwards into countryside and would have an impact on the character of the surrounding area.

**G93.1 (Part of site 539)** – The site comprises of the southern part of site 539 and performs similarly in the sustainability appraisal. However, development of the site would involve considerably lesser scale of grade 1 agricultural land. Also in comparison to other parts of site 539, the site is in a lesser degree of flood risk (partly in flood zone 2 and partly in flood zone 1). The site is well integrated with the village and sits at a central position in close proximity to a range of local services and amenities. Site access is proposed from Chapel Street; the Highway Authority made no objections to small scale development on the site subject to local improvements to the road and pedestrian network. The site is situated in a built up part of the village with existing housing to the east, west and south (opposite the road). Development would constitute infill and would relate adequately with the existing form of the area. It is considered that given its scale and the nature of the area, development is likely to have minimal impacts on the landscape character and amenity of the area.

**G93.2 (67/486/696)** – The site is identified as one of the higher scoring sites in terms of access and proximity to services. It is centrally located and within walking distance to a number of local services including a pub, church, bus stops, shops, surgery, village hall and the school. Safe site access and pedestrian access is obtainable. The Highway Authority made no objections to the site subject to its design implementation. The site is mostly in a low flood risk area (FZ1) with a very small section on the north-west corner subject to medium flood risk (FZ2). The site comprises of brownfield land (previous industrial use) and grade 1 (excellent quality) agricultural land. The eastern site boundary immediately borders the Conservation Area, the proposed access is within the Conservation Area and there is a Listed Building adjacent the site. Any impacts on this sensitive area can be mitigated by a high standard design scheme and layout that preserves or enhances the character of the Conservation Area and the settings of the Listed Building. The site is well integrated with existing development and is mostly screened on all sides by existing housing. As such development is likely to have minimal impact on the landscape and visual amenity of the area.

**1207** – In comparison to other site options, the site performs poorly in terms of proximity and access to services. The surrounding road network – Wanton Lane is very narrow and considered unsuitable for development also there is poor junction visibility. The Highway Authority objects to the site. Development will result in loss of Grade 1 excellent quality agricultural land. The site is not subject to flood risk. There are mature trees and hedges within the perimeter of the site. The size of the site can only accommodate a minimal number of dwellings. The site is further limited in size by the IDB drain along the north-western boundary. The site is in a fairly built up area with development to the east and south and sparse development to the north.

**533/583** – The site is substantially large, extending from the north to the south of the village. Parts of the site are well located with services and are within reasonable walking distance however the southern part of the site is situated further away from local services. As such, the site performs averagely in terms of proximity to services in comparison to some other site options. Given the scale of the site, there are a number of access points and safe site access or impact on the surrounding road network is dependent on where access is proposed from. The site comprises of both brownfield and greenfield land; the northern part of the site is employment land which currently accommodates some buildings and derelict greenhouses that was previously used for horticultural purposes. The southern part of the site comprises of grade 1 excellent quality agricultural

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land. The site is in an area that is subject to high flood risk (FZ3). A very small portion of the site (to the west) is within the Conservation Area. Further investigations are required in terms of archaeological features indicated on the site. Due to its large scale, some parts of the site (mostly the northern part) are surrounded by established housing development with the southern part surrounded by open fields and countryside. Development of such large scale is not considered appropriate and would be detrimental to the form, landscape character and amenity of the area.

**G93.3 (Part of Site 533/583)** – The site is a smaller part of site 533/583 (the eastern section) but performs higher in the sustainability appraisal in that the site comprises of only brownfield land meaning that development would not result in loss of productive agricultural land, also development of the site is likely to have no impact on the economy as it only comprises of derelict greenhouses and does not include employment area. The site scores positively in terms of proximity to services and is within reasonable walking distance to a good range of services including the school. Site access is proposed from Benn's Lane and safe access and impact on the road network is dependent on the design of the scheme. The site is subject to high flood risk (FZ3). There are minimal views of the site available as it is mostly screened on all sides by mature planting and built development. Development on the site is likely to have minimal landscape and visual impact but provides an opportunity to visually improve the derelict nature of the site.

**60/179** – The site scores poorly in terms of access and proximity to services. There are no clear access routes to the site and the Highway Authority objects to the site. Development will result in the loss of grade 1 (excellent quality) agricultural land. A large part of the site (to the south) is subject to medium flood risk (FZ2). The site lies behind existing housing on Pope's Lane and Wanton Lane and as such is mostly screened. The site is not screened from the wider landscape on the northern side with long distance views available, but any development will be viewed in large measure against the backdrop of existing development. Access from Pope's Lane is likely to impact negatively on the amenity of adjacent properties. The location of the site at the rear of existing housing with no road frontage would result in a form of development that does not relate adequately with the character and form of development of the surrounding area.

**453** – The site is at a distance from the central part of the village and scores poorly in terms of access and proximity to services in comparison with some other site options. The site has poor pedestrian access and has frontage onto Wanton Lane which is extremely narrow. The Highway Authority objects to the site. The site is partly brownfield land and partly grade 1 agricultural land (excellent quality). There are no flood risk constraints on the site. The site is situated in a less built up part of the village with open countryside to the west. Compared to some other site options development is likely to have more visual and landscape impact given its visual prominence from Wanton Lane.

**760** – The site is further removed from village services in comparison to other available site options and as such scores poorly in terms of access and proximity to services. The surrounding road network is narrow with potential highway impacts. The site is a Greenfield site classed as excellent quality (grade 1) agricultural land. The site is subject to medium flood risk (FZ2). The site is in a fairly built up area, there is existing residential development to the north and south of the site and development will constitute infill development. The site is visually prominent from the road and impacts on the landscape and amenity of the area is dependent on how the scheme is implemented.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**761** – The site is situated at the edge of the settlement and is remote from village services, therefore scoring poorly in the Sustainability Appraisal in terms of access to services. The site has frontage on to Pope's Lane which is narrow. Development would result in the loss of grade 1 excellent quality agricultural land. The site is subject to medium flood risk (FZ2). Existing housing surrounds the site on three sides. Development on the site will infill the gap between existing housing and is likely to have minimal landscape impact dependent on how the scheme is implemented.

## Discussion

- The Sustainability Appraisal indicates that sites G93.2 (67/486/696) and G93.1 (part of 539) score highly particularly in terms of access to services. Overall both sites are identified to have the least negative impacts in comparison to the other site options. In terms of the flood risk sequential test, although sites 1207 and 453 are the only site options not constrained by flood risks both sites have unacceptable negative effects in terms of access to services and highways/transport. Site G93.3 (part of 583/533) performed averagely overall scoring positively in terms of access to services and impact on food production although the site is in a higher degree of flood risk (FZ3) than other site options.
- There were 5 public objections to the preferred options site TSC1 (part of 539); majority of the objections suggest that site TSC1 is too small for the 38 dwellings proposed and as such would result in a cramped and dense form of development that is not in keeping with the area. The objections received also raise concerns that Chapel Road – the proposed access is too narrow. On further consultation, the Highway Authority advises that the site is not suitable for large scale development due to the inadequacy of the highway network and small scale development will require localised improvements. Based on this the site has been reduced in scale to form site G93.1 allocated for 10 dwellings.
- 6 public objections to site TSC2 (67/486/696) was received. Various respondents to the consultation raised concerns that the proposed site access – King William Close is an un-adopted road. The Highway Authority confirms that King William Close is un-adopted and as it currently serves five existing properties only 3 additional dwellings can be served off the road. However the promoter of the site proposes an alternative access onto Churchgate Way. The Highway Authority made no objections to the proposed access arrangement south of King William Close junction to serve a maximum of 21 dwellings, subject to how it is delivered.
- The public response to the preferred options consultation was not of a large scale. On balance, it is considered that the rate of public comments and objections received does not give an indication as to the public's general consensus on a preferred site for development. Terrington St. Clement Parish Council made no comments during the preferred options consultation. The Highway Authority made no objections to either G93.1 or G93.2.
- One new site was submitted at the preferred options consultation (site 1280) however this site is remote from the main built up part of the village and is not considered a reasonable option or a more suitable option than the allocated sites. Further additional information was received from promoters of individual sites.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

- Terrington St Clement is a relatively large settlement with a range of services and with a large number of sites available with development potential. Following the preferred consultation and further considerations, it was agreed that the settlement has the potential to accommodate more dwellings than that previously sought. As such, it is agreed that the opportunity to allocate more dwellings in Terrington St. Clements should be explored. Subsequently, LDF task group members carried out a site visit to site 583/533.
- Site 533/583 performs positively overall in the sustainability appraisal; it is well located to a number of services including the school, and the proposed footpath/cyclist link across the site further enhances pedestrian access to services and also links the north east part of the settlement with the rest of the village. Another advantage of this site is that it is mostly a brownfield site that is mostly derelict and development on part of the site provides an opportunity to visually improve the area whilst re-using previously developed land. The site covers a large area and development of the entire site is not considered appropriate. Therefore it is considered that the northern part of the site is retained for existing employment/general industrial use, and the eastern part of the site G93.3 should be allocated for residential use with a buffer separating the employment uses and the proposed residential use.
- Site G93.3 falls within FZ3 (high flood risk area). However based on the benefits of the site, the constraints associated with the other site options that are in a lower degree of flood risk, and the need for growth in the settlement, it is considered that on balance the benefits of allocating the site outweighs this constraint. However, development is subject to the appropriate flood mitigation measures as set out in the flood risk policy.

## Conclusion

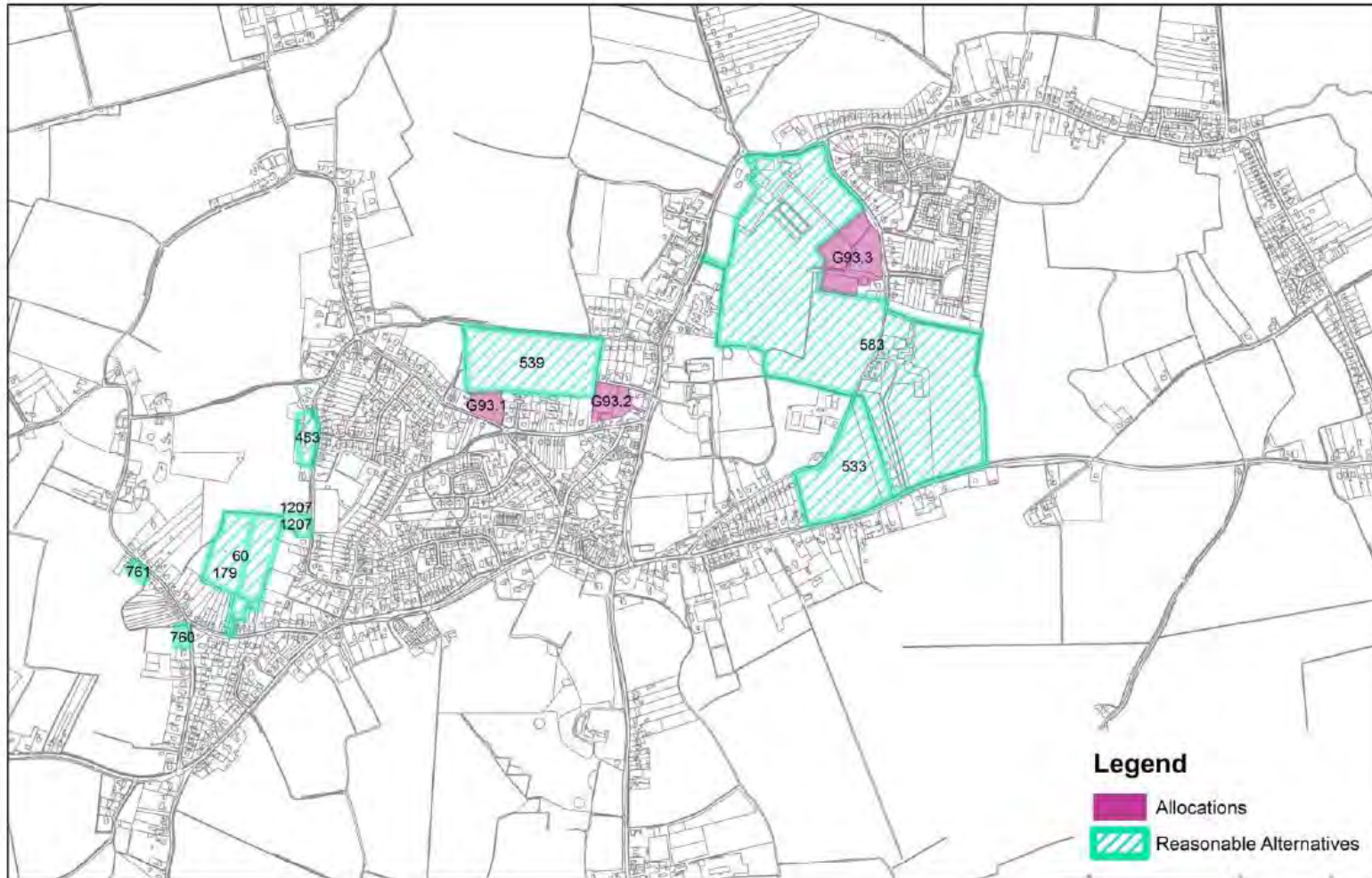
Therefore based on the sustainability appraisal, the responses to the consultation and the need for additional growth in the village, the following sites are allocated:

- Allocated site G93.1 (part of site 539) is identified as one of the higher scoring sites in the Sustainability Appraisal. It is centrally located, in close proximity to services and is situated in a built up area with potential minimal impact on the landscape amenity and character of the area. The north-east corner of the site falls within a medium flood risk area (FZ2) as such any development on the site will be subject to meeting the requirements of the flood risk policy. The area allocated would constitute infill development on Chapel road.
- Allocated site G93.2 performs highly in the Sustainability Appraisal; it is centrally located, in close proximity to a range of services, partly comprises of brownfield land, and is located in a built up area with minimal visual or landscape impact. The site is mostly in a low flood risk area (FZ1). The Highway Authority made no objections to the site subject to how the scheme is implemented. The preferred options consultation raised no material reasons that outweigh the merits of allocating the site. As such it is recommended that the site remain a preferred option for allocation of 17 dwellings.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

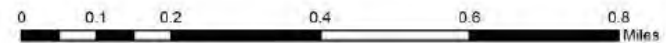
- Allocated site G93.3 is situated in a fairly built up part of the village and is well located to services. It is mostly screened from the wider landscape by existing development and mature planting. It is considered that the site has the potential to accommodate 35 dwellings without detriment to the form and character of the surrounding area. Access is proposed from the existing access on Benns Lane.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



Terrington St Clement

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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Terrington St John, St John's Highway & Tilney St Lawrence - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
885	++	+	o	XX	X	o	X	X	o	?
710/167	++	+	o	XX	X	o	#	X	o	?
890	+	+	o	XX	XX	o	#	o	o	?
G94.1 (Part of 890)	+	+	o	XX	XX	o	#	o	o	?
393/417	+	+	o	XX	X	o	#	o	o	?
G94.1 (Part of 393/417)	+	+	o	XX	X	o	#	o	o	?
779/780	+	+	X	+/X	X	o	#	o	o	?
1253	++	+	o	XX	X	o	o	o	o	?

**885** – The site is located within reasonable walking distance to some local services including shops, bus stops, police station, village hall and public house. However, the Highway Authority objects to the site, raising concerns regarding access to the public highway for the proposed scale of development and inadequate footway links and road network. Development would result in the loss of grade 1 – excellent quality agricultural land. The site is subject to medium flood risk (tidal FZ2). The site is situated in a less built up part of the village and is not so well integrated with existing development in comparison to other site options. Open fields surrounds the site on the east and west and immediately to the south. Development is likely to have an impact on the landscape character of the area. On the northern side the site is bordered by the A47 trunk road which would potentially result in noise issues thus affecting the living conditions of residents of any potential development.

**710/167** – The site scores highly in terms of proximity to services as it is within walking distance to some local services including shops, public house, and bus stop. Subject to a safe access the Highway Authority have no objections to the site. Development would result in the loss of excellent quality (Grade 1) agricultural land. The site is subject to medium flood risk (tidal FZ2). The site is located at the edge of the settlement in a less built up area although there is existing housing to the north and south of the site as such development on the site would constitute infill development. There are mature hedges along the site boundaries which screens it from the wider landscape. The A47 trunk road lies in close proximity to the site and would potentially result in noise disturbances to residents of any potential development.

**KEY:** ++ very positive; + positive; X negative; XX very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**890** – The site performs averagely in terms of proximity to services in comparison to other site options but it is still within reasonable walking distance to Main Road where majority of the village services are concentrated and is also located next to the school. There are existing footway links from the site and good vehicular network which further enhances access to services. The highway authority made no objections to the site subject to design and layout. Development would result in the loss of Grade 2 – good quality agricultural land. The northern part of the site is within flood zone 2 (medium flood risk) and the southern part of the site is within flood zone 3 (high flood risk). The site is located in a built up area with established housing immediately to the west and some housing to the south with open countryside to the east and open fields immediately to the north. However the site is not as integrated with the main built up part of the village to the north and in comparison to alternative site options; the site does not score as highly in terms of landscape impacts. Also the site is too large for the number of housing sought in the settlement. Development of such large scale would have negative impacts on the form, character and amenity of the area. There is a school playing field on the northern part of the site. This is proposed to be retained and relocated to a more useable size field with additional parking for the school provided.

**G94.1 (part of site 890)** – The site comprises of a smaller part (north-west) of site 890 and therefore performs similarly in the sustainability appraisal. The site fronts onto School Road and is within reasonable walking distance to Main Road where majority of the village services are situated and is also immediately opposite the school. There are existing footway links west of School Road with opportunity for further provisions which further enhances access to services. The highway authority made no objections to the site subject to its design and layout. Development would result in the loss of Grade 2 – good quality agricultural land but on a much smaller scale in comparison to site 890. The site is within flood zone 2 (medium flood risk). There is existing housing west of the site opposite the road with open fields to the north, south and east. Allocation of the site in combination with part of 393/417 would be well integrated with the surrounding area, with minimal landscape impact and would represent a continuation of existing housing along School Road. There is a school playing field on the northern part of the site. This is proposed to be retained and relocated to a more useable size field thus alleviating any effect in terms of loss of community amenity.

**393/417** – The site scores positively in terms of access and proximity to services; it is situated immediately opposite the school and is within reasonable walking distance to Main Road where majority of the village services are concentrated. There are existing footway links west of the site and good vehicular network which further enhances access to services. The highway authority made no objections to the site subject to design and layout of the scheme. Development would result in the loss of grade 2 (good quality) agricultural land. The site is subject to medium flood risk (FZ2). The site is located in a fairly built up area and is well integrated with the existing village; it is surrounded by housing on the north, west and partly on the east. Development is likely to have minimal impact on the landscape character of the area and would simply form a continuation of existing development along School road.

**G94.1 (Part of site 393/417)** – The site comprises of a smaller part of site 393/417 and has similar scores in the Sustainability Appraisal. It scores positively in terms of access to services, with opportunity for safe site access from School Road subject to its design. It is within a medium flood risk area and comprises of grade 2 agricultural land which is the same for majority of the growth options in the settlement. The site in combination with part of site 890 provides an opportunity for a form of development that is well located and integrated with the village, without detriment to the landscape character and form of the surrounding area.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**779/780** – The site is well located to services scoring highly in terms of proximity and access to services. The site is on an existing depot and is connected to the highway network. Subject to a safe access and footpath, the Highway Authority would not object to the site. Residential development on the site would result in loss of employment land/use however the principal of residential development on part of the site was established in the extant planning permission on the site for 23 residential dwellings. Development would not have an impact on food production as the site is mostly brownfield and the rest of the site is not in agricultural use. The site is subject to medium flood risk (FZ2). The site is situated in a built up area; it lies at the rear of existing development and is mostly screened on all sides by development. It is not screened from the wider landscape on the northern side but in this view development will be viewed against the backdrop of the existing village. As such it is considered development on the site is not likely to harm the landscape character and visual amenity of the locality.

**1253** – The site is well located within walking distance to a range of services. It is located on Main Road where majority of the village services are situated. Immediately adjacent the site to the east is the village pub and a doctor's surgery to the north. The site has good walking and vehicular links to services. The Highway Authority made no objections to the site subject to a safe access being achieved and local improvements being made to the footway network. The site comprises of grade 2 (good quality) agricultural land although it is not currently in agricultural production. The site is subject to medium flood risk (FZ2). There are mature planting and hedges along the site boundaries. There is existing development to the north and east of the site. Development on the site would form a continuation of development along Main Road without detriment to the form and landscape character of the area.

## Discussion

- Overall, the Sustainability Appraisal indicates that no one option would result in a highly positive or highly negative effect in majority of the categories. The Sustainability Appraisal indicates that all the site options perform positively in terms of access/proximity to services due to the nature of the village and the range of services available. Also all the site options mostly have similar degrees of flood risk. However, in comparison to the other site options, sites 885 and 710/167 are not so well integrated with the village and scores particularly negatively in terms of impact on amenity due to potential noise issues arising from the A47 trunk road. Also, site 1253 score highly in the sustainability appraisal but the size of the site can only accommodate 3 dwellings which is less than the minimum number the Council is seeking to allocate on any one site. Therefore sites 393/417, 890 and 779/780 are relatively less constrained than the other site options in the Sustainability Appraisal.
- There was very little response to the Terrington St John, St John's Highway and Tilney St Lawrence chapter. The Parish Council made no comments during the consultation. The only comments received were from promoters of individual sites to support their submissions. Given the low response rate to the consultation, it is not possible to identify the general public views on a preferred site for allocation.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

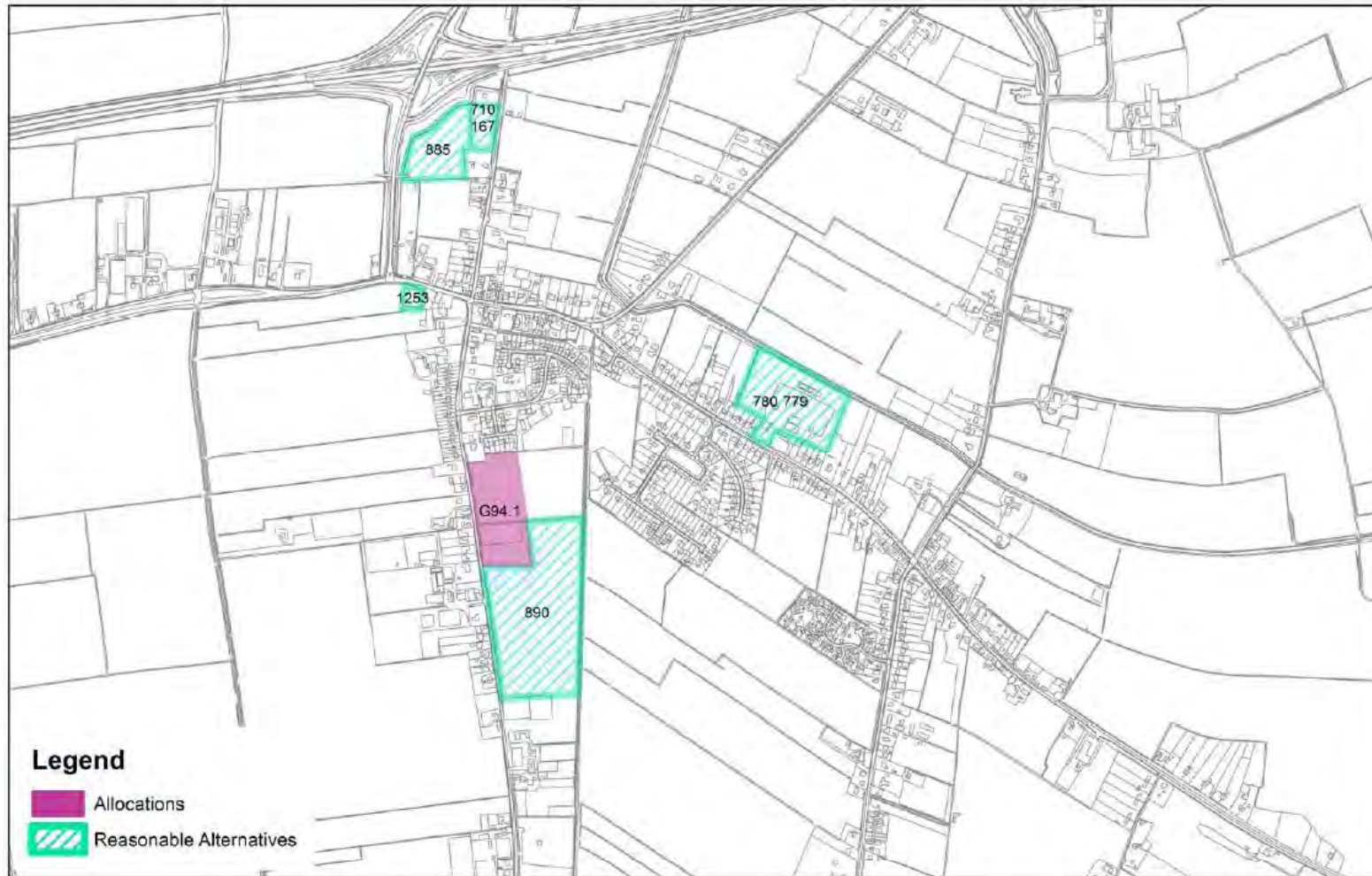


- Part of sites 393/417 and part of site 890 in combination is considered the most suitable site option in the settlement; they score well in the Sustainability Appraisal and are well located to services particularly the school and has good pedestrian and vehicular links to services on Main Road. Also the sites are well integrated with existing development and are not likely to be detrimental to the form and landscape character of the village. The allocated site G94.1 is of a suitable scale to accommodate the 35 dwellings sought in the village at a density consistent with its surroundings. The sites were identified as non-preferred options at the preferred options stage because the requested flood risk assessment was not provided. However this information has now been provided and is considered sufficient. Development on the site is subject to the appropriate flood mitigation measures. In terms of the school playing field it is proposed to be relocated to a more useable size field to the east. The promoters of the site includes an added community benefit in the form of the provision of car parking space and a pavilion/changing room as part of the submission. The specific details and need for this proposal would be considered at the application stage. Norfolk County Council - Children Services made no objections to the relocation of the playing field. The Highway Authority made no objections to proposed access from School Road subject to the access arrangements submitted at the preferred options consultation stage.

## Conclusion

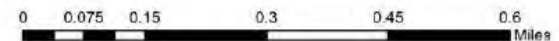
- In summary, site G94.1 is identified as the least constrained site option and is therefore allocated for the dwellings sought in the settlement.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Thornham - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>THM1 (186/887)</b>	x	+	o	x	+	#	x	#	x	o
<b>645</b>	x	+	o	x	+	#	x	#	o	o
<b>886</b>	+	+	o	x	+	#	?	x	o	o

**THM1 (186/887)** - The site is surrounded by development on two sides (east and west) therefore there is potential to provide a continuation of linear development along The Green and enhance or introduce new natural planting to partially screen the site from more sensitive open areas to the north and south. However development in this location will remove the visual link between the open area in the village and the marshes to the north, which is considered to be an important part of the village's character by the Norfolk Coast Partnership. For this reason the site is considered to have a negative impact on Landscape & Amenity which is a change from the preferred options scoring. The surrounding road network is narrow without footpaths and therefore the site is considered to score poorly against sustainability indicator 'Highways & Transport' and 'Access to Services'. The score for Natural Environment is unknown as the pond adjacent to the site may contain the protected species Natterjack Toad and therefore further assessment will be required to determine whether development would have an adverse impact on the species. The site is visible but distant from Thornham Conservation Area and careful consideration of the heritage impact in the design should mitigate any impact on the Conservation Area. Development will result in the loss of agricultural land (grade 3) and the site is currently used for agriculture.

**645** - The site is situated to the south, east and west of existing properties and their residential gardens and borders an agricultural field to the south of the site. The surrounding road network is narrow without footpaths and therefore the site is considered to score poorly against sustainability indicator 'Highways & Transport' and 'Access to Services'. The site is further constrained by the narrow entrance to the site. The

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

potential form of back land development is not characteristic of the area although the site is well screened behind existing development and by hedgerow.

Development will result in the loss of agricultural land (grade 3) and the site is currently used for pasture. The site is visible but distant from Thornham Conservation Area and careful consideration of the heritage impact in the design should mitigate any impact on the Conservation Area.

**886** - The site is situated to the south of Thornham adjacent to existing development bordering Ringstead Road. There is good walking access to the school and village facilities with existing vehicular access to the two agricultural storage buildings on site. The remainder of the site is a small portion of a large agricultural field and is surrounded to the west and south by open countryside and to the east by Ringstead Road and further undeveloped land therefore development is likely to be visually intrusive in the landscape and could have a negative impact on the Area of Outstanding Natural Beauty designation. Development will result in the loss of agricultural land (grade 3) and the site is currently used for agriculture. The site is immediately adjacent to Thornham Conservation Area, next to some recently converted traditional flint buildings. The heritage impact would have to be carefully considered through the design of any development although the removal of large metal agricultural storage units may enhance the setting of the Conservation Area.

## Discussion

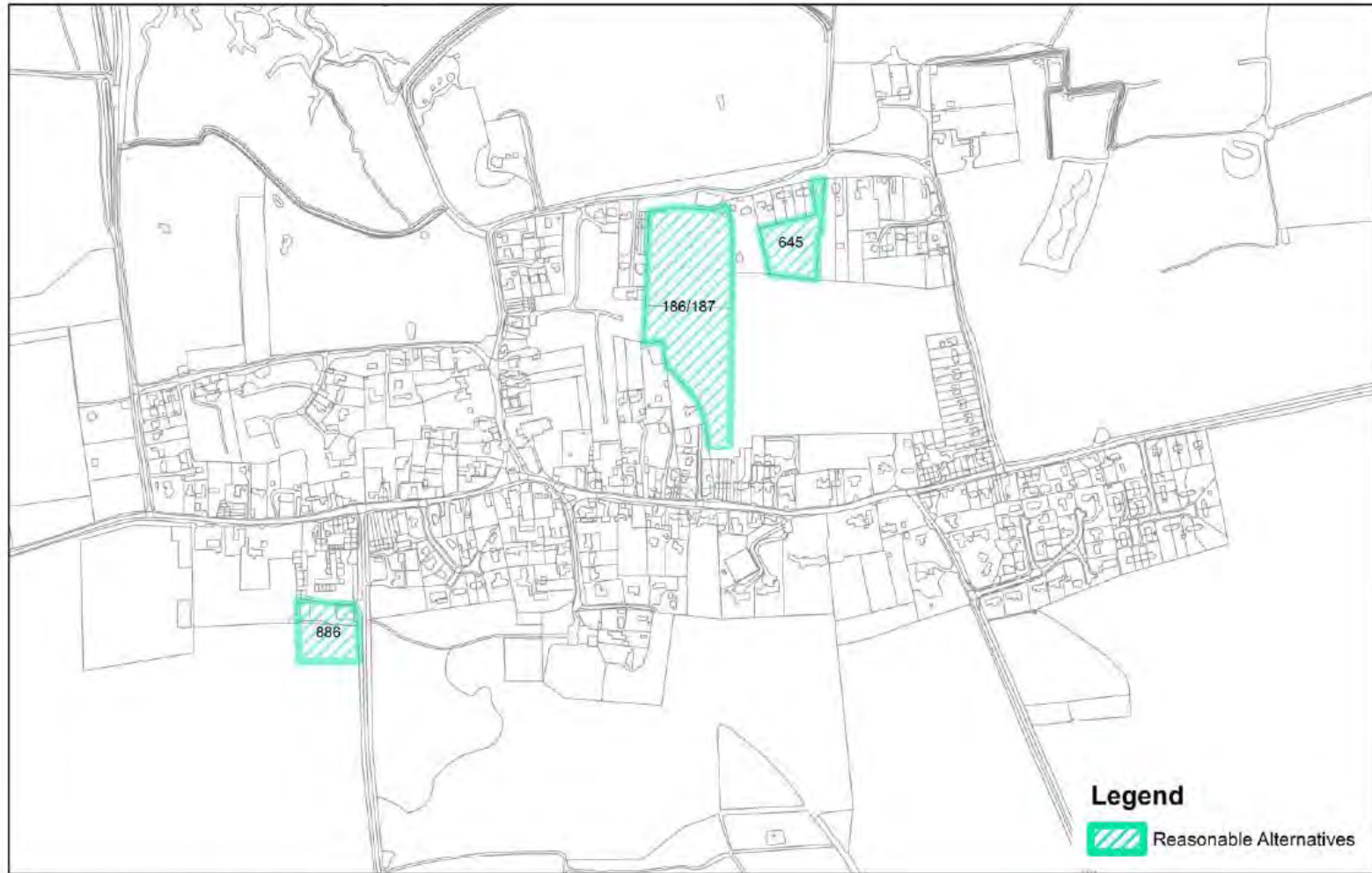
- Only one member of the public responded to the consultation and Thornham Parish Council have not provided any response therefore it is not possible to gain local viewpoints about the proposed options for development.
- The response from Statutory Consultees: Norfolk County Council Highways Authority and the Norfolk Coast Partnership indicated opposition to allocation of the previously identified 'preferred option' THM1 186/887. English Heritage and Natural England provided comments on the proposed policy wording and site boundary for THM1.
- All three potential options score relatively poorly in the Sustainability Appraisal but this is in part due the nature of the rural village situated in a highly environmentally and visually sensitive location with historic access routes not ideally situated to pedestrian and vehicular access. Sites THM1 186/887 and 645 score poorly against sustainability indicators 'highways & transport' and 'access to services' and site 886 scores poorly against indicator 'landscape and amenity'. Sites THM1 186/887 and 645 are in close proximity to one another and therefore have an almost identical score in the Sustainability Appraisal. In considering more site specific constraints the key difference between these two options is the access on site to 645 from The Green which is narrow and would result in backland development behind existing properties. However this development would be well screened from The Green. Site THM1 186/887 is easily accessible from The Green and would represent a form of development which is in keeping with surrounding properties; however the site is more visible in the landscape and would close a visual gap between the existing settlement and open marshland.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Conclusion

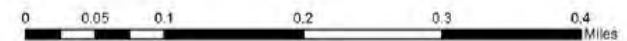
- Therefore due to these constraints there is no allocation for Thornham.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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Thornham



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

### Three Holes - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>G96.1 (488)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>xx</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>o</b>	<b>?</b>
<b>1105</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>xx</b>	<b>#</b>	<b>?</b>	<b>x</b>	<b>o</b>	<b>?</b>

**G96.1 (488)** – This site is located to the east of Main Road adjacent to ‘The Bungalow’ dwelling. The site performs fairly well overall in terms of sustainability, particularly in terms of ‘access to services’. Development of the site would not impact on ‘natural environment’ or ‘landscape and amenity’ as it would form a natural extension of the existing settlement and would be a linear style of development in-keeping with the local settlement pattern seen along Main Road. The site performs poorly in relation to the indicator ‘flood risk’ however this is the same for all of growth site options. Currently the site is located immediately adjacent to a bus stop serving the region marking the area as well served in terms of transport links. Unfortunately development of this site would result in the loss of Grade 1 Agricultural Land but it should be noted that the majority of Three Holes is located within this grade of agricultural land, so this is a constraint associated with all the sites proposed as growth options for this settlement.

**1105** – Site 1105 is located to the west of Main Road, to the rear of the existing building line, north of the middle level drain. The site’s sustainability performance is similar to that of Site THH1 in that it is centrally located to village services and amenities and that development would result in the loss of Grade 1 Agricultural Land. Potential flood risk is high (Flood Risk 3) due to its proximity to the middle level drain. One factor working against this site is its access point which is unclear whether it can be achieved sustainably and in a safe manner. Development of this site would constitute a form of backland build and therefore wouldn’t be in-keeping with the settlement pattern of Three Holes, this results in a negative score for the factor ‘landscape & amenity’.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Discussion

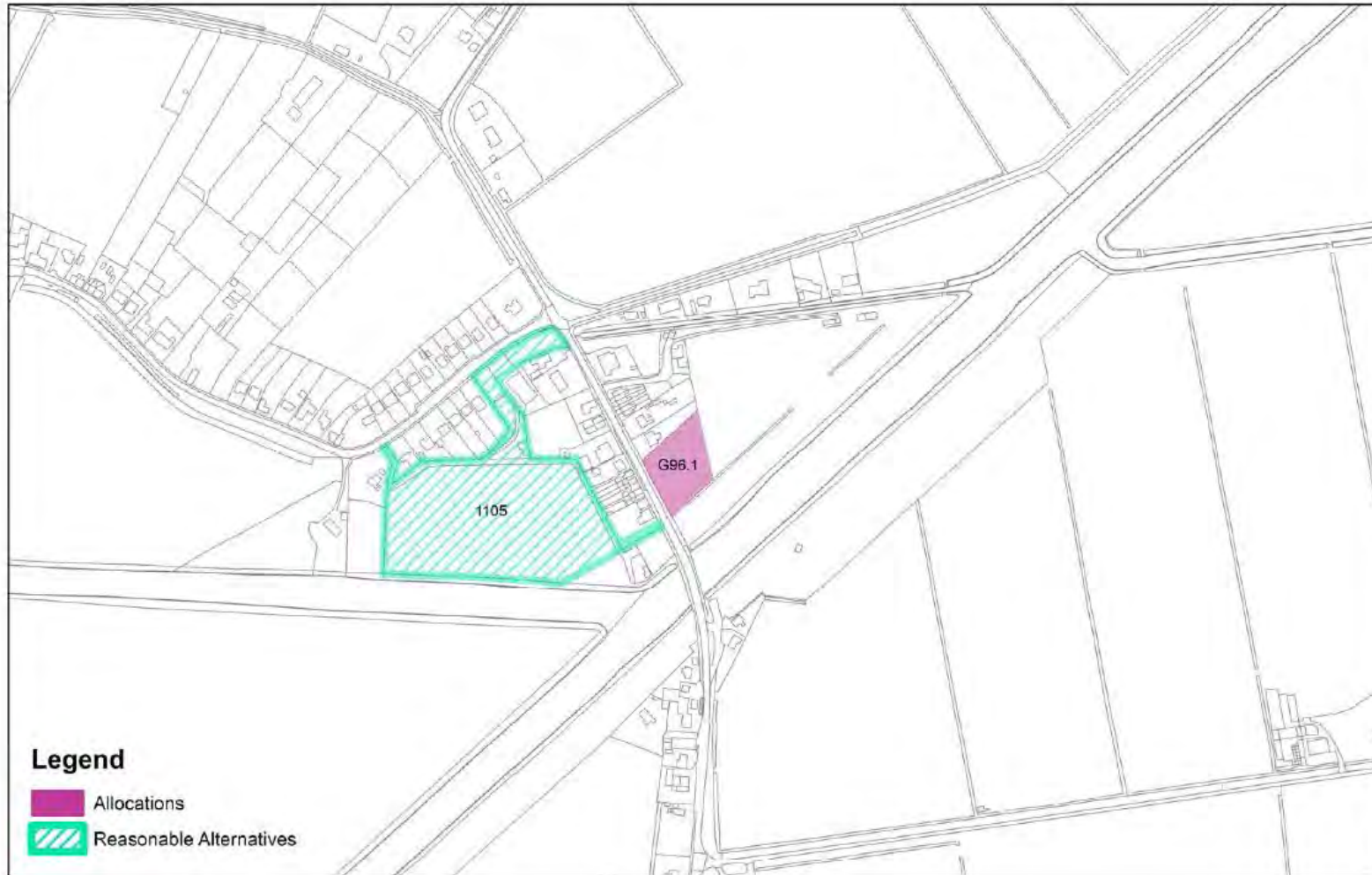
- The Sustainability Appraisal indicates that Site G96.1 is the most sustainable option put forward for growth. Both options score highly positive with regard to 'access to services' and positive in the factor 'community & service' but neither option results in a positive in the remaining categories. Although G96.1 does score better in the factor 'landscape & amenity' and 'highways & transport', with support shown from the Highways Authority. Site G96.1 would be an appropriate choice, having a good accessible location with no major highway issues. Its location is central to village services and amenities with improved pedestrian accessibility a provisional condition imposed by the Highways Authority. The alternative Site 1105 is considered to have similar attributes to G96.1 but it remains unclear whether access to the site can be achieved in a safe manner, this along with drainage issues, work against this site and outweigh the negative implications associated with Site G96.1.
- Responses from the Preferred Options Consultation from the statutory consultees revealed that Upwell Parish Council support Site G96.1. They also expressed support towards rejected site 138/605 following correspondence with the site owner, they state that the parcel of land in question, is in close proximity to village amenities and they think it would be suitable for future development. As previously mentioned, the Local Highway Authority indicated that it would support Site G96.1, subject to improved footpath provisions within the village.
- Due to a small number of comments being received from the public following the preferred options consultation, it is not possible to gain a consensus from the public on the preferred option for development. Comment(s) received in support of Site 138/605 have responded in relation to its detached nature, however this issue still remains. Its location south of the middle level drain mark the sites as detached from the main built up area of Three Holes which incorporates many of the primary services and amenities of the village. While it is noted that development here would contribute to the villages' expansion, it does so in a manner which would not constitute it as sustainable, because it is located too far from a higher order settlement to be classed otherwise.
- G96.1 is identified as a sustainable option; it is centrally located with good access to village services and facilities. If developed the site would form a natural extension of the village, matching the current settlement pattern with views into the site from short, medium and long distances being seen in context of the built environment. In the preferred options consultation G96.1 was supported by both Upwell Parish Council and Norfolk County Council Highway Authority and received no objections. Whilst the site lies within flood zones 2 and 3 fluvial (climate change), there are no other sites within the settlement at lesser risk of flooding. There is an alternative option that is partially at risk of flooding but the access and egress of that site are affected by flooding. Development of Site G96.1 provides an opportunity for a modest scale of development, which would cause the least harm to and detract from the existing landscape and character of the surrounding area and nor would it compromise the living conditions of the residents of neighbouring properties.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



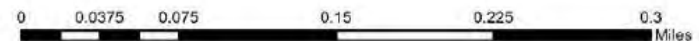
## Conclusion

- In summary site G96.1 is the allocated site for Three Holes based on its positive score in the sustainability appraisal. The Council considers that it is appropriate to marginally increase the level of new housing to 5 dwellings in order to optimise the development potential of the allocated site and increase contributions to affordable housing.



Three Holes

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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Tilney All Saints - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>G97.1 (329)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>x</b>	<b>o</b>	<b>+</b>	<b>o</b>	<b>o</b>	<b>?</b>
<b>284</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>xx</b>	<b>#</b>	<b>x</b>	<b>x</b>	<b>?</b>	<b>?</b>

**G97.1 (329)** – The site is in close proximity to some village services including the school and bus stop but generally there are limited services and facilities in the village. The site is well located with good highway and pedestrian access. The Highway Authority raised no objections subject to delivery of safe access. The site comprises of grade 2 (good quality) agricultural land. The site is in a medium flood risk area (flood zone 2). There is established residential development on the northern and western sides of the site. Development would form continuation of existing housing along School road. Existing housing and mature planting along the eastern and southern site boundaries screens the site from the wider landscape. As such there is potential for development to have minimal visual and landscape impacts.

**284** – Due to the form of the village and the limited services available, the site performs only averagely in terms of access to services in comparison to the other site option but is within walking distance to the church, village hall, and bus stop. Access to the site is likely to impact negatively on the amenity of the adjacent village hall. Development will result in the loss of grade 1 (excellent quality) agricultural land. The site is within a high flood risk area (FZ3) with a small part within the flood hazard zone. Parts of the site is adjacent a Grade 1 Listed Building and as such the design/layout of any potential development needs to be sympathetic to the settings of the listed structure. Further investigations are required in relation to the archaeological assets on the site. Parts of the site is heavily treed and overgrown with potential biodiversity issues. A number of trees adjacent the southern site boundary are protected by a Tree Preservation Order. The site is bordered on the north and west by existing development, but is surrounded on the west and south by open countryside. Development is likely to have more impact on the landscape character of the area in comparison to the other site option.

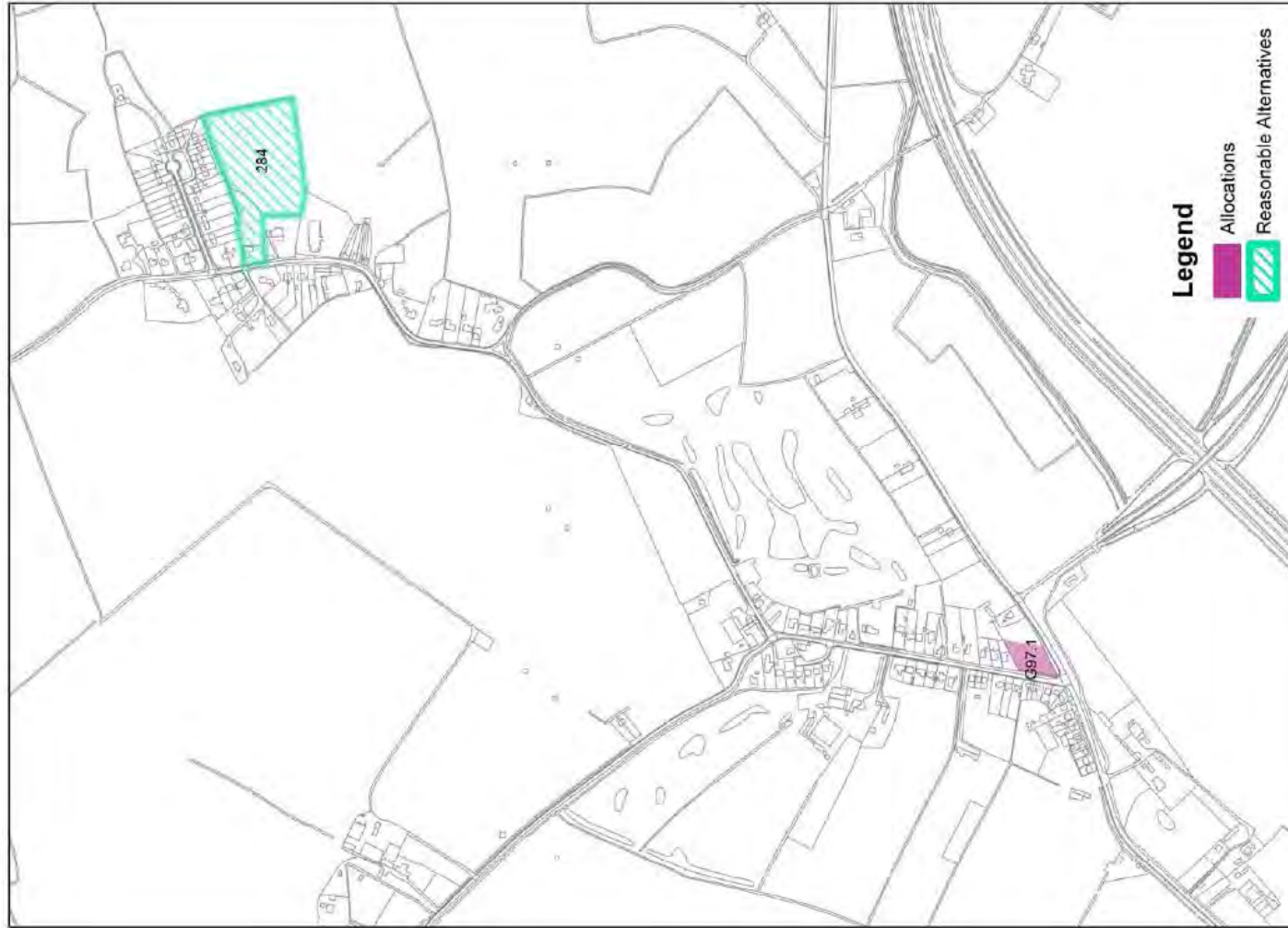
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Discussion

- The Sustainability Appraisal indicates that the allocated site G97.1 (329) scores higher overall and will have the least negative impact in majority of the categories than the other site option. Site G97.1 (329) is identified to have less flood risk, and landscape & amenity impact than the alternative option.
- At the Preferred Options consultation, there were no objections to the allocated site G97.1 from the statutory consultees although Tilney All Saints Parish Council had concerns regarding drainage. There was very low response from the public regarding options for housing in Tilney All Saints. There was one public support shown for the site and no public objections received. The response to the consultation was not of a scale to suggest a favoured preferred site.

## Conclusion

- The allocated site (Site G97.1) is identified to be the more sustainable option in the Sustainability Appraisal and received no objections in the preferred options consultation. The site is well located and provides an opportunity for a modest scale development that would not detract or cause harm to the existing form and character of the area.



Tilney All Saints



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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Upwell & Outwell - Sustainability Appraisal

### Upwell

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
82	++	+	o	xx	+	x	#	x	o	#
114	+	+	o	xx	+	#	xx	x	o	#
132	++	+	o	+/x	+	#	#	+	o	#
150	x	+	o	xx	+	o	xx	x	o	#
<b>G102.1 (part of 249 &amp; 524)</b>	++	+	o	xx	+	#	#	+	o	#
249 & 524	++	+	o	xx	+	x	#	#	o	#
300 & 277	+	+	o	xx	+	o	xx	#	o	#
327	++	+	o	xx	+	#	xx	x	o	#
<b>G102.2 (part of 358 &amp; 527)</b>	++	+/x	o	xx	+	o	#	o	o	#
358 & 527	++	+/x	o	xx	+	o	#	x	o	#
397	+	+	o	xx	+	#	xx	x	o	#

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

410	x	+	o	xx	+	o	xx	#	o	#
418	x	+	o	xx	xx	o	xx	x	o	#
426 & 1087	+	+	x	xx	+	#	#	+	o	#
438	++	+	o	xx	+	#	xx	x	o	#
607	+	+	o	xx	+	o	xx	x	o	#
639	x	+	o	xx	+	#	xx	x	o	#
675	+	+	o	xx	+	o	#	#	o	#
G102. 3 (681)	++	+	o	xx	+	#	#	#	o	#
G102. 4 (682)	++	+	o	xx	+	#	#	#	o	#
765	+	+	o	xx	+	o	#	#	o	#
805	+	+	o	xx	+	#	#	#	o	#
1050	++	+	o	xx	+	o	x	#	o	#
1199	+	+	o	xx	+	o	xx	#	o	#
1200	+	+	o	xx	+	o	xx	#	o	#

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**Outwell**

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>G102.6 (part of 104, 434 &amp; 1085)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>#</b>
104, 434 & 1085	+	+	o	xx	+	o	#	x	o	#
137 & 960	x	+	o	xx	+	o	xx	#	o	#
<b>G102.5 (236 &amp; 961)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>+</b>	<b>o</b>	<b>#</b>
244	++	+	o	xx	+	o	#	x	o	#

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



<b>380</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>414, 526 &amp; 1082</b>	<b>+</b>	<b>+</b>	<b>x</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>473</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>523</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>530</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>636</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>1202</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>?</b>	<b>#</b>	<b>o</b>	<b>#</b>

## Upwell

**82** – Scores highly positive in the factor ‘access to services’, positive in the factors ‘community & social’ and ‘flood risk’. The impacts upon ‘heritage’, ‘landscape & amenity’ and ‘infrastructure, pollution & waste’ are all dependent upon implementation. Note the latter is true of all the growth options proposed for this Key Rural Service Centre. The scores here for ‘heritage’ and ‘landscape & amenity’ are recorded as negative as the site is located within the Conservation Area and encompasses two TPO areas; these protected trees form a key component of the street scene within the village. Whilst neutral scores are recorded for ‘economy A business’ and ‘natural environment’, site 82 scores highly negative against one factor, ‘economy B food production’; development will lead to the loss of identified Grade 1 agricultural land.

**114** – Site 114 scores positively with regard to ‘access to services’, ‘community & social’ and ‘flood risk’. Neutral scores are recorded for ‘economy A business’ and ‘natural environment’. The impacts upon ‘heritage’ and ‘infrastructure, pollution & waste’ are dependent upon implementation. There are highly negative scores for the factors ‘economy B food production’ as Grade 1 agriculture land will be lost to development, and ‘highways & transport’ as Norfolk County Council Highways Authority consider this location to be too remote from the settlement and would object to development. There is also a negative score in the factor ‘landscape & amenity’ as development of the site would not be in-keeping with the form and character of the settlement, encroaching into the countryside.

**132** – This scores well overall across a number of sustainability factors with highly positive scores for ‘access to services’ and positive scores recorded in the factors ‘community & social’, ‘flood risk’ and ‘landscape & amenity’. A neutral impact is anticipated with regard to ‘economy A business’ and the impacts upon ‘heritage’, ‘highways & transport’ and ‘infrastructure, pollution & waste’ would all depend upon implementation. The only negative is recorded as a positive/negative (indicated by +/-) for the factor ‘economy B food production’, as the majority of the site is identified as Grade 1 agricultural land and this would be lost to development. However, despite the favourable overall sustainability scores for

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

Site 132, the size of the site is too small to for the desired growth levels within this Key Rural Service Centre and has a relatively narrow frontage to the highway.

**150** – Positive scores are recorded in the factors ‘community & social’ and ‘flood risk’. Neutral scores are recorded for ‘economy A business’, ‘heritage’ and ‘natural environment’. The impacts in relation to ‘infrastructure, pollution & waste’ would be dependent upon implementation. There are highly negative scores for the factors ‘economy B food production’ as Grade 1 agriculture land will be lost to development, and ‘highways & transport’ as Norfolk County Council Highways Authority consider this location to be too remote from the settlement and there is poor highway access, therefore they would object to development. There are also negative scores for ‘landscape & amenity’ as development of the site would not be in-keeping with the form and character of the settlement, creating a backland style of development and for “access to services” given the site’s location relative to existing shops and village facilities.

**G102.1 (part of 249 & 549)** – The site scores well overall in terms of sustainability, especially in relation to ‘access to services’. The impact of the site upon ‘heritage’ and ‘landscape & amenity’ would depend on how the development is implemented. It is considered that appropriate mitigation could be secured through a sensitively designed scheme. By only selecting part of sites 249 & 549 the development could take on a linear nature form that would be more in-keeping with the local settlement pattern and this would also minimise the impact upon the setting of the Grade II\* listed building, Welle Manor Hall, There is a neutral score recorded for ‘natural environment’ and ‘economy A business’. The site will result in the loss of high grade agricultural land but this is the same for all growth options proposed for the settlement.

**249 & 549** – The sustainability scores are similar to that as G102.1. However a negative is recorded for ‘landscape & amenity’ as development of the sites as originally proposed would be out of context with regard to the prevailing settlement pattern in the vicinity. There would also likely a negative impact for the factor ‘heritage’ as a Grade II\* listed building is within close proximity.

**300 & 277** - Positive scores are recorded in the factors ‘access to services’, ‘community & social’ and ‘flood risk’. Neutral scores are recorded for ‘economy A business’ and ‘heritage’. The impacts in relation to ‘infrastructure, pollution & waste’ and ‘natural environment’ would be dependent upon implementation. There are highly negative scores for the factors ‘economy B food production’ as Grade 1 agriculture land will be lost to development, and ‘highways & transport’ as Norfolk County Council Highways Authority considers the location to be relatively marginal and so would object to the development of this site.

**327** - Scores highly positive in the factor ‘access to services’, positive in the factors ‘community & social’ and ‘flood risk’. The impacts upon ‘heritage’ and ‘infrastructure, pollution & waste’ are all dependent upon implementation. Neutral scores are recorded for ‘economy A business’ and ‘natural environment’. This site scores highly negative in two factors, ‘economy B food production’ as development will lead to the loss of identified Grade 1 agricultural land, and ‘highways & transport’ as Norfolk County Council Highways Authority state that the highway access is

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

narrow (poor) and therefore would object to development at this location. There is also a negative score associated with the sustainability factor 'landscape & amenity' as development of the site due to its position and shape would not be in-keeping with the character of the existing settlement.

**G102.2 (part of 358 & 527)** - The site scores fairly well in terms of sustainability, especially in relation to 'access to services', being centrally located. Development at this location will have a neutral impact on 'heritage', 'natural environment' or 'landscape and amenity' as it relates well to the existing settlement and is outside of the Conservation Area. The site scored both positively and negative for community and social as some negative comments were received regarding development on part of this site, however the development will provide community benefits through housing and the Parish Council support the scale of development proposed on this site. Development at this location will fit in with surrounding development and it is unlikely to impact on the landscape and townscape, forming an extension to existing residential development. The site will result in the loss of high grade agricultural land but this is the same for all growth options within the settlement.

**358 & 527** – The overall Sustainability Appraisal scores are similar to that of G102.2; however development of the whole of these sites would create a development inappropriately large for this locality and therefore impact negatively upon the form and character of the existing settlement.

**397** - Site 397 scores positively with regard to 'access to services', 'community & social' and 'flood risk'. Neutral scores are recorded for 'economy A business' and 'natural environment'. The impacts upon 'heritage' and 'infrastructure, pollution & waste' are dependent upon implementation. There are highly negative scores for the factors 'economy B food production' as Grade 1 agriculture land will be lost to development, and 'highways & transport' as Norfolk County Council Highways Authority consider the surrounding highway network to be relatively poor by virtue of the narrow carriageways and thus would object to the development of this particular site. There is also a negative score in the factor 'landscape & amenity' as development of the site would not be in-keeping with the form and character of the settlement, creating a backland style of development.

**410** - Site 410 scores less well with regards to "access to services". Positive scores are also recorded for 'community & social' and 'flood risk'. Neutral scores are recorded for 'economy A business', 'heritage' and 'natural environment'. The impacts upon 'landscape & amenity' and 'infrastructure, pollution & waste' are dependent upon implementation. There are highly negative scores in three factors: 'economy B food production' as Grade 1 agriculture land will be lost to development, 'highways & transport' as Norfolk County Council Highways Authority consider this location to be too remote from the settlement and would object to development taking place at this locality, and 'flood risk' as the site is partial located within Flood Zone 2.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**418** – This site scores negatively with regard to ‘access to services’ given the position relative to the settlement. A positive score is also recorded for ‘community & social’. Neutral scores are recorded for ‘economy A business’, ‘heritage’ and ‘natural environment’. The impacts upon ‘landscape & amenity’ and ‘infrastructure, pollution & waste’ are dependent upon implementation. There are highly negative scores for the factors ‘economy B food production’ as Grade 1 agriculture land will be lost to development, and ‘highways & transport’ as Norfolk County Council Highways Authority consider this location to be too remote from the settlement and would object to development taking place at this locality.

**426 & 1087** – This site scores positively in a number of sustainability factors; ‘access to services’ but not as highly positive as other options proposed, ‘community & social’, ‘flood risk’ being in Flood Zone 1 and ‘landscape & amenity’. There would be a neutral impact upon ‘natural environment’, whilst the impacts upon ‘heritage’, ‘highways & transport’ and ‘infrastructure, pollution & waste’ are all dependent upon implementation. The site does score negatively in the factor ‘economy A business’ as development will lead to the loss of an existing employment site. The Council will seek to retain such site at all possible. There is also a highly negative score recorded for the factor ‘economy B food production’; the majority of the site is identified as Grade 1 agricultural land, and would be lost if the site were to be developed for residential dwellings.

**438** – Site 438 is centrally located and this results in a highly positive score in ‘access to services’. However the site scores highly negative in ‘highways & transport’ as there is no suitable access leading to the site. Norfolk County Council Highways Agency objects to development at this site. This is a large site that encroaches into the countryside and its development would not be in-keeping with existing settlement pattern. This results in a negative score for ‘landscape & amenity’ and a highly negative score for ‘economy B food production’ as Grade 1 agricultural land would be lost.

**607** – Site 607 is reasonably located in relation to local facilities and this results in a positive score for ‘access to services.’ However the site scores highly negative in ‘highways & transport’ as there is no apparent means of access to the site, resulting in Norfolk County Council Highways Agency objecting to development at this site. The site encroaches into the countryside and its development would not be in-keeping with existing settlement pattern seen at this locality, this is reflected by negative score for ‘landscape & amenity’. Development of Site 607 would also lead to the direct loss of identified Grade 1 agricultural land, hence the highly negative score for the factor ‘economy B food production’.

**639** – This site scores negatively for the ‘access to services’ factor. However the site scores very negatively in ‘highways & transport’ as the surrounding highway network is very narrow, resulting in Norfolk County Council Highways Agency objecting to development at this location. The site encroaches into the countryside and its development would not be in-keeping with existing settlement pattern; this has led to a negative score for ‘landscape & amenity’. Development of Site 607 would also lead to the direct loss of identified Grade 1 agricultural land, hence the highly negative score for the factor ‘economy B food production’.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**675** – This site scores positively in three sustainability factors; ‘access to services’ but not as highly positive as other options proposed, ‘community & social’, ‘flood risk’ being in Flood Zone 1. The impact for ‘landscape & amenity’ is dependent upon implantation as potential negatives could be mitigated through the use of a good design scheme. There would be a neutral impact upon ‘natural environment’ and ‘heritage’. A highly negative score is recorded for the factor ‘economy B food production’ as site is identified as Grade 1 agricultural land, this would be lost to development.

**G102.3 (681)** - The site scores well in terms of sustainability, especially in relation to ‘access to services’ recording a highly positive score, as it is located in the centre of Upwell resulting in easy walking distances to local services and an existing footpath network. There is a positive recorded for ‘community & social’ as the scale of growth proposed at this site is supported by the Parish Council. The impact of the site in terms of ‘landscape & amenity’ and ‘heritage’ depends on how the development is implemented as the site is adjacent to the Conservation Area, however any negative impact could be mitigated by appropriate design and implementation. The site will result in the loss of high grade agricultural land but this is the same for all growth options within the settlement.

**G102.4 (682)** - As with G102.3 this site scores well in terms of sustainability, especially in relation to ‘access to services’ recording a highly positive score, due its central location within Upwell. The impact of the site in terms of ‘landscape & amenity’ and ‘heritage’ depends on how the development is implemented, as the site is partly within the Conservation Area, although any negative impact could be mitigated by appropriate design and implementation. The site will result in the loss of high grade agricultural land but this is the same for all growth options within the settlement, this the only negatives scored for this site in terms of sustainability. The Highway Authority does not object to this site, subject to satisfactory vision splays being achieved.

**765** – Site 765 is reasonably well located in relation to local facilities and this results in a positive score for ‘access to services’ although other growth options proposed for this settlement do score higher. Development of this would lead to the loss of identified Grade 1 agricultural land, hence the highly negative score for the factor ‘economy B food production’. There would be neutral impacts upon ‘economy A business’, ‘heritage’ and ‘natural environment’. The impacts upon ‘highways & transport’, ‘landscape & amenity’ and ‘infrastructure, pollution & waste’ would all be dependent upon implementation. The site is within Flood Zone 1 it scores positive in relation to the ‘flood risk’ factor as it has a low probability of flooding..

**805** – This site is reasonably well located in relation to local facilities and this results in a positive score for ‘access to services’ although other growth options proposed for this settlement do score higher. Development of this would lead to the loss of identified Grade 1 agricultural land, hence the highly negative score for the factor ‘economy B food production’. There would be neutral impacts upon ‘economy A business’ and ‘natural environment’. The impacts upon ‘highways & transport’, ‘landscape & amenity’, ‘heritage’ and ‘infrastructure, pollution & waste’ would all be dependent upon implementation. The site is within Flood Zone 1 and therefore scores positive in relation to the ‘flood risk’ factor.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**1050** – Site 1050 scores highly positive with regard to ‘access to services’ however the site scores negatively for the ‘highways & transport’ factor as Norfolk County Council Highways Agency consider the site to be relatively remote from key services and would object to this site being developed. The site does score positively in the factors ‘community & social’ and ‘flood risk’. The impact upon ‘landscape & amenity’ will depend upon implementation, as negatives could be mitigated through the use of a good design scheme.

**1199** – This site records a highly negative score in the factor ‘highways & transport’ as Norfolk County Council Highways Agency consider the site to be too remote from the settlement and so would object to the site being developed. The site also scores poorly in respect of the loss of agricultural land.

**1200** - This site records a highly negative score in the factor ‘highways & transport’ as Norfolk County Council Highways Agency consider the site to be too remote from the settlement and so would object to the site being developed. The site also scores poorly in respect of the loss of agricultural land.

## Outwell

**G102.6 (part of 104, 434 & 1085)** - The site scores fairly well in terms of sustainability, especially in relation to ‘access to services’ with a highly positive score recorded, as the site is centrally located within the settlement and therefore close to a number of local facilities and services. Development at this location will have a neutral impact on ‘heritage’ and ‘natural environment’. The impact of the site in terms of landscape and amenity will depend on how the development is implemented. It is considered that any adverse impact could be mitigated through appropriate design to forming an extension off Isle Road. The site will result in the loss of high grade agricultural land but this is the same for all growth options within the settlement.

**104, 434 & 1085** – Sustainability scores are very similar to G102.6 with one key difference, the score for the factor ‘Landscape & amenity’ is negative as development of this larger site would not be in-keeping with the prevailing settlement pattern. It would also encroach into the countryside and result in a higher loss of Grade 1 agricultural land.

**137 & 960** - This site records a highly negative score in the factor ‘highways & transport’ as Norfolk County Council Highways Agency consider the site to be too remote from the settlement and so would object to the site being developed.

**G102.5** – Site G102.5 scores well in terms of sustainability, especially in relation to ‘access to services’ as the site is centrally located within the settlement and within close proximity to local facilities and services. The impact of the site in terms of the indicator ‘infrastructure, pollution and waste’ and ‘highways and transport’ depend on the scheme is implemented. Development will have minimal impact on the landscape and amenity as the development will be well screened and integrated with the existing village, offering an opportunity for an infill style development

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

along Wisbech Road. The level of growth proposed at this site is supported by the Parish Council and this reflected by a positive score in the 'community & social' factor. The site will result in the loss of high grade agricultural land but this is the same for all growth options within the settlement.

**244** – Whilst the site does score a highly positive for 'access to services' there is a negative score for this site in the factor 'landscape & amenity' as development at this location would not relate well to existing settlement pattern, therefore would impact negatively upon the character of the local area.

**380** – The site records a negative in the sustainability factor 'landscape & amenity' as development at this location would be seen out of context within this settlement.

**414, 526 & 1082** – A negative score for 'economy A business' is recorded as development of this site would result in the loss of employment land, which should be retained if possible given the prevailing policy position.

**473** – The site performs poorly in the factors 'highways & transport' as there is no suitable access to the site, this result in Norfolk County Council Highways Authority objecting to the development of this particular site. The site whilst scoring a positive for 'access to services', this is not as positive as scores recorded for this sustainability factor as other sites that have been proposed for this settlement. The settlement boundary has been extended to accommodate this site. Access would be off the cul de sac head.

**523** – Site 523 scores relatively well across the range of sustainability factors, with no negatives scored and positives recorded in the following factors: 'access to services', 'community & social' and 'flood risk'. However the positive score for 'access to services', this is not as positive as scores recorded for this sustainability factor as other sites that have been proposed for this settlement. Similar to site 473, the settlement boundary has been extended to accommodate this site.

**530** – This sites records a negative in the sustainably factor 'landscape & amenity' as development of this site will have a negative impact on the local landscape and potentially encroach upon nearby existing residential development adjacent to the site. Another negative score is recorded for 'highways & transport' as Norfolk County Council Highways Authority considers the site to be remote in relation to the existing settlement.

**636** – 636 is reasonable located in relation to local facilities and this results in a positive score for 'access to services' although other growth options proposed for this settlement do score higher. Development of Site 636 would lead to the loss of identified Grade 1 agricultural land, this accounts for the highly negative score for the factor 'economy B food production'. There would be neutral impacts upon 'economy A business', 'heritage' and 'natural environment'. The impacts upon 'highways & transport', 'landscape & amenity' and 'infrastructure, pollution & waste' would be dependent upon implementation. The site is within Flood Zone 1 and therefore score positive in relation to the 'flood risk' factor.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**1202** - The site whilst scoring a positive for 'access to services', this is not as positive as scores recorded for this sustainability factor as other sites that have been proposed for this settlement. The site score well across the sustainability factors in comparison to the other submitted sites for this settlement but as mentioned earlier the score for 'access to services' isn't a positive as some of the sites put forward as potential growth options for Upwell / Outwell.

#### **Upwell and Outwell Discussion:**

- Responses to the Preferred Options Consultation by statutory consultees and other organisations indicated an overall support for the sites mentioned above. Despite sites being located within Flood Zone 1 (low risk) there were concerns raised regarding the drainage and flood risk. The Environment Agency submitted further information regarding the level and scale of flood risk within both settlements and supported the overall approach taken by the Council with regards to the sequential assessment of sites. English Heritage expressed reservations regarding G102.1 and G102.3 given their proximity to heritage assets. The significance of these heritage assets is taken into account, as the level of growth associated with G102.3 (5 dwellings) is considered modest by the Council and a sensitive design has the potential to conserve and enhance the Conservation Area. In relation to G102.1, careful design will be required to ensure there is no adverse impact on the Conservation Area and the setting of the Grade II\* listed building close by, the Council considers that the modest scale of development (15 dwellings) sensitively designed has the potentially to conserve and enhance the Conservation Area.
- There were a low number of responses from agents given the number of sites originally considered. Those that did make written representations were mainly confirming the availability of sites for development. The overall level of response from members of the public was very low and therefore it has not been possible to gain a public consensus regarding the allocation of sites.
- The Sustainability Appraisal indicated that sites G102.1(part of 249 & 524), G102.2 (part of 358 & 527), G102.3 (681), G102.4 (682), G102.5 (236 & 961) and G102.6 (part of 104, 434 & 1085) score very well (highly positive) in terms of 'access to services' as the sites are centrally located within the Key Rural Service Centre as a whole. The sites also score well in relation to 'flood risk' being located in Flood Zone 1 (low risk). The sites are graded equally in terms of their impact upon infrastructure, pollution and waste, however potential negative impacts could be addressed at implementation stage, and as with 'economy B food production' these are constraints upon Upwell / Outwell. Two of these allocated sites in Upwell will require careful consideration in terms of layout and design given the proximity to heritage assets.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



**Conclusion:**

The sites which in comparison to the reasonable alternatives perform relatively highly in the Sustainability Appraisal and are also the least constrained relative to others considered have been selected for development. The selected sites are well integrated with existing development and provide opportunities to respect and enhance the existing linear form of both villages without causing detriment to the character of the surrounding area or landscape. Access to existing services and facilities has been considered very carefully given the overall shape and size of this Key Rural Service Centre. Growth in Upwell has been dispersed across a number of small sites in the centre having regard to key views in and out of the Conservation Area, the location of mature trees alongside the water's edge, the large number of buildings built in the local vernacular tradition, and the setting of a Grade II\* listed building. An additional site for residential development near the centre Upwell has been selected as the Highways Authority no longer wish to raise an objection.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Walpole Cross Keys - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
427	x	+	o	xx	x	o	x	x	?	?
WCK1 (Part of 427)	x	+	o	xx	x	o	x	x	?	?
56	+	+	o	xx	x	o	#	o	o	?
384	x	+	o	xx	x	o	#	x	o	?
1212	+	+	x	+	x	o	#	#	o	?
1287	x	+	o	xx	x	o	?	x	o	?

**427** – In comparison to other site options, the site performs relatively poorly in terms of access and proximity to services but this is in large part due to the form of the settlement as the limited services in the village are mainly situated on the northern side of the village. The surrounding road network is narrow and there are no footpath links which further limits pedestrian and vehicular access to services. The Highway Authority objects to the site. Development of the site would result in the loss of Grade 1 - excellent quality agricultural land but this is applicable to all growth options in the settlement. The site is situated in an area that is subject to medium flood risk (FZ2). There are mature trees and hedges along the site boundaries. There is residential development to the north and east of the site with open fields to the south and west. The site is fairly large and development of such large scale is not considered appropriate as it would be harmful to the landscape character and amenity of the area.

**WCK1 (part of 427)** – The site comprises of a smaller part (eastern section) of site 427. Likewise it scores negatively in terms of proximity and access to services in comparison to some other site options but this is in large part due to the nature of the settlement where the limited services available are mainly situated on the northern part of the village. The surrounding road network is narrow with no footpath links which further limits pedestrian and vehicular access to services. The Highway Authority objects to the proposed access arrangements due to the inadequacy of the road network to cater to additional vehicles and the lack of footpath links particularly to the school. Development of the site would result in the loss of Grade 1 - excellent quality - agricultural land but this is applicable to all growth options in the settlement. The site is subject to medium flood risk (FZ2). There are mature trees and hedges along the site boundaries. There is residential development to the north and east of the site with open fields to the south and west. The form of the site offers an opportunity to continue the existing village pattern of frontage linear development. It is considered that modest development on the site is likely to have minimal impact on the form and

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character of the locality. Any impact on the landscape character of the area is dependent on how the scheme is implemented.

**56** – The site is of a small scale and is situated on the eastern part of the village. It is situated in a fairly built up part of the settlement with housing immediately to the east and west. The Development Boundary has been extended to include this part of the village given its built up nature. As such the site is capable of coming forward for development without the need for allocation.

**384** – The site does not score particularly highly in terms of proximity to services but this applies to majority of the growth options and is due to the nature of the village and the limited services available. The surrounding road network is relatively narrow. Subject to a safe access, the highway authority would not object to the site. Development would result in the loss of Grade 1 (excellent quality) agricultural land. The site is subject to medium flood risk (FZ2). Development may affect the amenity of surrounding properties as part of the site lies behind existing houses rather than frontage. The site is well integrated with the existing village with the western part of the site situated within the development boundary. The site is surrounded by built development on the western side and partly on the eastern side. Thus development would partly comprise of in-fill development and is likely to have minimal impact on the landscape and form of the area. The site is too small to accommodate the minimum number of dwellings the Council is seeking to allocate on any one site.

**1212** – Considering the limited services available in the village the site performs positively in terms of proximity and access to services in comparison to other site options and is within walking distance of the school and a bus stop. The highway authority would not object to limited development of the site but this is dependent on the provision of an adopted access road, an appropriate junction with appropriate visibility splays and improvements to the footpath links between the site and the primary school and nearby bus stops. The site is a brownfield site comprising of a mix of warehouses; as such development of the site would not involve loss of agricultural land. The site is subject to medium flood risk (FZ2). The site is a former food processing factory as such residential development would involve loss of employment land which is contrary to Core Strategy Policy CS10. The landowner indicates that the northern part of the site could be provided as a car park for the village specifically to serve the local school thus providing an additional community benefit however further consultation with the Highway Authority is required to determine the suitability and specific details of this proposal. Preliminary discussions with the Highway Authority indicates that the Highway Authority would not support provision of a car park for the use of parents dropping off and picking up children from school, as this would be contrary to the County Council's aims of encouraging children to use other means of transport when travelling to school. Open countryside mostly surrounds the site on three sides. Any potential impact on the landscape character of the area is dependent on how the scheme is implemented.

**1287** – The site scores poorly in terms of access and proximity to services. Access to the site is limited, the road network is narrow and there are no footpath links to services. Development of the site will result in loss of grade 1 excellent quality agricultural. A large area of the site is subject to medium flood risk (FZ2) with a small section to the south within flood zone 3 (high flood risk). The site is surrounded by open fields on three sides and a nursery on the west. The site has very limited road frontage and development of the site would be contrary to the existing form of the village. Development on the site is likely to impact negatively on the landscape character of the area in comparison to other available site options.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

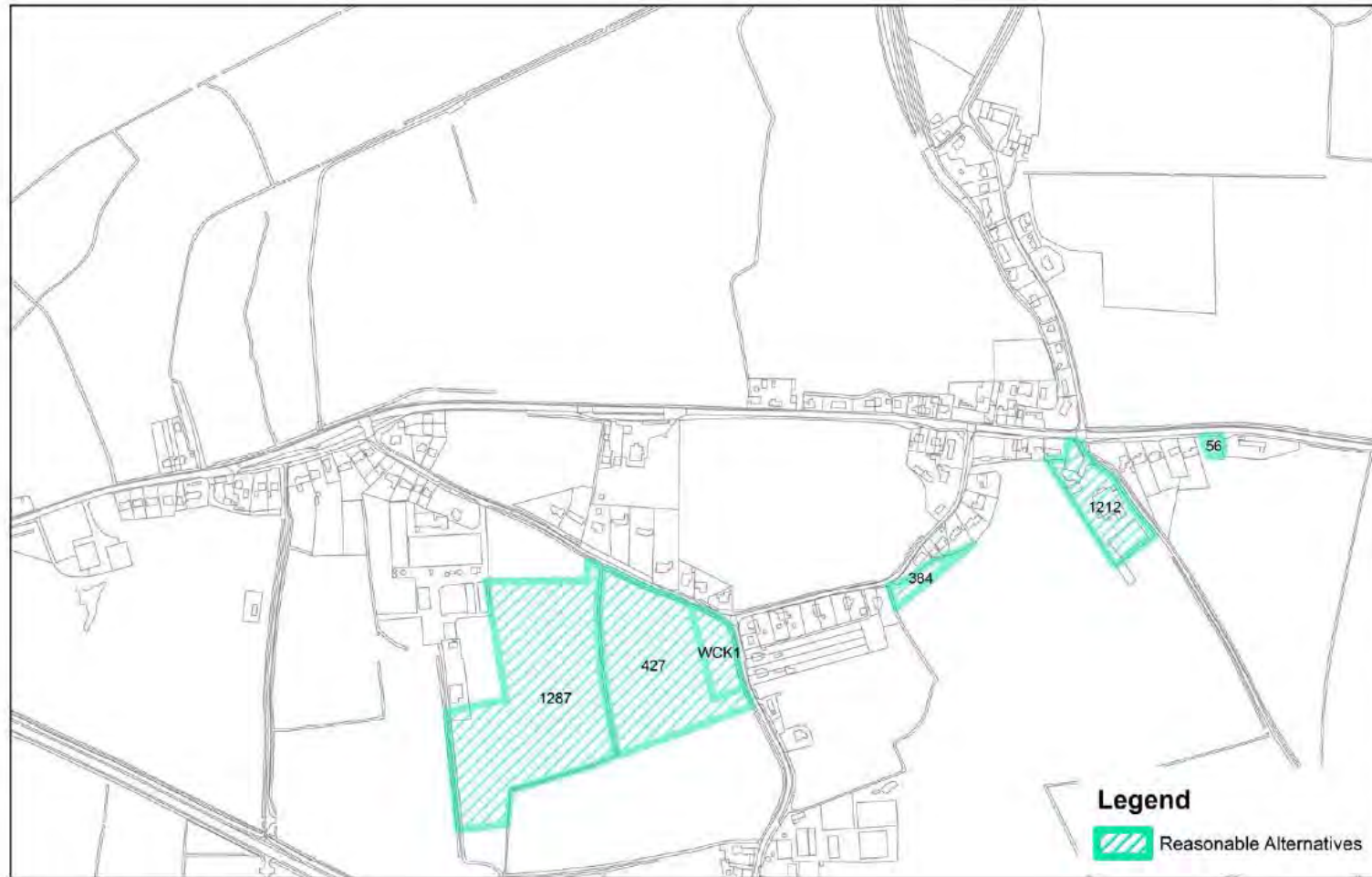
## Discussion

- The Sustainability Appraisal indicates that no one option would result in highly positive effects in the majority of categories. Whilst site 1212 performed higher than the other site options in terms of proximity to services and impact on food production development of the site would result in loss of employment land which is contrary to Core Strategy policy CS10. Therefore, the selection of a preferred option for development is dependent on a judgement on the combination of advantages and disadvantages of the competing sites.
- Walpole Cross Keys Parish Council and the Highway Authority objects to site WCK1 both on grounds of inadequate road and footpath network. There was very little public response to the Walpole Cross Keys chapter. There was only one public objection to site WCK1 and support from the promoter of the site. The response to the consultation was not of a scale to indicate the general public consensus on the preferred site for allocation. One new site was submitted during the consultation and additional information also submitted by promoters of individual sites. Promoters of site 1212 provided additional information to suggest that the site is no longer viable for employment use but this is not considered sufficient evidence to meet the requirements set in CS10.
- In the sustainability appraisal site WCK1 perform relatively poorly overall particularly in terms of access to services, impact on highway and food production. The Parish Council and the Highway Authority both objects to this site due to lack of footway links to services and inadequacy of the road network.
- Following further consultations with the Highway Authority on an alternative site access arrangement for site WCK1, the highway authority states that 'the site remains unacceptable for development on highway grounds, the local network is inadequate and the alternative point of access would not change the highway objection'. Based on the highway comments, the Parish Council objections and the modest number of dwellings sought in the settlement, the Council considers that the benefits of allocating the site does not outweigh the constraints. As such site WCK1 is not suitable for allocation.

## Conclusion

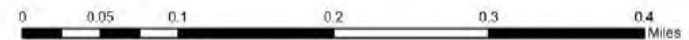
- In view of a lack of a suitable site in Walpole Cross Keys, no site allocations are recommended in the settlement.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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### Walpole Cross Keys



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Walpole Highway - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
1213 (WPH1)	x	+	o	xx	+	o	x	#	#	o
122 (Part of G106.1)	++	+	o	?	+/x	o	#	o	o	?
238	+	+	o	xx	+/x	?	x	x	?	?
938	++	+	o	xx	+/x	?	#	x	o	?
1269	++	+	x	+/x	x	o	?	#	o	?
934 (Part of G106.1)	++	+	o	xx	x	o	#	#	o	?

**1213** – The site is situated on the southern part of the village. In comparison to the other site options, the site scores poorly in terms of access and proximity to services this is due to its detached position from the main built up part of the village. The surrounding road network is relatively narrow with no footway links to services thus further limiting pedestrian access. The site is close to a bend with potential visibility issues. The highway authority objects to the site due to lack of footway provision and the inadequate road network. Development of the site will result in the loss of grade 2 (good quality) agricultural land but this also applies to majority of the growth options in the settlement. The site is in a low flood risk area and is the only available site option in the village that is wholly outside a flood risk area. The southern site boundary comprises of mature trees and hedgerows that are protected by a Tree Preservation Order. The site is located in a less built up area and is surrounded by agricultural fields on the east and west. There is sporadic development north and south of the site. There is opportunity for development to continue existing form of linear frontage development along Hall Road. Any potential impacts on the landscape can be mitigated by natural screening (planting of native hedgerows)

**122 (Part of G106.1)** – The site is well located and is in close proximity to village services including the village hall, shop, church and bus stops. There are no footpath links but there is opportunity for the provision of pavements to be linked to existing pavements to the north. The site comprises of grade 2 agricultural land (good quality). A large part of the frontage of the site is constrained by medium flood risks (FZ2).

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

The site is located in a fairly built-up area, it is bordered by residential development on the northern side, a nursery and some housing to the west and open fields on the east and south. The site provides an opportunity to continue ribbon development along Hall Road which is in keeping with the general pattern of development in the village. Development on the site is likely to have minimal impacts on the wider landscape as the site is not so visually prominent and development would largely be viewed against the backdrop of existing development. Any potential landscape impacts can be mitigated through sensitive landscaping.

**238** – The site performs averagely in the sustainability appraisal in terms of proximity to services in comparison to other site options. Vehicular access is proposed from between existing houses however, the site has limited frontage and is unlikely to deliver safe access. The proposed site access is also likely to impact negatively on the amenities of the adjacent houses. The highway Authority objects to the site. Development would result in the loss of grade 2 agricultural land (good quality). Parts of the site (to the north and west) are within a medium flood risk area (FZ2) but majority of the site is in flood zone 1. Further investigations are required in relation to impacts on the archaeological assets identified on the site. The site is well screened due to its position at the rear of existing houses on Hall Road and Mill Road. Views are available from the west but any potential impacts on the landscape can be mitigated through sensitive landscaping. The site's position, at the rear of existing housing does not allow for a continuation of the general existing form and character of the village (linear frontage development) and as such development is likely to impact negatively on the village character in comparison to the other options.

**938** - The site score positively in terms of proximity to services; it is within walking distance to the village shops, place of worship, village hall and bus stops. The site has good walking and vehicular access to services. The local footway network would require local improvements. Subject to demonstration of safe site access, the Highway Authority does not object to the site. Development would result in the loss of grade 2 agricultural land (good quality). Majority of the site lies within a medium flood risk area (FZ2). Further investigation is required in relation to archaeological interests on the site. The site is situated at the edge of the settlement and is surrounded on three sides by open countryside. Compared to other site options, the site is visually prominent in the landscape and would extend the village in an easterly direction into the countryside.

**1269** – The site is centrally located and in close proximity to some local services. The highway authority indicates that access onto Main Road is subject to evidence demonstrating a safe and deliverable access and access onto Hall Road is subject to highway improvements for limited frontage development on Hall Road. The site comprises of grade 2 agricultural land (good quality), however parts of the site comprise of a farm yard and a nursery as such the site is partly brownfield land. Development may impact employment use as part of the site accommodates a nursery. The site is subject to medium flood risk (FZ2). The site is situated in a fairly built up area with development partly to the north and south. Views are available across from School road on the west and partly from Mill Road to the south. The site is fairly large and development of this scale is not considered appropriate due to landscape and amenity impacts in comparison to other site options.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



**934 (Part of G106.1)** – The site is within walking distance to some of the village services including the village hall, shop, church and bus stops. The site comprises of grade 2 agricultural land (good quality). The site is wholly subject to medium flood risks (FZ2). The site is not immediately bordered by housing, but is in a fairly built-up area. There is an agricultural field immediately to the north, open countryside to the east and residential development to the west and south. Any potential impacts on the landscape can be mitigated using suitable landscaping. In combination with site 122, the site lends its self to a form of development that is consistent with the general form and character of the locality.

## Discussion

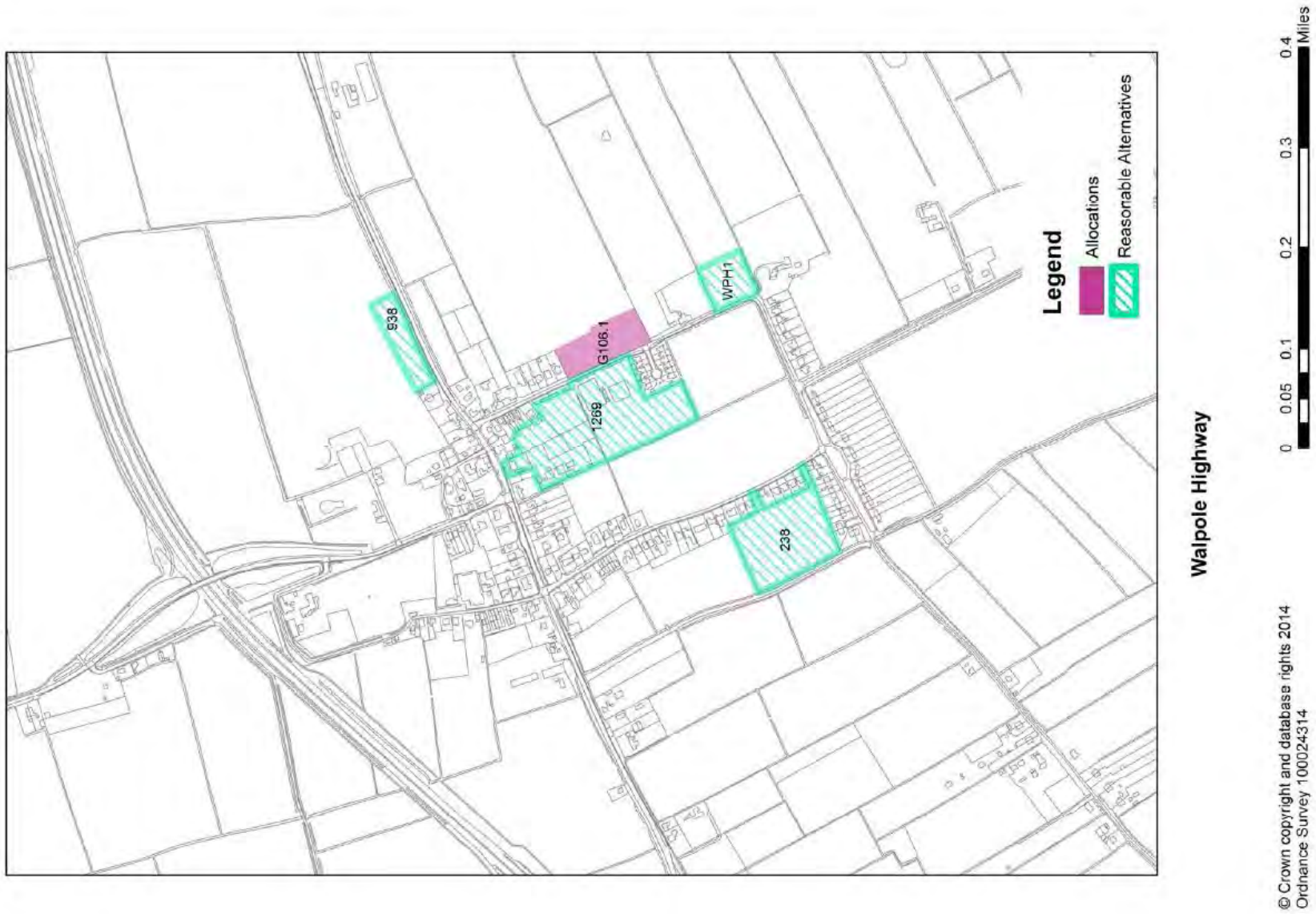
- Site 122 score highly in the Sustainability Appraisal overall, and is identified to have the least negative impacts in terms of access/proximity to services, and landscape and amenity. Site 1213 (WPH1) performed only averagely in comparison to the other options scoring particularly poorly in terms of access/proximity to services and impact on highways & transport. However site 1213 (WPH1) is the only site option that is wholly in a low flood risk area. Therefore the selection of a preferred site will be based on a judgment on the combination of advantages or disadvantages of the competing sites.
- Walpole Highway Parish Council and the Highway Authority both objects to site 1213 (WPH1) on grounds of its remoteness from the centre of the village and highway constraints. The Parish Council favours site 122 due to its location adjacent the development boundary. There was very low response rate from the public regarding a preferred site for development. 3 public objections were made and additional information was submitted from promoters of other site options. The public response to the consultation was not of a scale to suggest a general consensus on the preference for growth in the settlement.
- Site 1213 (WPH1) is identified as the only site option that is not constrained by flood risks. However despite this advantage over the other options, it is the furthest from village services, it is detached from the proposed development boundary, its location on a bend, the narrow road network and the lack of pavements raises significant highway safety concerns. In addition both statutory consultees object to this allocation. The Council considers that the disadvantages of this site (WPH1) outweigh its only advantage and as such should not be allocated given the other available site options.
- Site 122 (part of G106.1) is identified in the Sustainability Appraisal as a highest scoring site, it is well located immediately adjacent the proposed development boundary, in close proximity to services and has the potential to continue the existing pattern of development in the village. In addition the site is preferred by the Parish Council. Whilst it is partially within a medium flood risk area and as such was a non-preferred option at the previous stage, the Council now considers that the benefits of selecting the site outweigh this constraint subject to the associated flood risk policy and appropriate flood mitigation measures. The site however is not large enough to adequately accommodate the number of dwellings sought in the village. It is considered that the adjacent site 934 in combination with site 122 is suitable for allocation of 10 dwellings.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Conclusion

- Allocated site G106.1 (122 & 934) partly constitutes in-fill development. The allocation represents a continuation of linear frontage development along Hall Road consistent with the form and character of the area and it is of sufficient scale for a form of development that is consistent with the surrounding density. There is opportunity for pavements to be linked to existing pavements north of the site, thus further improving pedestrian access to services. The Highway Authority raised no objection to the allocation subject to evidence demonstrating a safe and deliverable access.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Walpole St Andrew/Walpole St Peter/Walpole Marsh - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>G109.1 (306)</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>o</b>	<b>o</b>	<b>#</b>
<b>G109.2 (353)</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>o</b>	<b>o</b>	<b>o</b>	<b>o</b>	<b>#</b>
<b>33</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>43</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+/x</b>	<b>o</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>59</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>285</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>o</b>	<b>?</b>	<b>XX</b>	<b>x</b>	<b>#</b>
<b>291</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+/x</b>	<b>#</b>	<b>#</b>	<b>x</b>	<b>x</b>	<b>#</b>
<b>624 /815</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+/x</b>	<b>o</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>709</b>	<b>x</b>	<b>+</b>	<b>x</b>	<b>XX</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>716</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>822</b>	<b>x</b>	<b>+</b>	<b>x</b>	<b>XX</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>935/ 1000/ 1001</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>998/ 999</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>#</b>	<b>?</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>1002</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>o</b>	<b>?</b>	<b>x</b>	<b>?</b>	<b>#</b>
<b>1003</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>+</b>	<b>#</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>1245</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>XX</b>	<b>x</b>	<b>o</b>	<b>x</b>	<b>o</b>	<b>?</b>	<b>#</b>

**Site G109.1 (306)** – The site does not score significantly highly in terms of proximity/access to services but this is largely due to the limited services available and the dispersed nature of the settlement. It is however within walking distance to the village shop. The highway authority indicates that improved pedestrian facilities along the front of the site would be required. There are no highway objections in terms of safe site access or adequacy of the surrounding road network. Development would result in the loss of grade 2 agricultural land. The site is not within a

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

flood risk area. There is existing housing development to the east and west of the site and open countryside and fields to the north and south. Development of the site would form a natural continuation of development along Walnut Road, consistent with the existing village form of linear frontage development. Suitable landscaping can be used to the site boundaries to soften any potential impact of development to the wider countryside.

**G109.2 (353)** – The site score averagely in terms of proximity to services. This is largely due to the rural nature of the settlement and the limited services available. The site is however within reasonable walking distance to the Church, village hall, bus stops and the community centre. There are no highway issues in terms of pedestrian and vehicular access. The Highway Authority made no objections. The site comprises of excellent quality (Grade 1) agricultural land and it is not subject to flood risk. The site is situated in a built-up part of the village with existing housing to the north, east and west. Development of the site will in-fill the gap between existing housing and would continue the existing frontage linear pattern of development in the village. As such development is not considered to be detrimental to the landscape character and amenity of the area. There are mature hedgerows along the site boundaries.

**33** – The site does not score highly in terms of proximity to services, but this is due to the nature of the settlement. The site has limited frontage and would be unable to deliver safe access thus further limiting pedestrian and vehicular access to services. The Highway Authority objects to the site. Development would result in the loss of excellent quality (Grade 1) agricultural land. The site is not subject to flood risk. The site lies behind existing development and is not visually prominent. It is screened by existing housing on the south, west and partly to the east. The position of the site to the rear of existing housing indicates that development of the site would be contrary to the existing frontage linear character of the village and would potentially impact negatively to the amenities of the neighboring properties.

**43** – In terms of proximity to services the site does not score highly but this applies to majority of the sites due to the nature of the settlement. There is no clear adequate means of access to the public highway and the road network is inadequate, thus further reducing walking and vehicular access to local services. The Highway Authority objects to the site. Development would result in the loss of excellent quality (grade 1) agricultural land. A small section of the eastern side of the site falls within flood zone 2 (medium risk) but majority of the site is outside a flood risk area. The site lies at the rear of existing housing development and is mostly surrounded by housing. However the site does not relate adequately with the existing form of the village and development would impact negatively on the character of the settlement and would be detrimental to the amenity of surrounding properties to the north east. The northern section of the site is overgrown with potential biodiversity issues.

**59** – The site is not located in close proximity to a range of services but this is because there are only few services in the village. The surrounding road network can only serve limited number of dwellings. The Highway Authority would not object to small scale infill development along Police Road. Development would result in the loss of excellent quality (grade 1) agricultural land. The site is not within a flood risk area. The site is located on the west edge of the settlement in a less built up area and is not well integrated with the village. The site is visually prominent and development would have more visual impact on the landscape character of the area in comparison to other site options.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**285** – The site is within walking distance to some of the few services including the church, bus stop and village hall. It is not apparent access to the public highway is proposed from. Further investigations are required to determine if safe site access is obtainable. The site comprises of excellent quality (grade 1) agricultural land. There are no flood risk constraints. The site is a meadow completely covered by a Tree Preservation Order protection. The mature trees and the overgrown nature of the site mean that development may have a negative impact on biodiversity. In comparison to other options, development of the site is likely to impact negatively on the landscape character and form of the village.

**291** – The site is in close proximity to the church, bus stop and school. However the site has very limited highway access which restricts pedestrian and vehicular access to these services. The site falls within the grade 1 (excellent quality) agricultural land although it is not in agricultural production. The site is partly within a medium flood risk area (FZ2) and partly in a low flood risk area. The site contains a number of mature trees that are subject to Tree Preservation Orders. Development on the site is likely to impact negatively on biodiversity and on the protected trees. The site is adjacent two listed buildings as such the design and layout of any development would be required to preserve or enhance the settings of the listed structures. The site is a small garden site at the rear of existing housing. Development of the site would have a harmful impact on the form and character of the locality.

**624/815** – The site is a large site at the edge of the settlement. It is within walking distance to the village shop thus scoring only averagely in terms of the range of services in close proximity to the site. Site access is limited to Police Road and the road network can only accommodate small scale development. Impact on the road network and safe site access is dependent on how the scheme is implemented. Development of the site would result in the loss of excellent quality (grade 1) agricultural land. Majority of the site is in a low flood risk area however the north-west part of the site is subject to medium flood risk (FZ2). There are mature hedgerows along the site boundaries and also within the site. Further investigation is required to determine the impact of development on biodiversity. The site is located in a less built-up part of the village and is surrounded by open countryside on the north and west. Development of the site is likely to have a negative impact on the landscape character of the area in comparison to other site options.

**709** – The site scores poorly in terms of access and proximity to services in comparison to other site options. The site has limited frontage and limited access to the public highway thus restricting pedestrian and vehicular access to services. The proposed site access is likely to have an impact to the amenity of neighbouring properties. The north-east part of the site comprises of brownfield land but a larger part of the site comprises of excellent quality (grade 1) agricultural land. The site is not subject to flood risk. The site mostly lies at the rear of existing housing with minimum views from the road. Due to the form and position of the site behind existing housing, development of the site would have a negative impact on the form and character of the locality.

**716** – The site has poor access to services. The site has limited frontage and safe site access cannot be delivered. The Highway Authority objects to the site. Development would result in the loss of excellent quality (Grade 1) agricultural land. The site is not subject to flood risk. Development of the site would impact negatively on the landscape character of the area and would conflict with the existing form of the village.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**822** – The site is not as close to village services in comparison to other site options. This is mainly due to the nature of the settlement and the few services available. Impact on the surrounding road network and safe site access is dependent on how the scheme is implemented. The highway authority would not object if development was limited to small scale in-fill development along Walnut Road. The site is partly brownfield land and currently accommodates a nursery. Development of the site would result in loss of employment use which is contrary to Core Strategy policies. The site is not subject to flood risk. The site is situated in a fairly built-up part of the village with existing housing surrounding the site on the south, east and west. Although development of the entire site will be harmful to the landscape character of the area, a small part of the site has an opportunity to be developed as infill development without detriment to the form and character of the village.

**935/1000/1001** – Due to the nature of the settlement and the limited services available, the site does not score highly in terms of proximity to services although it is within walking distance to a shop. The surrounding road network can only accommodate limited number of dwellings. Development would result in loss of good quality agricultural land. The site is not subject to flood risk. The site is a large greenfield area with a number of trees that largely contributes to the amenity of the area. Further investigations will be required to determine if development will have a negative impact on biodiversity. There is a listed building adjacent the north-west boundary as such the design and layout of any development would be required to preserve or enhance the settings of the listed structure. The site is in a visually prominent part of the village and development would have a detrimental impact on the visual amenity and landscape character of the area in comparison to other site options.

**998/999** – Given the nature of the settlement and the few services available the site scores only averagely in terms of proximity to services. Access to the site is limited and further investigations are required to determine if the safe site access is obtainable and the adequacy of the surrounding road network. The site comprises of grade 1 (excellent quality) agricultural land. There are no flood risk constraints on the site. The site is heavily treed, containing a number of mature trees that contributes to the amenity of the area and is also potentially habitat for biodiversity. As such further investigations would be required to ensure that development would not be detrimental to biodiversity. There is a Listed Building within the site close to the proposed site entrance, as such the design and layout of any development would be required to preserve or enhance the character and settings of the listed structure. In comparison to other site options, development of the site will not be in keeping with the existing form and character of the village and will be harmful to the landscape amenity of the area.

**1002** – The site scores only averagely in terms of proximity to services. The surrounding road network is relatively narrow and there are no footpath links. Further investigations are required to determine if safe site access is obtainable. The site comprises of both grade 1 (excellent quality) and grade 2 (good quality) agricultural land. The site is not subject to flood risk. The site is visually prominent and development of the entire site will be harmful to the landscape character and the form of the settlement. There is however some opportunity for part of the site to be developed as linear frontage development in keeping with the existing form of the village.

**1003** – The site scores poorly in terms of access to services as the site has no frontage to the public highway and it is not apparent how access to the public highway would be made from. The lack of safe site access further restricts pedestrian or vehicular access to the few services available in the village. The site comprises of grade 1 (excellent quality) agricultural land. The site is not subject to flood risk. The site is lies at the rear of existing housing. Development of the site would not be in keeping with the existing form of the village of frontage linear development.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**1245** – The site is at a distance from the few services available in the village in comparison to some other site options. The road network is relatively narrow and there are no footpath links. The highway authority objects to the site due to its remoteness from services. Development would result in the loss of grade 1 (excellent quality) agricultural land. There are mature hedgerows within the site that is likely to be a habitat for biodiversity. Further investigations are required to determine that development would not negatively impact biodiversity. The site is subject to medium flood risk (FZ2). There is existing housing development to the north and south of the site. There is potential for development to have minimal landscape impact but will infill the gap between the existing housings. The site would allow for linear frontage development which would be consistent with the existing form of the settlement.

## Discussion

- The Sustainability Appraisal indicates that overall no one site would result in a highly positive effect in majority of the categories. All site options will impact negatively on productive agricultural land. Also no one site score particularly highly in terms of access to services due to the dispersed nature of the settlement and the limited services available. The Sustainability Appraisal however indicates that allocated sites G109.1 (306) and G109.2 (353) would have the least impact in terms of landscape character. Both of the allocated sites lend itself to a form of development that relates adequately with the existing linear frontage form of development characteristic of the settlement.
- Walpole Parish Council objects to any additional development in the settlement and as such objects to both G109.1 (306) and G109.2 (353). The Highway Authority raised concerns to site G109.1 (306) due to the lack of footpath links to the school and to other services. The Highway Authority however includes a condition requiring improved pedestrian facilities along the front boundary if the site were allocated. The Highway Authority made no objections to site G109.2 (353). In terms of public response to the preferred options consultation, there were 2 public objections to site 306 and 9 objections to site 353. On balance, it is considered that the objections received do not indicate any material reasons that outweigh the benefits of the allocation nor identify any new crucial issues that would stop development taking place.
- Although the Parish Council objects to any additional development in the village, the Council considers that the need for additional growth in the settlement as a Rural Village was established in policy CS02 of the Core Strategy. In addition although the Highway Authority raised concerns to site G109.1 (previously preferred option WSP1) regarding lack of footpath links to services, the Council considers that the site should not be discounted solely based on this given the rural nature of the settlement and the few services available. The Highway Authority also makes recommendations to address the lack of footpath provisions.
- Following further considerations, it is agreed that site G109.1 (306) should be allocated for 10 dwellings, in order to maximise the potential of the site and to make the site more viable for the developer to meet the conditions recommended by the highway authority regarding local improvements to pedestrian facilities.

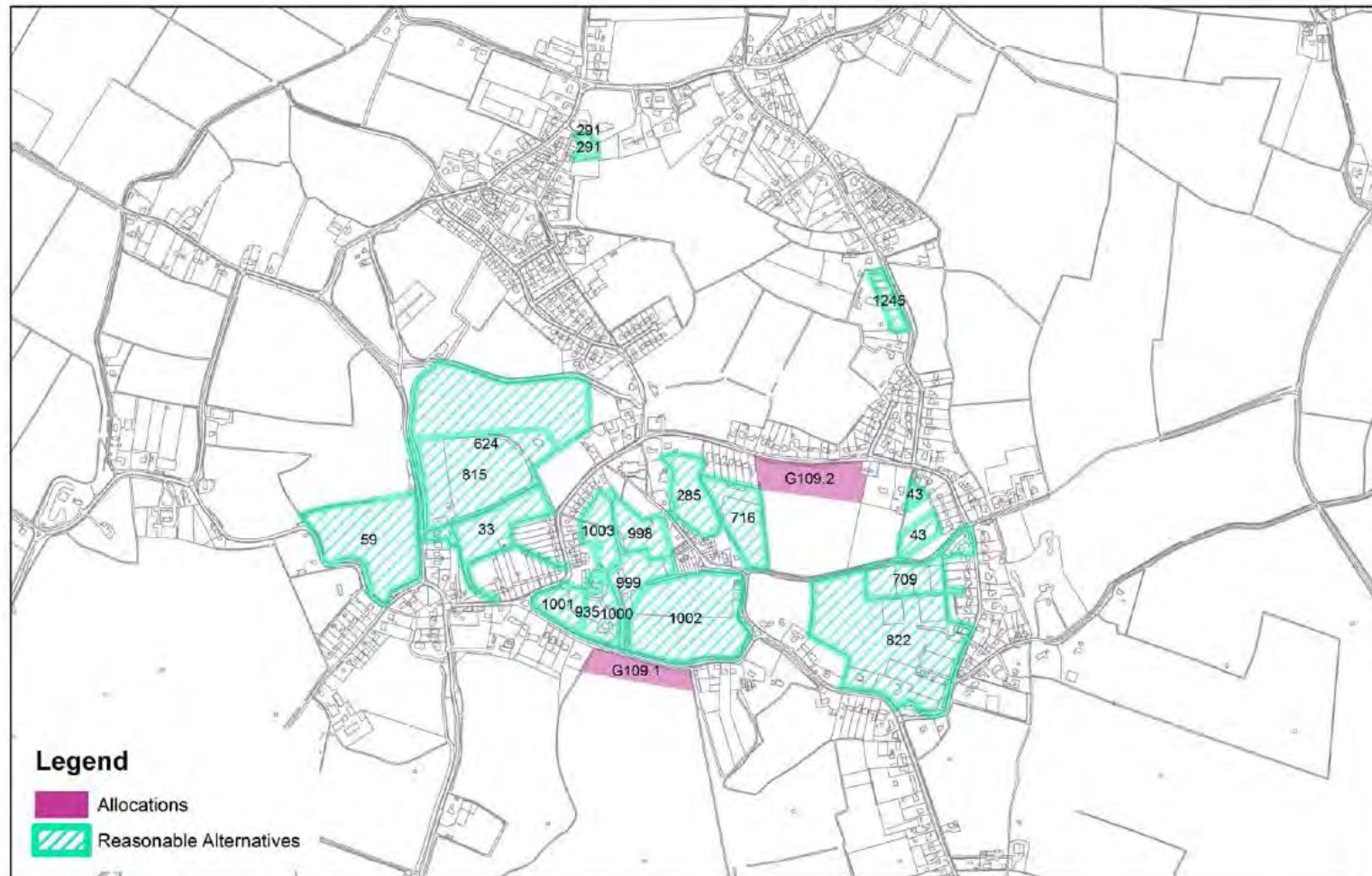
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



## Conclusion

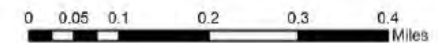
- Sites G109.1 (306) and G109.2 (353) are allocated for the additional growth south in the settlement. Both sites perform relatively highly in the Sustainability Appraisal and are the least constrained sites in comparison to other site options considered. Both sites are well integrated with existing development and provide an opportunity for infill development which is consistent with the existing frontage linear form of the village without detriment to the character of the surrounding area or landscape. Both sites are also not subject to flood risk. Whilst the sites do not score particularly highly, in terms of access to services this applies to all of the sites in the settlement.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



Walpole St Peter/Walpole St Andrew/Walpole Marsh

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Ordnance Survey 100024314



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Walsoken - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
271 & 408	+	+	o	xx	+/x	o	#	x	o	#
273	+	+	o	xx	x	o	x	x	o	#
274	+	+	o	xx	x	o	x	x	o	#
406 & 272	+	+	o	xx	+/x	o	#	#	o	#
412 & 275	+	+	o	xx	+/x	o	x	#	o	#
314	+	+	o	xx	x	o	#	#	o	#
632	+	+	o	xx	+	o	x	x	o	#
1277	x	+	o	xx	x	o	x	x	o	#
1290	x	+	o	xx	+	o	#	#	o	#

**1277** – Site 1277 is located in the southern extent of the settlement and consequently scores negatively with regard to ‘access to services’ this locality also result in a negative score in the factor ‘highways & transport’ as the NCC Highways Authority consider the site to be remote from the settlement. They go on to state that the narrow frontage here is unlikely to achieve visibility requirements and there are existing concerns with the major junctions close by. This results in The Highway Authority objecting to this site being included in the plan. The majority of the site

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

is identified as being at a higher risk to flooding (FZ2) than other growth options that have been proposed. Any development at this site would result in the loss of agricultural land classified as excellent (grade 1).

**1290** – This site is located in the north of the settlement, along Lynn Road, and forms part of a former garden centre which has since been redeveloped and is now the home of Wisbech Town Football Club. The segment of this site that had been proposed as a growth option is currently redundant. Site 1290 scores less favourably than others put forward with regard to ‘access to services’. Development here would lead to the loss of excellent agricultural land (grade 1); however this is case with all the sites associated with Walsoken. The land here is subject to a low risk of flooding (FZ1).

## Discussion

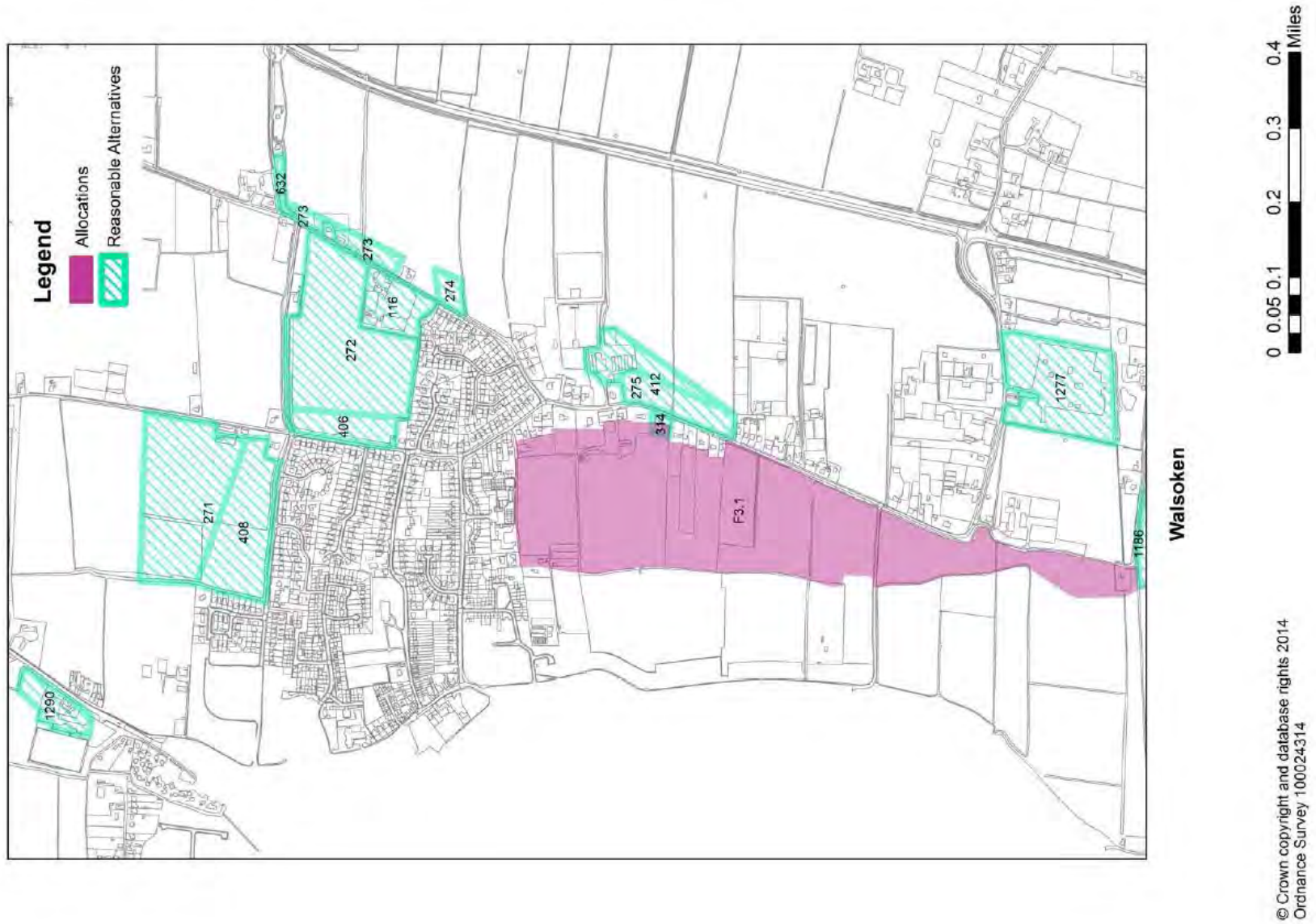
- While the proposed Wisbech Fringe allocation falls within the parish of Emneth and Walsoken, it actually adjoins the town of Wisbech (the Fenland District Council boundary), and the proposed development boundary for Walsoken. As stated in the Preferred Options for a Detailed Policies and Sites Plan (pg 196) the sites considered within the Wisbech Fringe relate better to the town of Wisbech rather than the village of Walsoken. It is therefore more appropriate to deal with the Wisbech Fringe and the two villages separately.
- The Preferred Options document identified Walsoken as a ‘settlement adjacent to the main towns’ because of its proximity to Wisbech and so all the sites put forward in Walsoken were considered as potential ‘Wisbech Fringe’ sites rather than village sites. It is our view that no allocations should be proposed for Walsoken given the scale of growth proposed in the locality. The Wisbech Fringe allocation is for 550 homes, and so it is not considered necessary to allocate for any additional housing in the village of Walsoken, particularly as Fenland is also allocating for another 900 homes to the east of the town.
- The sites put forward for consideration were assessed through the Preferred Options selection process and the Sustainability Appraisal at each stage. In many cases the sites scored reasonably well on sustainability grounds however this does not alter our policy approach to growth in this part of the borough. The Core Strategy dictated the need for a large site to accommodate 550 homes and given FDC’s proposed allocation, the preferred site WF1 is more sustainable than the other sites/ options available.
- Further consideration has been given to Walsoken development boundary, and whether any of the proposed sites should be included within the development boundary line. However given we do not intend to specifically allocate here, none of these sites are appropriate for inclusion.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Conclusion

It is not proposed to allocate for any residential development specifically for the village of Walsoken as such, due to the close proximity of the Wisbech Fringe allocation which adjoins the Walsoken development boundary.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Watlington - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
449	+	+	o	xx	+	o	#	x	o	xx
<b>G112.1 (Part of 449)</b>	+	+	o	xx	+	o	#	#	o	xx
53	+	+	o	xx	+	o	xx	x	o	xx
162	+	+	o	xx	+	o	xx	x	o	xx
370	+	+	o	xx	+	o	#	x	o	xx
382/ 601	+	+	o	x	+	o	xx	x	o	xx
613	+	+	o	x	+	o	xx	x	o	xx
472	+	+	o	xx	+	o	#	x	o	xx
503	+	+	o	x	+/x	o	xx	xx	o	xx
442/ 1069	+	+	o	x	+/x	o	xx	x	o	xx
451	x	x	o	x	+/x	o	xx	xx	?	xx
816	+	+	o	x	+/x	o	#	x	o	xx

**449** – In comparison to some other site options, the site scores averagely in terms of proximity to services but is still within reasonable walking distance to some local services including the doctor’s surgery, bus stops and the school. The site fronts onto Thieves Bridge Road with access proposed from the road. There are existing foot path links on the northern side of Thieves Bridge Road and opportunity for additional footpath links to be provided, increasing pedestrian access to services. The highway authority made no objections to the site subject to the delivery of a safe access. Development would result in the loss of good quality (grade 2) agricultural land. The site is not subject to flood risk. The site is bordered by established housing to the north and west, and partly on the eastern boundary. Open countryside surrounds the site on the southern side. The site is fairly large and development of such large scale is not considered appropriate in this location. Development on the entire site is likely to have negative impacts on the landscape character and amenity of the surrounding area. The site is identified to be a mineral safeguarded area for sand and gravel as such further investigations and consultation with Norfolk County Council will be required.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**G112.1 (Part of 449)** – The site is a smaller part of site 449 – the northern section and therefore performs similarly in the Sustainability Appraisal but development would involve loss of smaller scale agricultural land, and is likely to have less landscape impact. The site is situated in a built up part of the village with established residential development to the north, west and east. Development of the site would constitute infill development and would form a natural extension to existing housing along Thieves Bridge Road without impacts on the form and character of the area. The site is not screened from the wider landscape on the southern side but any potential landscape impact or conflicts of development with the wider landscape can be mitigated using suitable landscaping. The site is within reasonable walking distance to some local services including the doctor's surgery, bus stops and the school. There are existing foot path links north of Thieves Bridge Road and opportunity for additional footpath links to be provided increasing pedestrian access to services. The highway authority approves allocation of the site subject to the delivery of a safe access and indicates a preference to the site in terms of highway impact over other site options. The site is in a low flood risk area (FZ1) but further discussions with Norfolk County Council as the Mineral Authority is required in relation to the mineral safeguarded area for sand and gravel identified on the site.

**53** – The site is relatively close to a few local amenities however in terms of access; the highway authority raised concerns regarding potential difficulties to achieve adequate links for pedestrians and cyclists and as such made objections to the site. Development would result in the loss of good quality grade 2 agricultural land. The site is not subject to flood risk (FZ1). There is established development along the southern site boundary, with open fields immediately surrounding the site on the north east and west. The site is not situated in a visually prominent position and is mostly screened by existing development and mature planting. However, in comparison to other site options the form of the site does not relate adequately with the existing form of the village and extends development into open countryside.

**162** – The site is situated at the edge of the settlement, and is not as close to village amenities in comparison to other site options. The highway authority objects to the site due to its remoteness from the settlement. Development of the site would result in the loss of good quality agricultural land (Grade 2). The site is not subject to flood risk (FZ1). Parts of the site are identified to contain archaeological features and further investigations are required to establish that development would not have a detrimental impact to these features. The site is not well integrated with existing development and is mostly surrounded by open countryside (on the north, south and east). It is considered that in comparison to other sites, development is likely to have greater negative impact on the landscape character of the area.

**370** – The site performs positively in terms of proximity to services and is within reasonable walking distance to the school, place of worship, and bus stops. The Highway Authority indicates that a safe site access could be achieved subject to improvements to the local footpath network but indicates that in terms of highway impact the site is not preferable over other available options. The site mostly comprises of grade 2 (good quality) agricultural land, with a small section to the north classed as grade 3 (moderate quality) agricultural land. There are no flood risk constraints. The site lies at the rear of existing housing along Mill Road and Orchard Close with open fields bordering the site on the north and east. The site is situated in a fairly built up area. In comparison to other site options, the site does not relate adequately with the form and character of the surrounding area.

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**382/601** – The site is situated within reasonable walking distance to some local amenities including the place of worship, school, public house, shop, and bus stops. The highway authority indicates that there is potential for the site to achieve safe site access but raises concerns that there would be difficulties for pedestrian links which limits walking/cycling access to services. The site comprises of grade 2& 3 agricultural land meaning that development would result in the loss of good - moderate quality agricultural land. The site is not subject to flood risk. A public right of way runs along the northern site boundary and this public amenity will be required to be retained as part of any development scheme. The site is immediately bordered on the north and south by open fields and on the east by existing housing development. Development in this location is likely to have greater impact on the form and landscape character of the surrounding area in comparison to other site options.

**613** – The site scores positively in terms of proximity to services. The surrounding road network is fairly narrow with no footpath links. The Highway Authority raised concerns due to walking and cycling access. The site is not subject to flood risk. The site comprises of grade 3 (moderate quality) agricultural land although it is not currently in agricultural production but accommodates a building. There are a number of mature trees on the site, raising potential biodiversity constraints. Further investigation is required to determine the impact of development on biodiversity. The surrounding area comprises of open fields to the north, south and west and existing development partly screening the site on the east. In comparison to other sites, development is likely to have more impact on the landscape character and form of the surrounding area.

**472** – The site is situated at the edge of the settlement and is not so well located to services in comparison to other site options. However, it is within walking distance to the doctor's surgery and bus stops. The highway authority indicates that achieving a safe site access maybe challenging and as such made objections. Development of the site would result in the loss of good quality (grade 2) agricultural land. The site is not subject to flood risk. The site is situated in a less built up part of the settlement and as such is not well integrated with existing development. The site is surrounded by open countryside on the east and south. Development in this location is likely to impact negatively on the landscape and visual character of the area in comparison to other options.

**503** – The site scores averagely in terms of proximity to services in comparison to other site options, but is within reasonable walking distance to the school and doctors surgery. There are existing footpath links to other local amenities. The highway authority indicates that it would be challenging to achieve suitable site access from John Davies Way as this would rely on third party land. It was also indicated that additional traffic flows generated between an access on John Davies Way and Fen Road would have a detrimental impact on the local road network. As such, in comparison to other site options, the site scores poorly in terms of highways & transport. The site is within a low flood risk area with a very small section adjacent the western site boundary within tidal flood zone 2 (medium flood risk). The site comprises of both grade 2 (good quality) and grade 3 (moderate quality) agricultural land. The site lies at the rear of existing housing development along Fen Road, but is surrounded by open countryside on the northern, western and southern sides. The site does not relate adequately with the form and character of the surrounding area but would extend the village into the countryside with negative impacts on the landscape amenity of the area.

**442/1069** – The site is relatively close to some local amenities particularly the school which is situated immediately opposite the site. It is also fairly close to the train station and doctors surgery. There is no direct existing access or frontage to the public highway but access is proposed from John Davis Way and Fen Road. However, the highway authority indicates that it would be challenging to achieve suitable site access from John Davies Way as this would rely on third party land. It was also indicated that additional traffic flows generated between an access on John

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Davies Way and Fen Road would have a detrimental impact on the local road network. As such, in comparison to other site options, the site scores poorly in terms of highways & transport. The site is partly within a low flood risk area and partly within flood zone 2 (medium flood risk). The site covers a large area and is made up of both grade 2 (good quality) and 3 (moderate quality) agricultural land. There are mature trees and hedgerows within the site and further investigation is required to ensure that development is not harmful to biodiversity. The site is situated at the edge of a built up area with established development adjacent the northern and eastern site boundaries. The site is surrounded by open countryside on the west and south. Development of the site would extend the village southwards encroaching onto the countryside and may have a detrimental impact on the landscape character of the surrounding area.

**451** – Although the site is situated in close proximity to the station and school, it scores poorly in terms of access to local services because there is no direct access or frontage to a public highway. Further investigations are required to determine if safe site access is obtainable and if the road network is adequate for the proposed scale of development. The site is mostly constrained by medium flood risk (FZ2). The site comprises of grade 3 (moderate quality) agricultural land, currently in use as an allotment. Development would result in the loss of this community amenity. The site is immediately bordered on the west by a County Wildlife Site raising potential biodiversity constraints. Further investigations will be required to determine the impact of development on biodiversity. The site lies at the edge of the settlement and is not well integrated with the village. It is bordered by open countryside on the south, west and east with existing housing to the north. The site extends into the countryside and development is likely to have a harmful impact on the form and landscape character of the settlement.

**816** – The site is a large green field site at the edge of the settlement. Parts of the site are in close proximity to a few local amenities including the doctor's surgery and school. The access to the site is on a bend with potential visibility and safety issues. The highway authority identifies that it may be challenging to achieve a safe site access and as such objects to the site. Development of the site would result in the loss of moderate quality (grade 3) agricultural land. The eastern part of the site is in a low flood risk area but majority of the western part of the site is constrained by medium flood risk (FZ2). The site is identified as a mineral safeguarded area for sand and gravel as such further consultation with Norfolk County Council will be required. The site is not well integrated with existing development; it is surrounded by open fields on the north, west and south. In comparison with other site options, the site encroaches into the countryside and development of the site is likely to be detrimental to the landscape character and form of the settlement.

## Discussion

- The Sustainability Appraisal indicates that all site options score equally poorly in terms of infrastructure, pollution and waste. However this can be addressed and would not fundamentally stop development from taking place. In addition, all of the site options perform similarly poorly in terms of loss of good quality agricultural land. Overall no one site option would result in positive impacts in majority of the categories. The selection of a preferred site will be based on a judgment of the advantages and disadvantages of the competing sites.
- There were considerable public objections to the allocated site G112.1 (Part of 449) at the Preferred Options consultation. Majority of these objections are based on the issues summarized below:

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- I. Highway & safety - Norfolk County Council, the statutory consultee on highway matters identified no constraints in terms of adequacy of the road network and made no objections to the site subject to the delivery of a safe site access. The highway authority indicates a preference to this site over other options in terms of highway issues.
  - II. Loss of productive agricultural land - this applies to all other sites in the settlement and the need for additional development in Watlington as a Key Rural Service Centre outweighs this constraint.
  - III. Amenity (Loss of views, impact of development and the associated affordable housing on individual property values) - this is not a material planning reason and as such cannot stop development coming forward. In terms of visual impact, it is considered that development will not be visually intrusive in the landscape.
  - IV. Design details (Concerns relating to the potential type of dwellings and design details conflicting with existing dwellings) - An additional policy is included to ensure that any development on the site have regard and fits in with existing dwellings in terms of type of dwellings and design details.
  - V. Infrastructure & Utilities – This concern applies to all other sites in the settlement.
  - VI. Methodology & inaccurate scoring in the technical assessment – The Council acknowledges the initial error in the preferred options document. Subsequently the scoring for site 449 has been amended accordingly. The technical assessment is one out of a number of assessments taken into consideration in the site allocation process. And by itself is not a deciding factor of a preferred site. Whilst site 449 is not identified as the highest scoring site in the sites technical assessment, it remains a preferable site in terms of highways & transport, form and character. The site scores slightly lower than site 370 and 442 in the technical assessments only because of its score relating to the number of services in close proximity to the sites. Taking into account the actual distance and access to these services, sites 449 performs similarly and even slightly better as the other sites.
- Additional information was submitted by promoters of other site options contending the reasons for non-selection. After careful consideration it is considered that none of the new information provided fundamentally changes the proposal for Watlington when compared with Site G112.1.
  - With regards to responses from statutory consultees, Watlington Parish Council objects to G112.1 (previously WAT1) and also objects to any additional development in the settlement however, the Council considers that Watlington is a highly sustainable location identified in the Council's adopted Core Strategy as a Key Rural Service Centre with the potential to accommodate additional growth. The Highway Authority made no objections to the site.
  - Site G112.1 (Part of 449) scores relatively highly overall in the Sustainability Appraisal; there is good vehicular and pedestrian links to services, it is situated in a built up area, and is well integrated with existing housing. Development would constitute infill, forming a natural extension of existing housing along Thieves Bridge Road. Although there was considerable local objection to this site, there was no material issue identified that outweighs the benefits of allocating the site or that cannot be addressed at the planning application stage.

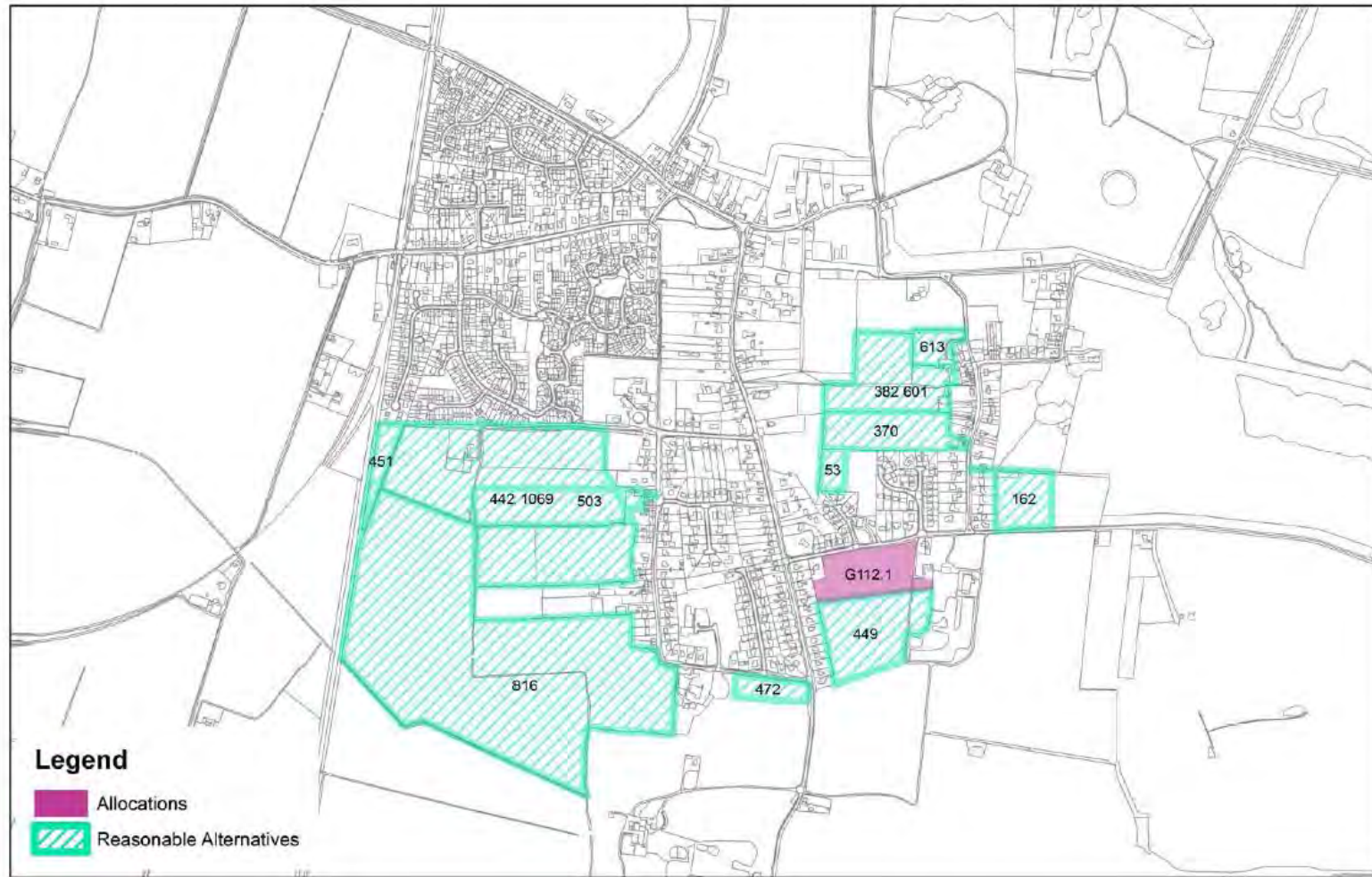
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

- The preferred options consultation did not raise any crucial factor/issue that was not already taken into account or that would stop development taking place. In response to suggestions that development should be spread out across the settlement to lessen the impact of large scale development in one location, none of the other alternative site options are considered to be more suitable than the allocated site. The Council notes the concerns raised but consider that majority of these concerns can be addressed. Accordingly policies are included as part of the allocation to that effect.

## Conclusion

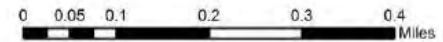
- In summary site G112.1 is identified as the least constrained site option in comparison to other site options and as such is allocated for 32 dwellings.

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Watlington

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## Welney - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
72	++	+	?	xx	xx	o	#	x	o	?
<b>G113.1 1216</b>	++	++	o	+/x	xx	o	#	#	x	?
376	++	+	o	xx	xx	o	x	x	o	#
<b>G113.2 (Part of 376)</b>	++	+	o	xx	xx	o	x	#	o	#
386	+	+	o	xx	xx	o	#	xx	o	?

**72** Site is located at the northern edge of the village, abutting the settlement boundary. Development would be visible in the landscape, but would be viewed against a backdrop of existing development to the south. The site is within walking distance to village services but is slightly further from the village centre than the preferred allocation. Development of part of the site south west of the care home has been offered to reduce the loss of established trees. There are no known heritage issues. Site is at risk of flooding in part. There are some general infrastructure issues relating to the capacity of the surface water network which apply to options for growth.

**G113.1 (1216)** - Site scores highly in relation to indicators, 'access to services' and 'community & social'. The scheme would deliver a new village which will benefit the community. The site is brownfield and is within the settlement boundary. The land is currently overgrown. Site topography is undulating but well below the flood defence embankment which may have an impact on drainage and site design. New development in this location would require sensitive planning and design to mitigate potential adverse impacts. The site is less visible from outlying areas in the village than some other options for development located outside the development boundary. The site is in flood zone 3 and a hazard zone flooding. There are some general infrastructure issues relating to the capacity of the capacity of the surface water network which apply to all options for growth.

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**376** - This is a greenfield site located to the east of Back Drove and west of Main Road. Access could be made from Back Drove Road but would be in flood risk zone 3. Development will result in a loss of agricultural land. Development of the site would result in an encroachment into the landscape. However, the site is not isolated in its position; it would be viewed from a distance in the context of the existing built up area of the settlement. There are some general infrastructure issues relating to the capacity of the surface water network which apply to all options for growth.

**G113.2 (part of 376)** – The site is a smaller part (the north-east section) of site 376 and therefore performs similarly in the sustainability appraisal however its size is more appropriate for the number of dwellings sought and development would involve loss of smaller scale of agricultural land in comparison to development of the whole of 376. Access is obtainable from Back Drove Road subject to demonstration of safe access arrangement and improvements to the footway network. Parts of the site are subject to high flood risk (FZ3) including the site access. The site is surrounded by existing development on the north, partly on the south and to the east. The site does not extend as such into the open landscape but is fairly well integrated with existing development. When viewed from a distance, development would be seen in the context of the existing village.

**386** This is a greenfield site, located to the northern edge of the village, outside the settlement boundary. The site is at risk of flooding in part. There are some general infrastructure issues relating to the capacity of the surface water network in common with all sites in the area. The site abuts site 72.

## Discussion

- The Sustainability Appraisal indicates that allocated site G113.1 (site 1216) scored positive in terms of “access to services” and “community and social” as the site is linked to the relocation and redevelopment of the village hall. The site performs poorly relative to other sites in “natural environment” given the proximity to a special area. Potential negative impacts arising from drainage constraints could be addressed by good design. Site G113.1 (site 1216) is a brownfield site and is considered the most sustainable option for development. All sites perform poorly in terms of flood risk. Response to the Preferred Options consultation by statutory consultees and other organisations indicated the allocated site G113.1 (1216) previously WEL1 at the preferred options stage was favoured by the majority due to the wider community benefits which could be delivered. Middle Level Commissioners have expressed concerns relating to surface water drainage, the capacity of the receiving networks and ground conditions.
- There has been a low response rate from the public following the preferred options consultation; it is not possible to gain a consensus on the merits of other options for development. Further information was received from landowners regarding some alternative options, but no alternative option could offer sites within the settlement boundary.

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- The previous permission for the redevelopment of Site G113.1 (1216) has lapsed. The relocation/redevelopment of the village hall would be a major benefit to the local community. The agent acting for landowner has expressed concerns regarding the provision of affordable housing; services/ infrastructure to the site will require good design solutions.
- In the light of the comments made by the Parish Council, the possibility of making further allocations was explored. In this regard, the merits of sites 376, 386 and 72 have been reviewed.
- The allocated site G113.2 (part of 376) is partly within the development boundary and would partly constitute infill-development. It is within reasonable walking distance to services including the school and access is obtainable from Back Drove road. It is considered that the site is of a suitable scale to accommodate 13 dwellings without detriment to the form and character of the locality. Development is subject to the appropriate flood mitigation measures.

## Conclusion

- In summary G113.1 (1216) and G113.2 (part of 376) are considered the least constrained site options and are allocated for a total of 20 dwellings.

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## Wereham - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>G114.1 (499)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>105</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>#</b>	<b>x</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>106/362/813</b>	<b>++</b>	<b>+</b>	<b>?</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>111/541/950</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>o</b>	<b>o</b>	<b>#</b>
<b>404</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>o</b>	<b>o</b>	<b>#</b>
<b>570</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>#</b>	<b>x</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>1179</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>o</b>	<b>?</b>	<b>#</b>	<b>o</b>	<b>#</b>

**G114.1 (499)** – The site is well located to services with good pedestrian and vehicular links. Access is proposed from the existing access on Flegg Green. The highway authority raised no objections to the proposed access subject to the demonstration of safe access and provision of adequate footway links. The site is in a low flood risk area and comprises of moderate quality (grade 3) agricultural land. There are a number of mature trees within the site, but these are not subject to a tree preservation order. Further assessment will be required to determine if development would have any impact on biodiversity. The site is situated at the rear of the recent development on Flegg Green. As such, development would represent a natural extension to the Flegg Green development without detriment to the form and character of the area. The mature planting along the site boundaries form a natural boundary from the wider countryside and would provide natural screening of development. Any potential conflicts of built development with the countryside can be further mitigated using suitable landscaping.

**105** – The site is located on the northern edge of the settlement, and is in close proximity to some of the local amenities including the place of worship and bus stops. However the surrounding road network is narrow with no foot path links which further restricts access to services. The Highway authority made objections to the site due to the inadequate footway and vehicular network. Development of the site would result in the loss of moderate quality grade 3 agricultural land (this applies to all other site options in the settlement). The site immediately abuts Wereham Conservation Area, as such the design and layout of any development in this location will be required to preserve and enhance the settings and character of the area. The site is not subject to flood risk. Most of the site lies behind existing frontage housing development on Cavenham Road; as such in comparison to other options the site does not lend itself to a form of development that is consistent with the

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existing form and pattern of development of the surrounding area. The site extends into the countryside and would potentially impact negatively on the landscape character of the area.

**106/362/813** – The site is well located to village services with good pedestrian and vehicular access to services. The highway authority raised no objections to the site subject to the delivery of a safe site access and depending on how the scheme is implemented. The site is a brownfield site previously used for employment purposes. Therefore, development would not involve loss of productive agricultural land but would result in the loss of employment land which is contrary to the adopted core strategy policies. The site is not identified to be within a flood risk area. There are minimal views of the site from the road as it is mostly screened by existing housing. Development is likely to have minimal landscape or visual impact and any impact on the wider landscape is dependent on how the scheme is implemented.

**111/541/950** – In comparison to other site options, the site does not score as highly in terms of proximity to services. It has poor access onto the public highway which further restricts pedestrian or vehicular access to local amenities. The site is not subject to flood risk and comprises of grade 3 (moderate quality) agricultural land although there is an existing development adjacent the northern site boundary. The site is located in a fairly built up area and development is not likely to be visually intrusive in this location. The site is fairly overgrown with, mature planting and trees, raising potential biodiversity impacts. Further investigations will be required to establish if development would be harmful to biodiversity.

**404** – The site performs positively in the sustainability appraisal in terms of proximity to services but does not score as highly as some other site options. The site has frontage onto the A134 public highway and access is proposed from this road. There are existing footway links from the site. The highway authority indicates that the local footway link and the road network is inadequate for the proposed scale of development. The site is identified to be within grade 3 moderate quality agricultural land with no flood risk constraints. Due to its close proximity to the Conservation Area, the design and layout of any potential scheme will be required to preserve or enhance the setting of the nearby historic asset. There is existing housing to the east, west and south of the site with open countryside to the north. Development would constitute infill development and would form a continuation of existing housing along the A134 road. Compared to other options, the site is likely to have more visual impact given its prominent position from the road.

**570** – The site is situated on the western side of the A134 Lynn Road in a less built up part of the village. It is relatively close to some local services however, the site sits on the A134 Road with no clear adequate means of access to the public highway which limits access to services. The highway authority objects to the site. Development of the site will result in the loss of grade 3 – moderate quality agricultural land. There are a number of mature trees and hedgerows within the site and along the site boundaries indicating potential habitat for biodiversity. Further assessment will be required to establish the impact of development on biodiversity. The site is in a low flood risk area. The site is not visually prominent but is screened on the eastern and southern sides by existing housing and mature planting. Any potential landscape impacts are dependent on how the scheme is implemented.

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**1179** – In comparison to other site options, site 1179 performs averagely in the Sustainability Appraisal in terms of proximity to services. However the site has no clear adequate means of transport to the public highway. The highway authority objects to the site. Development would result in the loss of grade 3 – moderate quality agricultural land which is applicable to all other sites in the settlement. The site is not subject to flood risk. The site is situated at the rear of existing housing along Fleggs Green Road, and is mostly screened from the road. Potential impacts on the landscape or conflict of development with the wider countryside is dependent on how the scheme is implemented

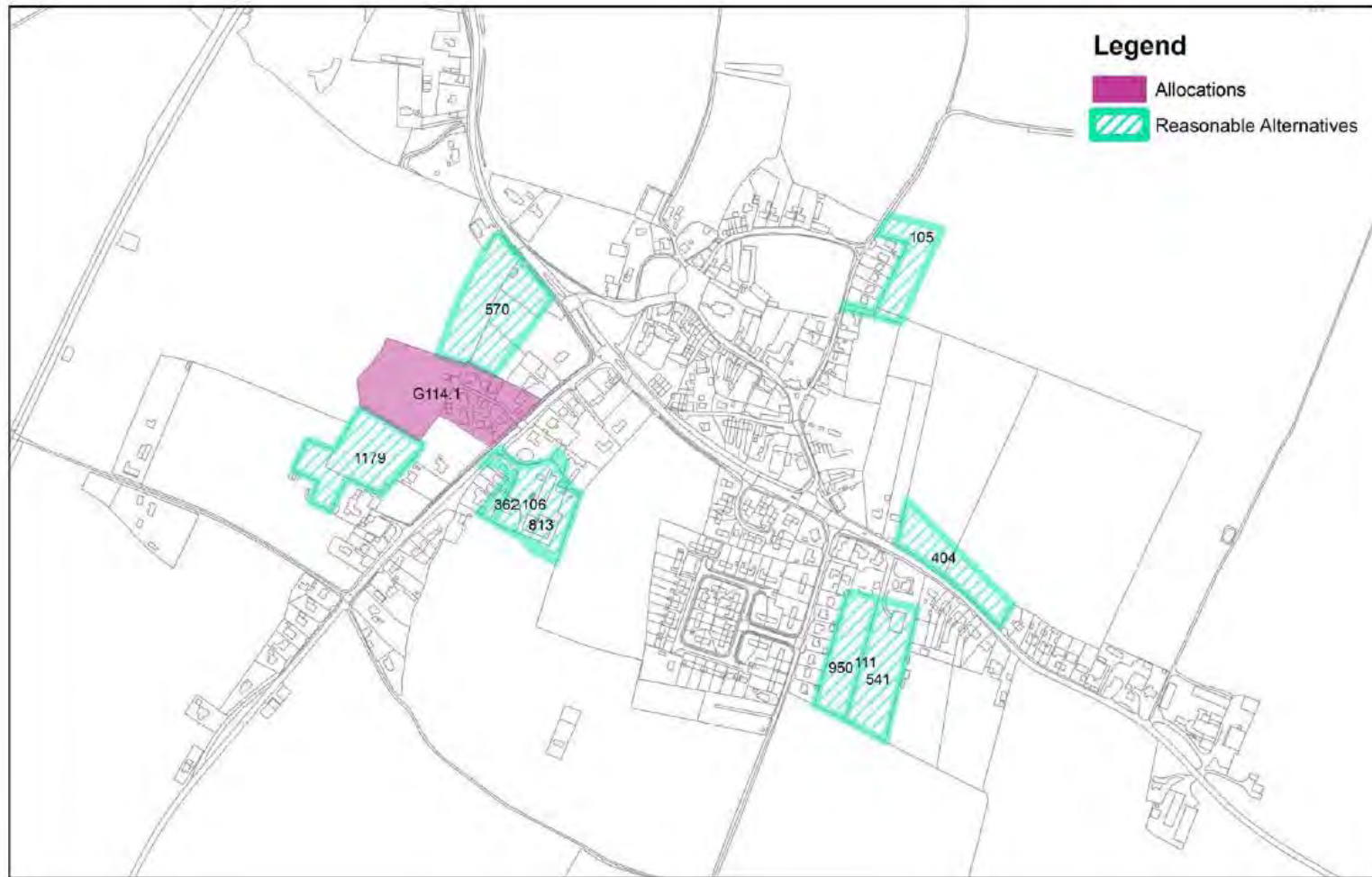
## Discussion

- The Sustainability Appraisal indicates that overall no one site would result in a highly positive impact in majority of the categories. All the site options score equally poorly in terms of loss of moderate quality agricultural land except site 362/106/813 which is a brownfield site. Sites G114.1 and 106/362/813 are identified as the higher scoring sites in terms of proximity and access to services. However site 362/106/813 is a previous employment site and as such residential development would be contrary to policy CS10 of the Core Strategy. The selection of a preferred site will be based on a judgment on the combination of the advantages or disadvantages of the competing sites.
- Wereham Parish Council supports the allocation of Site G114.1. Norfolk County Council also made no objections to the site subject to the demonstration of a safe site access. In terms of public responses to the preferred options consultation, there were 8 objections and 4 letters of support to the allocated site. On balance it is considered that the responses received did not raise any material reason that would fundamentally prevent development from taking place.

## Conclusion

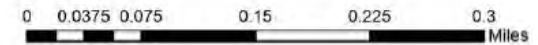
- Allocated site G114.1 is well integrated with existing development and would form a natural extension to the existing cul-de-sac development on Flegg's Green. It is well located to local services with good access links and is located away from the Conservation Area. The preferred options consultation did not raise any material issue that outweighs the benefits of allocating the site. The objections to the site were not of an enormous scale and there was also some local support to the site including support from the Parish Council. Therefore, site G114.1 remains a suitable option for development of 8 dwellings in comparison to other considered sites. Although there was some support to site 106/362/813, the site was previously employment land unlike the allocated site which would not result in loss of employment land.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## West Lynn - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>E1.14</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>x</b>	<b>o</b>	<b>#</b>	<b>o</b>	<b>o</b>	<b>#</b>
<b>E1.15</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>+</b>	<b>x</b>	<b>o</b>	<b>#</b>	<b>+</b>	<b>o</b>	<b>#</b>
<b>69</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>xx</b>	<b>o</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>447</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>xx</b>	<b>o</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>782</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>xx</b>	<b>o</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>WEL01</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>xx</b>	<b>o</b>	<b>#</b>	<b>x</b>	<b>o</b>	<b>#</b>

**E1.14** - The site performs well in terms of the sustainability indicator ‘access to services’ as it is located within the heart of West Lynn. The site performs poorly in relation to indicator ‘flood risk’ as it is located within flood zone 2, however this is at a lower risk than the other growth options in the settlement. Development will have no impact on the indicator ‘landscape and amenity’ as it would be well screened, relates well to the existing settlement and fits in with the surrounding development. The impact on ‘highways and transport’ and ‘infrastructure, pollution and waste’ depends on how the scheme is designed and implemented as potentially negative impacts could be mitigated. The site performs poorly in relation to the indicator ‘food production’ as development will result in the loss of high quality (grade 2) land however other options for growth are also either grade 1 or 2.

**E1.15** – The site performs well in terms of the sustainability indicator ‘access to services’ as it is located within the heart of West Lynn. The site performs poorly in relation to indicator ‘flood risk’ as it is located within flood zone 2, however this is at a lower risk than the other growth options in the settlement. Development will have a positive impact on the indicator ‘landscape and amenity’ as it would improve the waterfront, relates well to the existing settlement and fits in with the surrounding development. The impact on ‘highways and transport’ and ‘infrastructure, pollution and waste’ depends on how the scheme is designed and implemented as potentially negative impacts could be mitigated. The site performs well in relation to the indicator ‘food production’ as development will not result in the loss of high quality land as it would regenerate a derelict, disused brownfield site.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**69** – Sustainability Appraisal identifies no significant negative effects. Site is furthest to village services and the school in West Lynn and is closer to South Lynn. The site is situated within a commercial environment currently containing a hotel, pub, restaurant and petrol filling station and no existing residential development. The site is in Flood Risk zone 3 and the Hazard Zone and is also on Grade 1 agricultural land.

**447** - Sustainability Appraisal identifies no significant negative effects. Site is further from the village services and the school than alternative options. Site is relatively exposed in the landscape apart from existing development to the north and west. Site is subject to tidal flood risk (zones 2 and 3) and the Hazard Zone. Development of the site would result in the loss of agricultural land (classification grade 2). The site contains a County Wildlife Site. The historic significance is unknown. Site access is obtainable.

**154/782** – Sustainability Appraisal identifies no significant negative effects. Site is slightly further from village services and the school than alternative options. Site is subject to flood risk (zones 2 and 3). Development of the site would result in the loss of agricultural land (classification grade 2). The historic significance is unknown. Site access is obtainable.

**WEL01** - Sustainability Appraisal identifies no significant negative effects. Site is further from village services and the school than alternative options. Site access is obtainable from Ferry Road. The front portion of the site is included within the development boundary. The site is situated behind linear frontage development on Ferry Road so development would not be characteristic of the settlement and may have a negative impact on landscape and amenity. Site is subject to flood risk (zones 2 and 3, part Hazard Zone). Development of the site would result in the loss of agricultural land (classification grade 2). The historic significance is unknown.

## Discussion

- The Sustainability Appraisal indicates that both sites E1.14 and E1.14 are the most sustainable options for growth in West Lynn of those proposed. Unlike the other sites proposed, development would not have a negative impact upon 'landscape & amenity', with a neutral impact associated with E1.14 and as development of E1.15 results in the regeneration of an unused brownfield site at the water front likely to improve the area, a positive is recorded for this factor. The location of the two sites, at the heart of the settlement, is an advantage only provided by these two sites, resulting in a highly positive score for 'access to services'. Both sites are at the lowest risk to flood when compared to the other options, being located in flood zone 2. The only other negative scored relates to the factor 'business B food production' for E1.14, but this applies to all of the growth options apart from E1.15.
- Response to the Preferred Options consultation indicated that E1.14 and E1.15 are acceptable to Norfolk County Council as Highway Authority. The chapter had a low response rate overall, so it is not possible to identify a clear consensus from the public on favoured options for development.

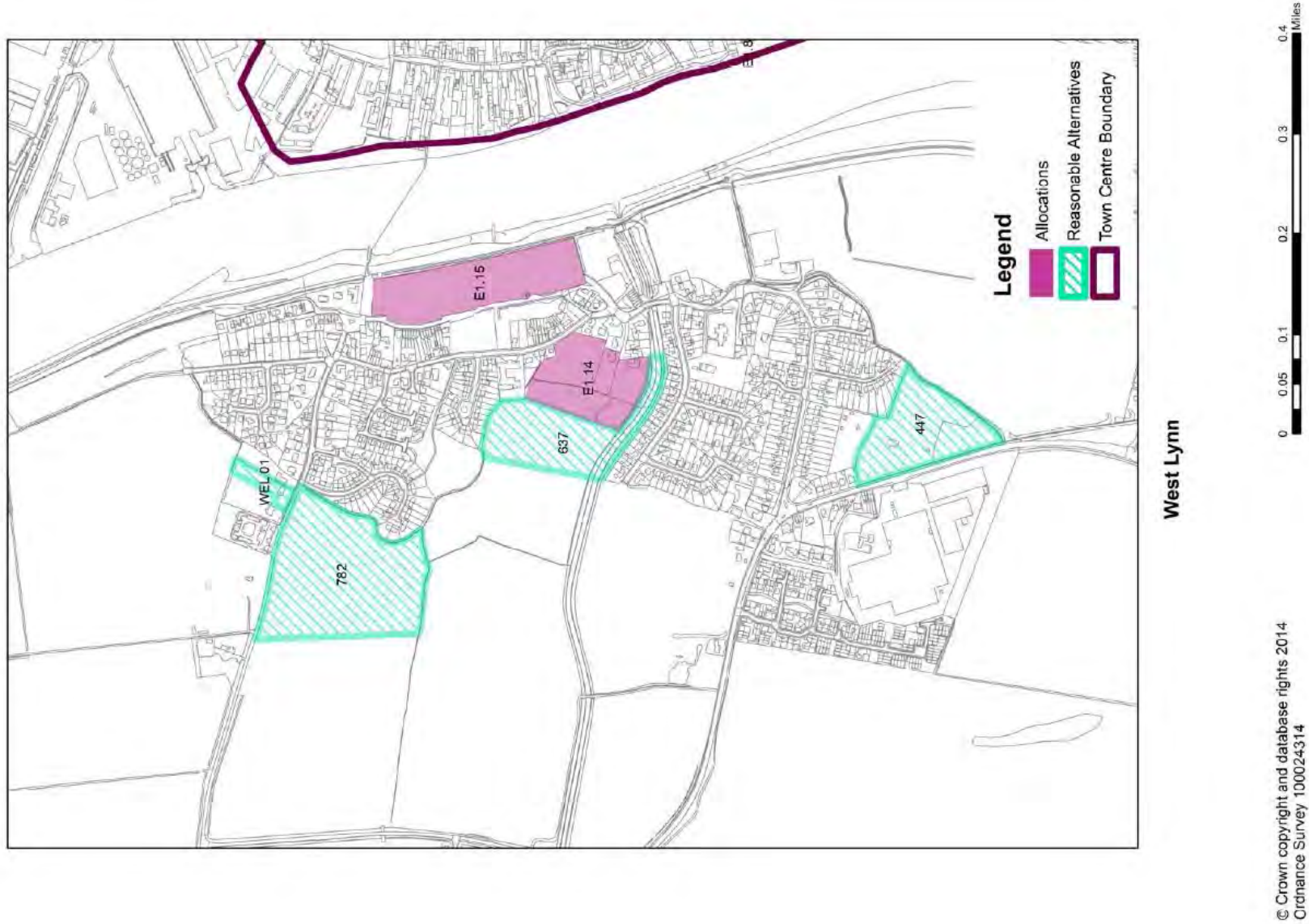
**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Conclusion

- Based upon a balance of factors; the results of the Sustainability Appraisal, site specific factors and consultation responses received to date, it is considered appropriate to allocated sites E1.14 and E1.15 for residential development in West Lynn.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.





**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## West Newton

No options were identified or assessed for West Newton.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## West Walton/Walton Highway - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highway & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
986	+	+/x	o	xx	xx	o	#	o	o	#
<b>G120.1 (428)</b>	+	+	o	xx	x	o	#	o	o	#
270/584/912	++	+	o	xx	xx	o	x	x	o	#
431	++	+	o	xx	xx	o	x	xx	o	#
881	++	+	o	xx	xx	o	#	x	?	#
915	x	+	o	xx	xx	o	x	x	o	#
52/432	++	+	x	o	x	o	x	x	o	#
264/435	+	+	o	xx	x	o	x	x	?	#
385	+	+	x	xx	xx	o	#	x	o	#
692	x	+	o	xx	xx	o	x	x	o	#
<b>G120.2 (732/913)</b>	+	+	o	xx	xx	o	#	o	?	#
744	+	+	o	+/x	x	o	#	o	?	#
1268	+	+	o	xx	xx	o	x	o	?	#
1244	+	+	o	xx	x	o	x	x	o	#
1232	+	+	o	xx	x	o	x	x	?	#
1228	+	+	o	xx	xx	o	#	o	o	#

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**986** – The site performs averagely in terms of proximity to services in comparison to some other site options although it is within walking distance to both schools in the village, and is also relatively close to the church, shop, pub, and bus stops. The surrounding road network is narrow with no foot path links. The highway authority made no objections to the site subject to achieving the minimum requirements for visibility and access and improvements to the pedestrian and vehicular access. The site comprises of good quality (grade 2) agricultural land but is currently in use as a paddock. The site is within a high flood risk area (FZ3). There are mature trees and hedges along the site boundaries. The site is situated at the edge of a built up area with existing residential development to the south and west. The mature hedges and the existing development screen the site from the wider landscape. Development of the site would form a continuation of development along Salt's Road without harm to the visual amenity and landscape character of the surrounding area. There was enormous local objection to the site thus the site scores negatively in terms of 'community and social'.

**G120.1 (428)** – The site is relatively close to the church, shops, pub, and the village hall. The surrounding road network is narrow with no foot path provisions. Given the wide verges, the highway authority considers the site acceptable subject to the site meeting the minimum requirements for visibility and access and considering measures to improve pedestrian and vehicular access. Development of the site will result in the loss of good quality agricultural land but this also applies to all growth options in the settlement. The site is subject to medium flood risk (flood zone 2). Telephone poles and wire cables cross the site. The site is situated in a fairly built up part of the village and is mostly surrounded by established residential development as such it is considered that development would not be detrimental to the landscape character of the surrounding area. Any potential conflicts of development with the wider landscape can be mitigated using appropriate landscaping to soften the impact of development on the landscape. The form of the site would allow for linear frontage development which is in keeping with the existing form of the village.

**270/584/912** – The site is situated in close proximity to a number of local services including the church, bus stop, pub, shop and village hall. The highway authority made objections to the site stating that the footway links and the road network are inadequate. Development would result in the loss of excellent quality (grade 1) agricultural land. The site is wholly within a high flood risk area (FZ3) and is also mostly within the flood hazard zone. The site is situated at the rear of existing housing and is surrounded by open countryside on the south and partly on the eastern side. In comparison to some other site options, the site does not relate adequately with the form of the existing village and development is likely to have more impact on the landscape character of the surrounding area.

**431** – The site is situated in close proximity to some of the services in the village including a church, shop, pub and bus stops. There is no clear means of access from School Road, and Wisbech Road is inadequate with no footpath links. The highway authority objects to the site. The site is wholly within a high flood risk area (FZ3) with parts of the site also within the flood hazard zone. Development of the site will result in the loss of excellent quality (grade 1) agricultural land. The site is situated on the southern edge of the village, and is not so well integrated with existing development. The site is mostly surrounded by open countryside with existing development adjacent the northern site boundary. Development is likely to be visually prominent in the landscape and will have more impact on the landscape character of the area in comparison to other alternative site options.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**881** – The site is well located to the services on School Road and as such scores positively in terms of proximity to services. Site access is proposed off School Road. The highway authority made no objections to the site subject to the delivery of safe site access. The site falls within the category of good quality agricultural land (Grade 1 & 2) although the site is mostly overgrown and not in agricultural production. The site is wholly within a high flood risk area (FZ3). The site lies at the rear of existing housing, with no views available from the road. However in comparison to other alternative site options, the form of the site does not lend itself for development that is in keeping with the form and character of the village.

**915** – In comparison to some other site options, the site scores poorly in terms of proximity and access to services. Although it is in close proximity to the school, there is no clear adequate means of access to the public highway which further restricts pedestrian or vehicular access to local services. The highway authority made objections to the site. Development of the site will result in the loss of Grade 2 (good quality) agricultural land. The site is subject to high flood risk (FZ3). There are mature trees and hedges within the site with potential biodiversity constraints as such further investigations are required to determine the impact of development on biodiversity. There is existing housing to the north and south of the site. The site is visually prominent from the road and development would impact negatively on the open landscape character of the area and would be contrary to existing form of the village.

**52/432** – The site is well located to Lynn Road where majority of the local services are situated. It is within reasonable walking distance to the church, shop, pub, village hall and bus stops. The highway authority raised concerns regarding access to the public highway and the adequacy of the footway links and road network. The site is wholly within a medium flood risk area (FZ2). The site is brownfield land, containing existing buildings including some local businesses as such development will not have an impact on food production but would result in loss of employment uses. There are mature trees on parts of the site including trees that are subject to a tree preservation order. This would need to be retained as part of any development scheme. The site is situated in a built up part of the village with existing development mostly surrounding the site. There is potential for development to have minimal visual impacts. However the form of the site does not relate adequately with the form and character of the village in comparison to alternative site options although there is potential for parts of the site to be developed without detriment to the form and character of the surrounding area.

**264/435** – The site performs averagely in terms of proximity to local services. The highway authority objects to the site, raising concerns regarding access to the public highway and the adequacy of the local footway links and surrounding road network. The site is subject to medium flood risk (FZ2). Development of the site will result in the loss of good quality (grade 2) agricultural land. A public right of way runs across the site. This public amenity would need to be retained as part of any potential development. The site is situated on the edge of the settlement and is not well integrated with existing development. The site lies to the rear of existing housing on St Paul's road and is bordered on the south by the A47 road. Development in this location will be contrary to the existing form and character of the village.

**385** – The site is within reasonable proximity to local services although it only scores averagely in comparison to alternative site options. The highway authority made no objections to the site subject to the delivery of safe site access. The site is mostly within flood zone 3 (high flood risk) and partly within flood zone 2 (medium flood risk). The site falls within the category of Grade 1 (excellent quality) agricultural land but is not currently used as such. The site accommodates a nursery and development would involve loss of employment use. There are minimal views of

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the site available; it is mostly screened by established housing development on the south, east and partly to the north and by an orchard to the west. Development of the site is likely to impact negatively on the open landscape character of the surrounding area.

**692** – The site is situated at the northern edge of the settlement. In comparison to other site options, the site scores poorly in terms of proximity to services. The highway authority objects to the site raising concerns that regarding the lack of clear adequate means of access to the public highway and the inadequacy of the local footways links and road network. Development would result in the loss of good quality (grade 2) agricultural land. The site is mostly within a high flood risk area (FZ3). There are a number of trees within the site raising potential biodiversity impacts. Further investigations will be required to ascertain the impact of development on biodiversity. The site is situated in a less built up part of the village with open fields surrounding the site on the east, north and west, development is likely to be visually intrusive in the landscape.

**G120.2 (732/913)** – The site is situated on the western edge of Walton Highway. In comparison to some site options, the site does not score as highly in terms of the number of services in close proximity to the site. However, it is on a bus route and is within walking distance to the bus stops and is also relatively close to Lynn Road where majority of the services in the village are situated. There are footpath links from the site to services. The highway authority made no objections to the site and considers it suitable for low scale frontage development subject to the delivery of a safe access. The site is mostly constrained by medium flood risk (FZ2) although a small part of the site is within a high flood risk area (FZ3). The site comprises of good quality (grade 1 & 2) agricultural land although the site is currently overgrown and is not currently in agricultural production. The site is on the edge of the settlement in a less built up part of the village, and development would extend the village boundary in a westerly direction however, existing housing development borders the site on the east with a single detached bungalow immediately adjacent the western site boundary. Development would represent infill, and would form a natural continuation of ribbon frontage development along School Road which is consistent with the existing form and character of the locality. There is an orchard at the rear of the site on the northern boundary. The site is mostly screened from the wider landscape by existing development, boundary hedges and the orchard. Development is likely to have minimal landscape and amenity Impact. Overhead power cables cross part of the site and these needs to be taken consideration in the layout and design of any scheme.

**744** – The site is relatively close to a number of local services. The highway authority made no objections to the site subject to provision of safe access. The site is within a medium flood risk area (FZ2). The site is a small site that currently consists of a dwelling and its associated garden. There are a number of mature trees across the site. The site is in a built up area and is largely within the development boundary. Residential development mostly surrounds the site on three sides and a nursery borders the site on the western side. It is considered that development in this location will not have significant impact on the visual and landscape amenity of the area.

**1268** – The site is relatively close to some of the local services and scores only averagely in terms of proximity to services. There are no footway links to services which further restricts access. The highway authority considers the site to be in an unsustainable location and raised objections. The site comprises of grade 2 agricultural land (good quality) although it is not currently used as such. The eastern part of the site accommodates a residential dwelling with its associated garden land. The site is overgrown in nature containing a number of mature trees and hedgerows. The overgrown nature of the site raises potential biodiversity impacts as such further investigations are required to determine if development would

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

have a detrimental impact on biodiversity. The site is partly within FZ3 (high flood risk) and partly within FZ2 (medium risk). The site is mostly screened by existing development and mature planting as such development is likely to have minimal visual impacts. The eastern part of the site lies within the development boundary however development on the western part of the site will not be in keeping with the form and character of the area.

**1244** – The site is fairly close to some local services. The surrounding road network is narrow with no footpath links. The highway authority objects to the site on grounds of inadequate access and lack of footpath links to the village services. The site is wholly within a medium flood risk area (FZ2). Development would result in the loss of good quality (grade 2) agricultural land. The site boundaries consist of mature hedgerows and trees. Development of the entire site would not be in keeping with the form and character of the surrounding area and would potentially impact negatively on the landscape character.

**1232** – In comparison to some other site options the site performs only averagely in terms of proximity to services. The surrounding road network is narrow with no footpath links to services. The highway authority objects to the site stating that adequate access has not been demonstrated. Development of the site would result in the loss of excellent quality (grade 1) agricultural land. A public right of way runs along the south-east site boundary. This public amenity is required to be retained as part of any development scheme. The site is overgrown in nature, indicating potential biodiversity impacts. The site is subject to medium flood risk (FZ2). The site is detached from existing development and is immediately surrounded by open fields on all sides. Development in this location would potentially be detrimental to the landscape character of the surrounding area.

**1228** – The site is well located to some village services including the schools, shop and a public house. The surrounding road network is relatively narrow with no foot path provisions. The Highway Authority made no objections to the site subject to a safe access being achieved. The site comprises of good quality (grade 2) agricultural land but does not appear to currently be in agricultural use. The site is identified to be within tidal flood zone 3 (high risk). The site is mostly overgrown in nature indicating potential habitat for biodiversity. Further investigations are required to determine that development will not be detrimental to biodiversity. The site is a small site mostly surrounded by existing development with open countryside bordering the site on the north. Development of the site would form continuation of existing development along Salts Road without detriment to the form and character of the area.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Discussion

- The sustainability appraisal indicates that all site options would have similar negative impacts in terms of food production and also potential impacts relating to infrastructure, pollution and wastes is dependent on how the schemes are implemented on all the site options. Overall, no one site option would result in a highly positive effect in majority of the categories. Therefore, the selection of a preferred site will be based on a judgement of the combination of advantages or disadvantages of the competing sites.
- The preferred options consultation indicates significant local objections (131 objections) to site 986 (previously allocated site WWAL1) mainly on grounds of highway safety and further congestion of Salt Road particularly at school drop off and pick up times. There were 9 public objections to site G120.1 (WH1). In terms of the responses from statutory consultees, West Walton Parish Council objects to both WWAL1 and WH1 but Norfolk County Council Highway Authority made no objections to either site. The large scale public objections to site 986 (WWAL1) suggest that it is not favoured by the public for development. It is however considered that on balance, the public objections to site G120.1 (WH1) was not of an enormous scale and did not raise any material planning reason.
- Site WWAL1 (986) performs relatively well in the Sustainability Appraisal in comparison to some other site options. It is well located to services particularly the schools which are within walking distance to the site, the proposed modest scale development is likely to have minimal landscape impact as the site is situated in a built up area and development would constitute a natural extension to existing ribbon development along Salts Road without detriment to the form and character of the area. The highway Authority made no objections to the site, however the Parish Council objected to the allocation and there were significant local objections. However, due to the enormous local objections to the site particularly with regards to the traffic congestion currently experienced on Salts Road, following the preferred options consultation, the Council considered other high scoring alternative site options that are likely have less impact on the traffic situation on Salts Road.
- Allocated site G120.1 (428) performs relatively highly in the sustainability appraisal, it is well located to services and provides an opportunity for a form of development that is in keeping with the existing linear frontage form and character of the settlement with minimal landscape impact. The public objections to the site were not of a large scale. The Parish Council and some local residents' objects to the site mainly on highway grounds; suggesting that Common Road is too narrow for the proposed allocation. However Norfolk County Council Highway Authority, the statutory consultees on highway matters raised no objections but indicates that the site is acceptable subject to local improvements to pedestrian and vehicular access. Some public objections were also made on grounds of impact on property value and loss of views however these are not planning reasons and the site cannot be rejected based on this. There was some concerns regarding the loss of productive agricultural land but this constraint applies to all developable site options in the settlement.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

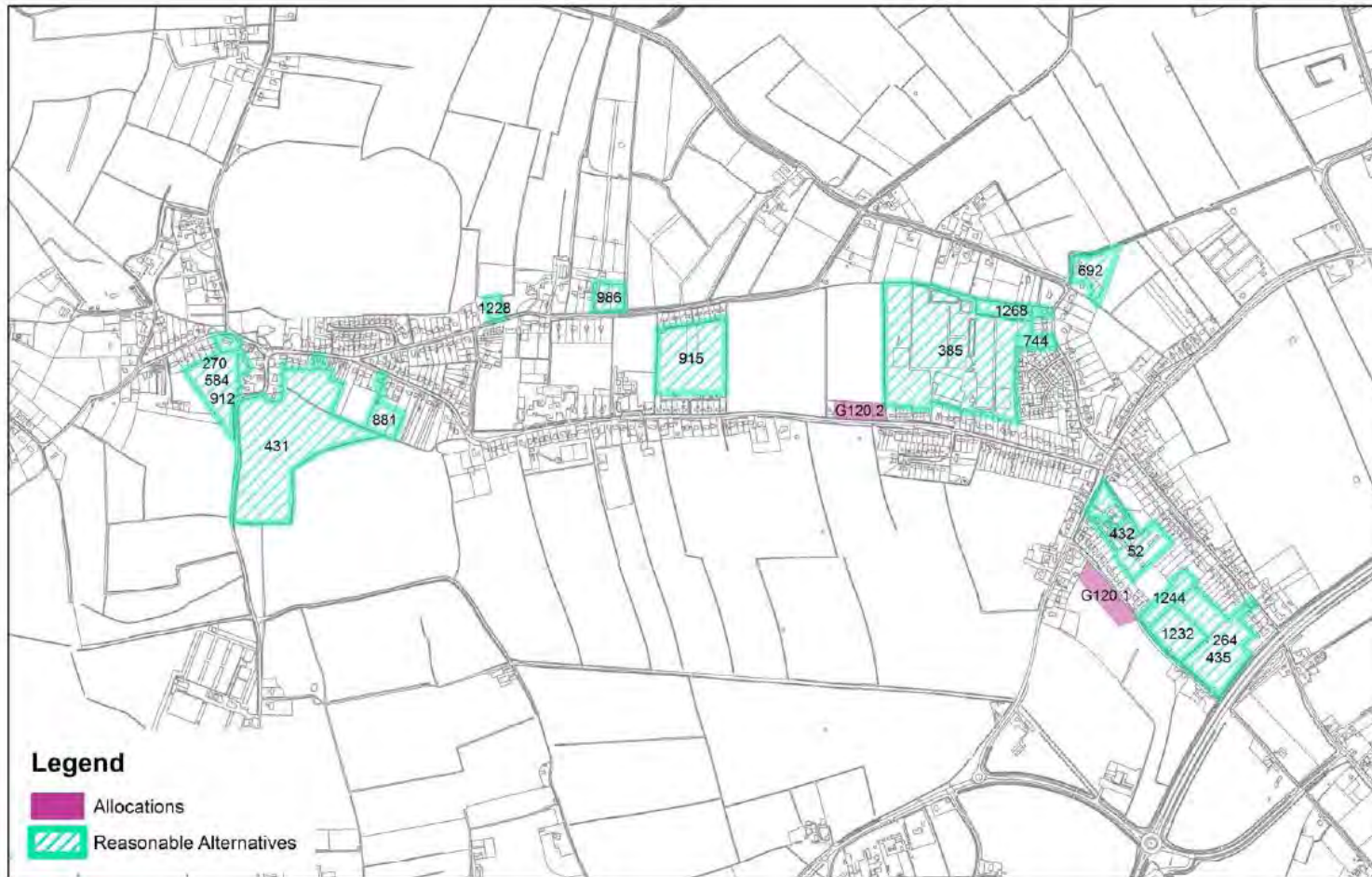


- Allocated site G120.2 (732/913) which is situated on School Road scored fairly well overall in the sustainability appraisal; it is relatively close to the local services in both West Walton and Walton Highway with good vehicular and pedestrian links. The highway authority raised no objections to small scale frontage development in terms of access from School Road. The Parish Council indicated a preference to the site over other options. Development of the site is not likely to exacerbate the traffic issues and concerns on Salts Road. Development on the site would form a natural extension to the existing residential development to the east and would also infill the gap between the development to the east and the bungalow on the west. The site is well screened from the wider landscape and any potential conflicts of development with the landscape can be softened using appropriate landscaping along the northern site boundary. The site is of suitable scale to accommodate 10 dwellings at a density consistent with the surrounding area.

## Conclusion

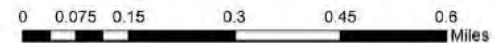
- In comparison to other alternative site options, sites G120.1 & G120.2 are identified as the least constrained options and are therefore allocated for a total of 20 dwellings.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



West Walton/Walton Highway

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## West Winch Growth Area – Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>West Winch Growth Area</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>#</b>	<b>+</b>	<b>#</b>	<b>#</b>	<b>#</b>
<b>Sites to the east</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>x</b>	<b>?</b>	<b>x</b>	<b>o</b>	<b>#</b>
<b>Sites within North Runcton</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>o</b>	<b>#</b>
<b>Sites to the south</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+/x</b>	<b>x</b>	<b>x</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>Sites to the west</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>+</b>	<b>x</b>	<b>+</b>	<b>x</b>	<b>x</b>	<b>#</b>

**West Winch Growth Area** – This area is considered as a sustainable location for growth, south east of King’s Lynn, as identified in the Core Strategy. The Growth Area performs well in relation to the indicator ‘access to services.’ The impact on ‘landscape and amenity’ depends on how the scheme is implemented as potential negative impacts could be avoided or mitigated through good design. The Growth Area comes close to the listed buildings of Church of St Mary (Grade 2\*) and the Windmill (Grade 2) consequently the setting of these have to be treated with great care and potential negative impacts avoided through good design. The site is not constrained by flood risk. The West Winch Growth Area is the chosen allocation as in comparison to other sites considered it will maintain the gap between West Winch and surrounding settlements whilst relating well and enhancing the facilities available for the original settlement. The Growth Area includes the following sites: KWW01, 569, 683, 979, 980, 1047, 1048, 1108, 1240 & 1241 and parts of the following sites: 485, 973, 981, 982, 983, 987, 1034, 1046, 1096, 1220, 1221, 1223, 1224 & 1225.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**East of the West Winch Growth Area (1095, 1096, 1220, 1224 & 1225)** – These sites sit within the gap between the Growth Area and North Runcton, this results in a negative score for the Sustainability Appraisal factor ‘landscape and amenity’ as one of the Plan’s aims is to maintain a gap ensuring that North Runcton remains a distinctive settlement separated from the Growth Area and the associated new link-road. Development of these sites would reduce or remove this gap and therefore impact negatively on the form and character of North Runcton. A further negative is recorded for the factor ‘heritage’ as the sites are within close proximity to three listed buildings in North Runcton; The Church of All Saints (Grade 1), The Old Rectory (Grade 2) and North Runcton Lodge (Grade 2).

**Within North Runcton (68, 465, 661, 1189 & 1276)** – These sites are located within the settlement of North Runcton, which is designated as a smaller village and hamlet by the Core Strategy and as such does not receive any specific site allocations. In relation to the Growth Area these sites are not only detached, reflected by a negative score in the factor for ‘highways & transport’, but they could also have a negative impact upon the heritage, form and character of North Runcton.

**To the South (177,196, 479, 659 & 1293)** – These sites are situated to the south of the Growth Area and as such are detached from it. A negative score for the factor ‘highways and transport’ has been recorded as Norfolk County Council as the Highways Authority comment that these sites are unsuitable due to their remoteness or they would require direct access from/onto the A10. Development of some these sites would result in reducing the gap between the Growth Area and the existing settlement of Setchey, impacting negatively upon the heritage, form and character of Setchey. Setchey is designated as a smaller village and hamlet by the Core Strategy and as such would not receive any specific site allocations. In relation to the Growth Area those sites that are situated within Setchey score negatively in the Sustainability Appraisal factor ‘flood risk’ as they are located within either Flood Zone 2 or 3. Development of Site 1293 would result in the direct loss of employment land; this would result in a negative score in the factor ‘economy A business’ in accordance with policy CS10 of the Core Strategy, and therefore the economic sustainability of a new plan, the Council will seek to retain land or premises currently or last used for employment purposes.

**Within West Winch (KWW06, 135, 361, 485, 657, 926, 973, 982, 983, 984, 1034, 1045, 1222 & 1273)** – These sites are within the existing settlement of West Winch and have been omitted from the Growth Area. In totality negative scores for the factors ‘natural environment’ and ‘landscape and amenity’ are recorded as the majority of these sites would either encroach upon West Winch Common or result in the direct loss of Common Land, therefore not relating to the existing settlement by having a negative impact upon the form, character and setting of West Winch. A number of these sites are detached from the Growth Area and the line of the new link-road, resulting in a poor relationship between the new Growth Area. A number of these sites come close to linking the southern section of King’s Lynn and parts of the Saddlebow Industrial Estate with West Winch; the Growth Area seeks to maintain a gap between West Winch and existing settlements. Note that KWW06 has already been developed and part of 485 is an existing residential dwelling so has not been included within the Growth Area.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Discussion

- On balance the Growth Area performs better than other combinations as it isn't constrained by 'flood risk', would have the least impact upon the form and character of existing settlements and any potentially negative impacts associated with 'landscape & amenity' and 'heritage' can be minimised through good design. There would however be a negative score in factor 'economy B food production' with identified productive agricultural land being lost to development, although this is the case with all of the sites proposed. The new-link road between the A10 and A47 is planned to provide access and permeability to parts of the Growth Area, some of the submitted sites, due to their geographic location, are detached from this 'fixed line' and/or the Growth Area itself. This connectivity is vital to achieving links and integration between new residents and business and can contribute to a healthy community. In selecting the Growth Area consideration has been given to maintaining a degree of separation between existing settlements and the new neighbourhoods, and to provide a good level of integration with the existing development and facilities in West Winch.

## Conclusion

- As discussed above, The Growth Area on balance represents the least constrained combination of sites for development that still provides a degree of separation from existing settlements, when compared to the other reasonable options considered. Therefore this Growth Area is an appropriate allocation for an urban expansion area adjacent to south east King's Lynn.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



## Wiggenhall St Germans - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
967	+	+	o	xx	xx	o	#	o	x	?
1088	+	+	o	xx	xx	o	#	o	?	?
71	+	+	o	xx	xx	o	?	o	o	?
547/ 1067	+	+	o	xx	xx	o	x	#	x	?
WSG 01	+	+	o	xx	xx	#	x	x	?	?

**967** – The site is within reasonable walking distance to local services including a bus stop, school, village hall and post office. There is good access to the public highway. Safe site access is dependent on how the scheme is implemented. The Highway Authority made no objections to the site. Development would result in the loss of grade 2 (good quality) agricultural land. The site lies within a high flood risk area (FZ3 & Flood hazard zone). A public right of way runs along the southern site boundary and part of the northern site boundary, the nature of the site would allow for the public footpaths to be incorporated into any design scheme. The entire site is identified to be an area designated as a Site of Special Scientific Interest for its geological interest features as such the site scores negatively in terms of natural environment. Part of the northern site boundary immediately borders an area designated as a County Wildlife Site. The site is bordered by existing housing on the east and agricultural land on the south and west. The site is situated immediately adjacent existing housing development and provides an opportunity for a development that relates adequately with the general form and character of the village.

**1088** – The site is within reasonable walking distance to local services including a bus stop, school, village hall and post office. The Highway Authority indicates that access from Lewis Drive can only support a limited number of dwellings but made no objections. The site comprises of grade 2 (good quality) agricultural land. Site is subject to high flood risk (FZ3 & Hazard Zone). A public right of way runs along the northern site boundary. The site immediately borders an area designated as a Site of Special Scientific Interests therefore further investigations are required to determine that the geological interests of the SSSI will not be affected by development. The site is well located behind existing residential development and offers an opportunity for development relates adequately with the form and character of the village.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**71** – The site is not as close to village services in comparison to other site options. There are no footpath links from the site to services. Further investigations are required to determine the adequacy of the surrounding road network. Development would result in the loss of grade 2 (good quality) agricultural land. The site is subject to high flood risk (FZ3 & Hazard zone). The site is a small site that can accommodate only a limited number of dwellings. Mature hedgerows screens the site from the wider countryside. Development is likely to affect the amenities of surrounding properties and is likely to have an impact on the existing form and character of the village.**547/1067** – The site performs averagely in terms of proximity to services. There are no footpath links from the site to local services. The highway authority indicates that the local highway network is inadequate to support additional development and as such made objections to the site. Development would result in loss of grade 2 (good quality) agricultural land. The site is situated in a high flood risk area (flood zone 3 and the flood hazard zone). There are a number of trees subject to a tree preservation order within the parameters of the site. The site is situated at the edge of the settlement but is mostly surrounded by existing development on the south, east and west.

**WSG01** – The site is relatively close to some village services including a bus stop and shop. Access to the site is on a bend with potential visibility issues. Access to the site may impact negatively on the amenities of the surrounding properties. Further investigations will be required to determine if safe access is obtainable. Development would result in the loss of grade 2 (good quality) agricultural land. The site is subject to high flood zones (FZ3 & Hazard Zone). The site is partly within the development boundary with established housing development to the north and east. It is considered that development is likely to have minimal landscape impact but would not be in keeping with the general development pattern.

## Discussion

- The Sustainability Appraisal indicates that all of the site options perform equally negatively in terms of flood risk and loss of productive agricultural land. Overall no one option would result in a highly positive effect in the majority of categories. The selection of a preferred option for development will be dependent on a judgment on the combination of advantages and disadvantages of the competing sites.
- The Parish Council raised concerns regarding WSG1 but neither objected to nor supported the site, Natural England objects to site WSG1 and the Highway Authority made no objections but restricts access to Sluice road. There were little public responses regarding allocations in Wiggerhall St Germans. There was one objection to WSG1 and one support received from the representative of site WSG1. The response to the 'preferred options' consultation was not of a scale to indicate the general public consensus on a favoured preferred site. Further information was submitted by promoters of other site options.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

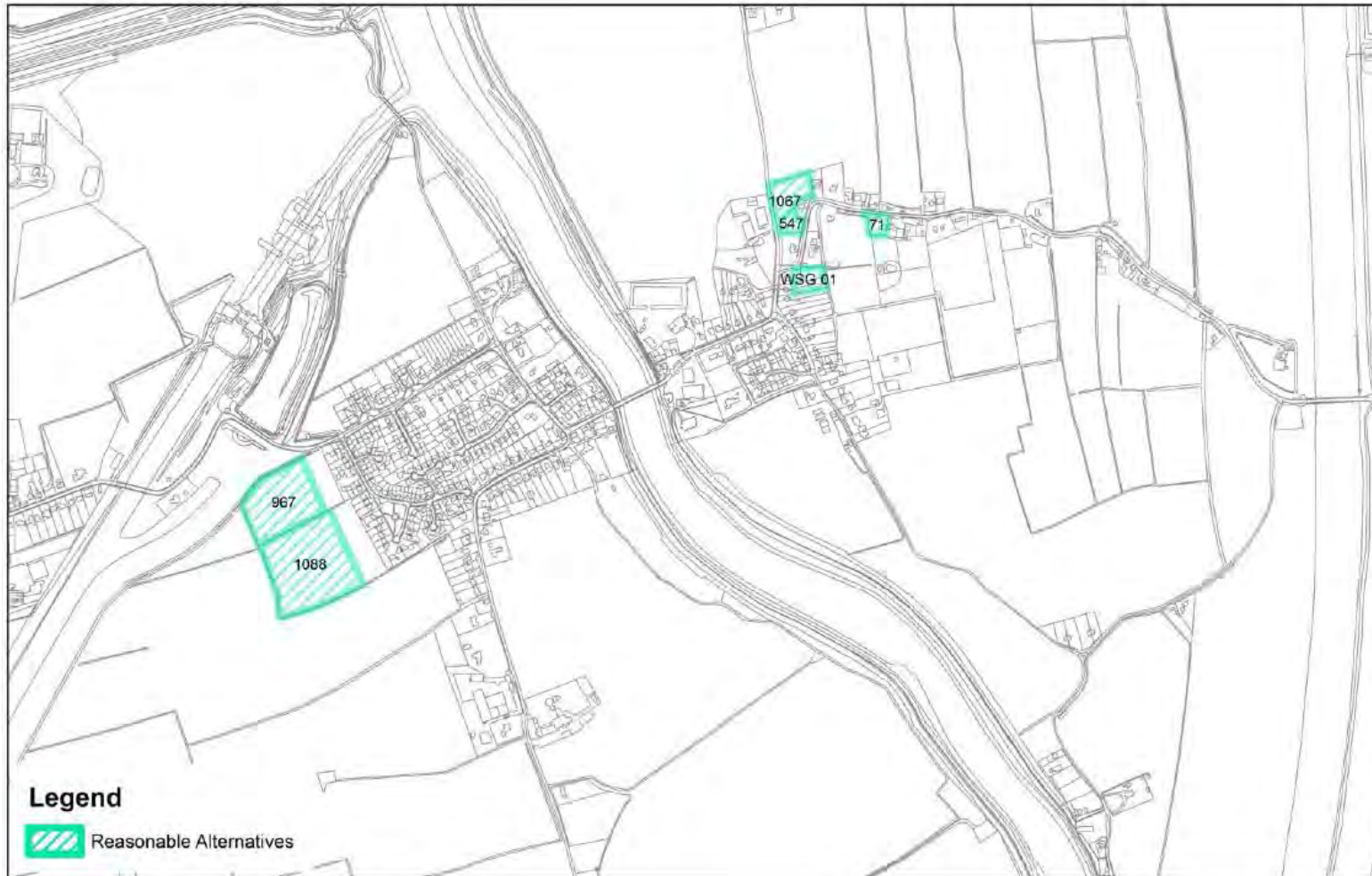


- Site WSG1 (Part of site 967 and 1088) offers an opportunity for development that is in keeping with the general form and pattern of development in the village. However the preferred options consultation raised two main issues regarding site WSG1
  - I. Site 967 (part of WSG1) is wholly within a SSSI and Natural England objects to its allocation. Site 1088 (part of WSG1) borders a SSSI and Natural England raises concerns and requests that evidence is provided to demonstrate that development would not be detrimental to the adjacent SSSI.
- The Highway Authority would only support access from Sluice road, as Lewis Drive is limited and can serve only a maximum of 5 dwellings. However, the designation of site 967 as an SSSI means that access is not obtainable from Sluice Road. Therefore, based on the identification of the SSSI and the lack of suitable access from Lewis Drive, it is considered that site WSG1 is not suitable for allocation.
- The potential to allocate an alternative site options was considered following the preferred options consultation. Of the other available site options, site WSG01 is constrained by significant highway issues and potential impacts on amenities of surrounding properties. Following consultations with the highway authority regarding site 547/1067, it was established that the local highway network is inadequate to support additional development. Based on the highway constraints it is considered that the site is not suitable for allocation.

## Conclusion

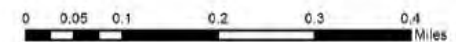
- Therefore, in view of a lack of a suitable site in Wighenhall St Germans, no allocations are recommended in the village.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**Wighenhall St Germans**



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Wiggenhall St Mary Magdalen - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
293	+	+	o	xx	xx	o	?	x	o	?
484	+	+	o	xx	xx	o	?	x	o	?
490 & 647	++	+	o	xx	xx	o	#	#	o	?
540	+	+	o	xx	xx	o	?	x	o	?
1107	+	+	o	xx	xx	o	?	x	o	?
<b>G124.1 (part of 490 &amp; 647)</b>	<b>++</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>xx</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>?</b>

**293** – The site is located in the south of the village, along Mill Road. Access to the site would be off Mill Road; currently there is no footpath in place. Development is likely to have a negative impact upon the local landscape and its character. It would be visually intrusive as short, medium and long views from the existing development along the northern side of Mill Road would be severely impacted upon. The site isn't as close to village services as alternative options. As with all sites identified there would be little impact upon the local economy, heritage or the natural environment. All sites lie within a high flood risk area (FZ3) and development would result in the loss of very good (grade 2) agricultural land.

**484** – To the south east of the settlement lies site 484, where Mill Road becomes Foldgate land. There is no footpath in place and the highway speed limit changes from a 30mph speed limit zone to a 60mph one immediately outside of the site. This sites location is distinctly on the edge of the settlement; therefore it is likely to have a greater impact upon the landscape in comparison to alternative sites, which can also offer a locality closer to village services. As with all sites identified there would be little impact upon the local economy, heritage or the natural environment. All sites lie within a high flood risk area (FZ3) and development would result in the loss of very good (grade 2) agricultural land.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**490 & 647** - The site is located on Stow Road, one of the main highways through the village and consequently there is a footpath already in place allowing walking access to village services. The site lies between the existing developments along Park Crescent, to the north, Mill Road, to the south, and Stow Road, to the East. The western extent of the site neighbours agricultural land. Due to this, the site would be well screened, resulting in less impact upon the landscape in comparison to other sites. This could be further aided as potential negative impacts could be mitigated through good design. As with all sites identified there would be little impact upon the local economy, heritage or the natural environment. All sites lie within a high flood risk area (FZ3) and development would result in the loss of very good (grade 2) agricultural land.

**540** – This site is located north of the village, along Lynn Road. Access would be gained from Lynn Road where there is no existing foot path and the highway speed limit changes from a 30mph speed limit zone to a 60mph one immediately outside of the site. Whilst the site is situated close to village services, the lack of a footpath would limit pedestrian access to these. The site is clearly at the northern edge of the settlement and as such would have a greater impact upon the landscape character than other growth options. As with all sites identified there would be little impact upon the local economy, heritage or the natural environment. All sites lie within a high flood risk area (FZ3) and development would result in the loss of very good (grade 2) agricultural land.

**1107** – Site 1107 is located in the south of the settlement, along Stow Road. It isn't a close to village services as some of the other options and there is no footpath, this would limit pedestrian access further. The site is clearly at the southern edge of the settlement and as such would have a greater impact upon the landscape than other growth options. A former railway route runs through the site. As with all sites identified there would be little impact upon the local economy, heritage or the natural environment. All sites lie within a high flood risk area (FZ3) and development would result in the loss of very good (grade 2) agricultural land.

**G124.1** – This site is a smaller part of Site 490 & 647, along Stow Road and as such scores are similar. G122.1 is a greenfield site currently used for agriculture. As the site is smaller, less grade 2 (very good) agricultural land would be lost. The site is central to the village and is screened well by existing development on three sides (as highlighted in Site 490 & 647), the exception being the west boundary. As such views into the site would be limited to near distance, with few opportunities for long distance views as the site is within a developed area. This results in the site scoring highly with regard to landscape and amenity. The site also scores highly as it is located in close proximity to village services, particularly those located upon Church Road including the public house, shop, telephone box and the church itself. Access for the site would be gained via Stow Road and there is an existing footpath that would aid walking to these facilities, there is also a bus stop by the site. As with all sites identified there would be little impact upon the local economy, heritage or the natural environment. All sites lie within a high flood risk area (FZ3) and development would result in the loss of some very good (grade 2) agricultural land.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

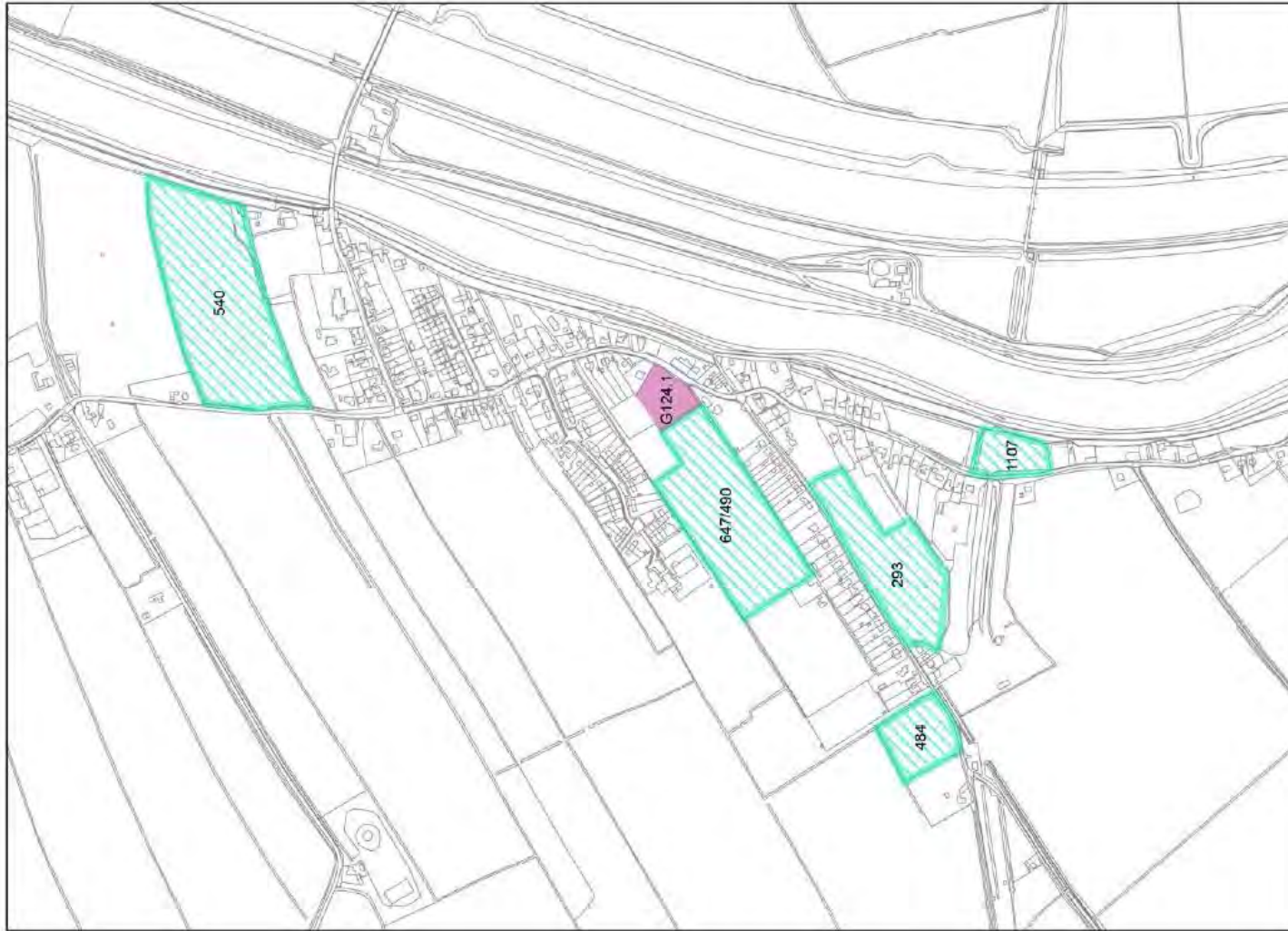
## Discussion

- There was little response to the Preferred Options Consultation. Wiggenhall St Mary Magdalen Parish Council showed a strong preference to towards Site G124.1 and considers it to be the most suitable of the growth areas proposed. This support was further aided by Norfolk County Council Highways Authority whom stated that G124.1 is a suitable site for inclusion within the plan and would not object, subject to the conditions already highlighted. The Ministry of Defence indicated that height restrictions would be applicable. The landowner of G124.1 responded to the public consultation promoting their site for approval. It has not been possible to gain a consensus from the public through the consultation as to the identity of a favoured option for development, as no further comments were received.
- The results of the Sustainability Appraisal show that Site G124.1 and Sites 490 & 647 are the most sustainable options. Scoring well due to the sites locality in relation to village services and the ability for the sites to be accommodated within the landscape. Integration in context with the landscape can be achieved as the sites are surrounded on three aspects by existing development. All of the sites are positioned within a high risk flood zone (FZ3) and Development would result in the loss of very good (grade 2) agricultural land which applies to the entire village.
- Site G124.1 is identified as a sustainable option in the Sustainability Appraisal. It received no objections in the preferred options consultation and support from Wiggenhall St Mary Magdalen Parish Council. Whilst the site lies within Flood Zone 3, none of the other available sites in the settlement are at a lower risk of flooding. Therefore the sequential test set by the National Planning Policy is met. The site is located well in relation to village services, with an existing footpath in place.

## Conclusion

- Allocation of site G124.1 provides an opportunity for a modest scale of development, which would cause the least harm to and detract from the existing landscape and character of the area, as it is screened on three sides by built-up areas and isn't located at the edge of the settlement.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Wimbotsham - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
101	++	+	o	x	+	#	xx	x	o	x
496	++	+	o	x	+	#	xx	x	o	x
501	++	+	o	x	+	#	xx	x	o	x
506	+	+	o	x	+	o	x	xx	#	#
507	+	+	o	x	+	#	#	x	x	x

**1077 & 1076** – A number of sites have been put forward as potential growth options for this settlement that are considered too large for planned development in Wimbotsham. These also form part of the significant gap between the two settlements of Wimbotsham and Downham Market. They have been considered in terms of potential to provide expansion northward of Downham Market and therefore do not appear in the Sustainability Appraisal for Wimbotsham but are present in the Downham Market Chapter. These are Sites 1077 and 1076. Smaller sections of these sites have not been considered reasonable options either, as mentioned earlier they sit within the gap between two settlements which means that development would have a disproportionate impact upon the form and character of Wimbotsham.

**231, 1078, 1079, 1080, 612, & 667** - There are also a number of sites that have been put forward that are not considered reasonable options and so have not been included within the Sustainability Appraisal. Sites 231, 1078, 1079 and 1080 are located at a distance from the settlement and therefore would appear detached. There is poor highways access to Sites 612 and 667, with 667 there would also be a negative impact upon the landscape.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**101** – This site is located north of 23 Tinker’s Lane, outside of the current built environment limit. This location results in the site being situated within reasonable walking distance to local facilities, hence the positive score with regard to ‘access to services’. There would be little benefit to the local economy and it is identified that the site would lead to the loss of some good to moderate agricultural land (grade 3) as reflected by the scoring in the sustainability appraisal for those factors. The risk to flooding here is low (FZ1). The site falls within the Wimbotsham Conservation Area. The site overlays a Groundwater Vulnerability Zone and so for development to take place extra care will be required to prevent new development causing groundwater pollution. Development at this location would have very limited impact upon the natural environment. There is a right of way that runs along the boundary of the site. Norfolk County Council Highways Authority has stated that they would object to development taking place on this site. Site 101 is currently in use a garden, access to the site is gained via Miller’s Lane and/or Tinker’s Lane; both of these are single track undulating unmetalled roads. The site itself is screened from the countryside as Miller’s Lane is bordered by tall trees and mature vegetation but on the opposite side of Miller’s Lane there are residential dwellings that look directly into the site.

**496** – Located off Tinker’s Lane, this site is within walking distance to local facilities and consequently scores positively with regard to ‘access to services’. It is a large greenfield site located outside of the built environment. There would be little benefit to the local economy but it is identified that the site would lead to the loss of some good to moderate agricultural land (grade 3) as reflected by the scoring in the sustainability appraisal for those factors. The risk to flooding here is low (FZ1). The site partially falls within the Wimbotsham Conservation Area. The site overlays a Groundwater Vulnerability Zone and a Sand and Silica mineral safeguarding area, so for development to take place extra care will be required to prevent new development causing groundwater pollution and Norfolk County Council encourages developers to explore opportunities to extract sand and gravel from development sites for use in the construction phases of development. New development at this location would have no impact upon the natural environment. There is a right of way that runs along the boundary of the site. Norfolk County Council Highways Authority has stated that they would object to development taking place on this site. As the location suggests, access to the site is gained via Tinker’s Lane from the centre of the village which is a single track undulating unmetalled road with no footpath provision. Access could also be gained from Miller’s Lane, this is a similar road to Tinker’s Lane, and it also joins Lynn Road (B1507) which is a main highway route for Wimbotsham and Downham Market to the A10. Site 496 is screened from open countryside by tall trees and mature vegetation, there are number of existing residential properties that meet the sites extents. Those on Tinker’s Lane look directly into the site, whilst those located on Turner’s Close and Lynn Road (B1507) back onto it.

**501** – Site 501 is situated off Miller’s Lane, a location that scores positively in the factor ‘access to service’ as it is within walking distance to a variety of village services. There would be little benefit the local economy but it is identified that the site would lead to the loss of some good to moderate agricultural land (grade 3) as reflected by the scoring in the sustainability appraisal for those factors. The risk to flooding here is low (FZ1). The site is within the Wimbotsham Conservation Area, overlays a Groundwater Vulnerability Zone and a Sand and Silica mineral safeguarding area, so for development to take place extra care will be required to prevent new development causing groundwater pollution and Norfolk County Council encourages developers to explore opportunities to extract sand and gravel from development sites for use in the construction phases of development. New development at this location would have no impact upon the natural environment. There is a right of way that runs along the boundary of the site. Access to the site is via a single track undulating unmetalled road with no footpath, Norfolk County Council Highways Authority has stated that they would object to development taking place on this site. The site is identified as currently in use as a garden for the bungalow

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



located within the site boundaries. Whilst there are residential properties located off Miller's Lane and a number of residential houses along Tinker's Road, development of this site would not be in keeping with the existing settlement pattern. Views into the site are limited to short distance, as the access lane is well screened from the surrounding countryside by a variety of mature vegetation and tall trees.

**506** – Site 506 is located behind, to the south of, West Way towards the edge of the village. This location results in a positive score for the factor 'access to services', this isn't as positive as other options proposed. There would be little benefit the local economy but it is identified that the site would lead to the loss of some identified good to moderate agricultural land (grade 3). The site is at a distance from the conservation area so that the impact upon heritage is judged to be neutral. Site 506 is larger than required to accommodate the required housing numbers in Wimbotsham, allocation of this site would result in a significant reduction in the gap between the two settlements of Downham Market and Wimbotsham, if developed this would create an undesirable backland style of development, this results in a highly negative score recorded in the category 'landscape & amenity'. There is a small portion of the site, that if developed wouldn't create backland development, but development of this portion would inhibit the access and/or development of a larger site in the future. The site also scores poorly for 'highways & transport' as Norfolk County Council as the local Highways Authority considers that its location is remote and would object if it were to be allocated.

**507** - Site 507 is located in the south east of the village, this location results in a positive score for the factor 'access to services', this isn't as positive as other options proposed. There would be little benefit the local economy but it is identified that the site would lead to the loss of some identified good to moderate agricultural land (grade 3), although the site does appear to be park land, as reflected by the scoring in the sustainability appraisal for those factors. The risk to flooding here is low (FZ1). The site is suited within conservation and area and in close proximity to the Grade II\* listed church, development at this location and its associated access would impinge upon the countryside setting of both, although the site is well screened from local highway network. There is a public right of way that runs through the northern section of the site, this section also overlaps a County Wildlife Site. These factors are reflected by the scores in Sustainability Appraisal for 'heritage', 'landscape & amenity' and 'natural environment'.

## Discussion

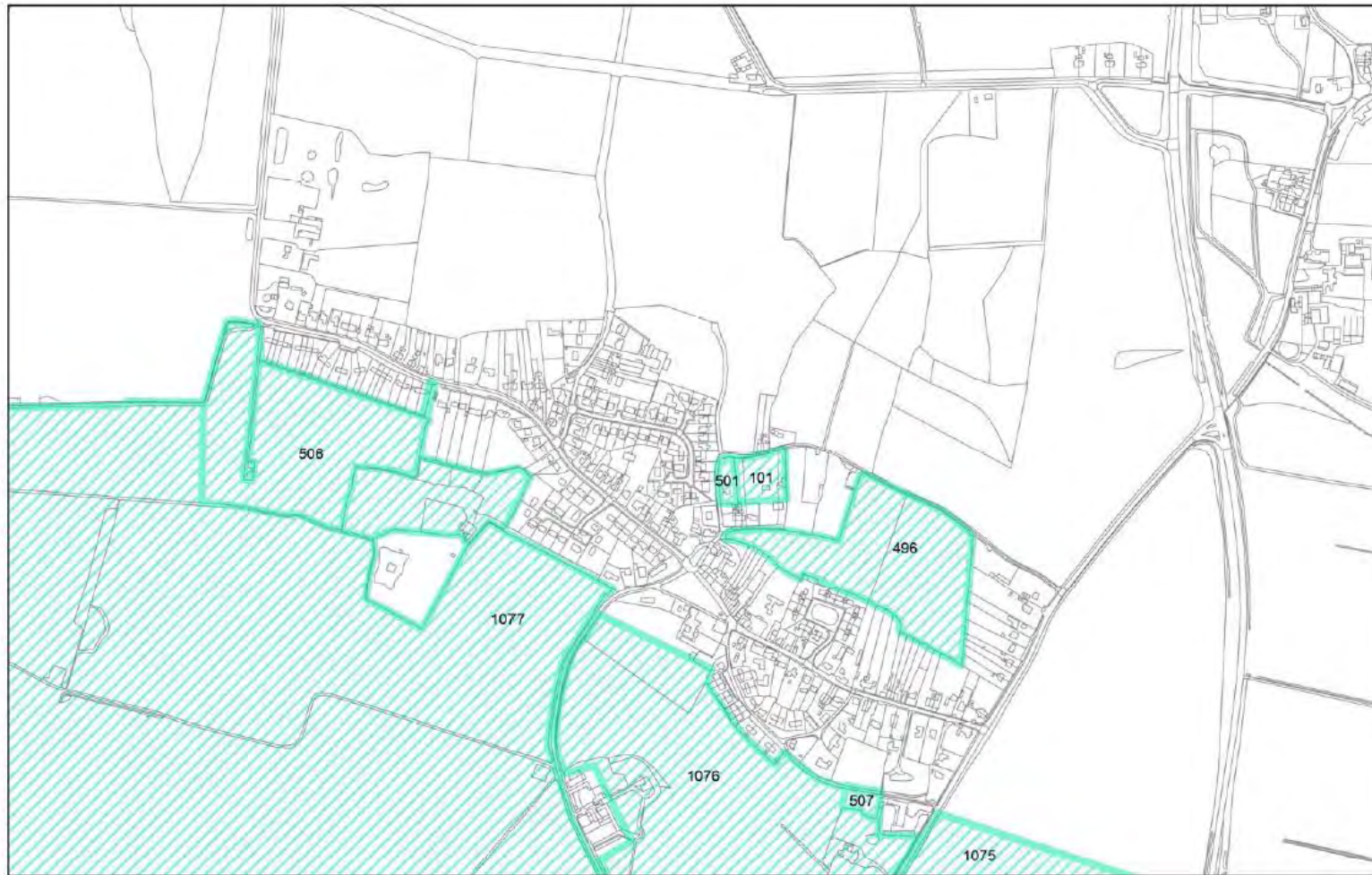
- The Sustainability Appraisal indicates that Sites 101, 496, 501, 506 and 507 scored positively in a number of factors, especially 'access to services', as all sites are within walking distance to the village centre and a number of services including the school, shop and public house. However with regards to the indicator 'highways and transport' the majority of sites scored poorly as they are either accessed from a single track undulating unmetalled lane with no footpath provision or considered remote. All five sites also performed poorly with regard to 'landscape & amenity' as either development of the site would be directly viewed by existing residential development, not in-keeping with the existing settlement pattern or have a negative impact upon the strategic gap between Wimbotsham and Downham Market. Four of the sites proposed are located within the conservation area, a potential negative impact; however this could be mitigated through the use of a good design scheme and also could be screened from the wider countryside.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

- Response to the Preferred Options consultation by statutory consultees illustrated that English Heritage are in favour of the non-selection and rejection of sites identified in Wimbotsham where there would be considerable impact on the conservation area and Grade II\* Church of St Mary. Three of the sites are considered unsuitable for allocation for Wimbotsham based upon Norfolk County Council Highways Authority stating that they would object to development taking place on the four sites and that problems with access issues cannot be overcome in relation to sites 101, 496 and 501. Site 507 would also be unsuitable due to its location with regard to the setting of a County Wildlife Site.
- There were only a limited number of comments received in response to the preferred options consultation, and it has not been possible to identify any consensus from the public on a preferred option for development for Wimbotsham.
- The Council considers that the sites which remain as options in the settlement are large sites which abut Wimbotsham and Downham Market. These sites have been considered in terms of potential to provide expansion northward of Downham Market and as such are considered in the Downham Market Chapter.

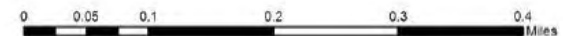
## Conclusion

- Therefore no sites have been identified that in terms of the form, character and serving constraints of the village, are considered suitable to allocate for residential development



Wimbotsham

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**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Wisbech Fringe - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
<b>F3.1 (276 &amp; 766)</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>#</b>	<b>#</b>	<b>o</b>	<b>#</b>
<b>310</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>x</b>	<b>?</b>	<b>o</b>
<b>1031</b>	<b>+</b>	<b>+</b>	<b>x</b>	<b>+/x</b>	<b>+/x</b>	<b>o</b>	<b>x</b>	<b>#</b>	<b>?</b>	<b>#</b>
<b>1186</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>x</b>	<b>o</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>o</b>
<b>1187</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>x</b>	<b>o</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>o</b>
<b>436, 381 &amp; 627</b>	<b>+</b>	<b>+</b>	<b>o</b>	<b>xx</b>	<b>+</b>	<b>o</b>	<b>x</b>	<b>x</b>	<b>o</b>	<b>#</b>

**F3.1 (276 & 766)** – The site is situated to the south east of Wisbech, south of Walsoken, and adjoins the Fenland District Council boundary. It is currently in use for agriculture, and is defined by Burrettgate Road to the east. The site can be seen from the A47 but given the position in relation to Wisbech and Walsoken would form a continuation of the built up area, and have a limited impact on the landscape. The site is adjoining Fenland District Council’s strategic allocation for growth (policy CS08 in the Fenland Local Plan – Submission Core Strategy) and so should be brought forward alongside Fenland’s allocation as part of a larger scheme. Collectively the sites are located close to the town and services including schools, employment etc. Access to the site is likely to be via Broad End Road to the east and will assist in delivering much needed improvements to the A47 junction here. To the north and west access to the site will be through existing neighbouring residential areas into the town. Development on this site would result in the loss of some Grade 1 agricultural land. As part of the development there would be the opportunity to introduce screening to soften the views across to the town from the A47.

Site 276 & 766 scores well in relation to the sustainability indicators ‘access to services’, ‘community and social’ and ‘flood risk’. There is no impact on ‘heritage’ or ‘natural environment’. The impact on ‘highways and transport’ and ‘landscape and amenity’ depends on how the development is implemented as potentially negative impacts can be mitigated through design. The site performs poorly in relation in to the indicator ‘food production’ as development will result in the loss of high quality agricultural land however this applies to all growth options.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

**1031** - Site 1031 is located to the south east of Wisbech, and adjoins the Fenland District Council boundary. To the east it extends up to the A47. It was previously used by the College of West Anglia and so there are some buildings and structures on the site as well as agricultural land. Residential development neighbours the site, and so as the Preferred Option, there would be limited visual impact if the west of the site were developed. Development to the east of the site would have a greater impact. As with the Preferred Option, access to the site would be through the existing road network.

The Sustainability Appraisal scores similarly to the Preferred Option in terms of 'access to services' and 'community and social'. It scores less for 'economy A' because the site was formerly part of the College, but because of this scores +/x for 'economy B'. The east of the site is at flood risk (flood zone 2) and so scores +/x for this, in terms of highways, NCC has stated that this site alone is remote from the settlement and so scores x.

**310** - Site 310 is a small site to the south of site 1031. It is currently in agricultural use. The shape of the site means that development on this site alone would be inappropriate in the form and character of the locality. The Sustainability Appraisal shows the site scores well in 'access to services', 'community and social' and 'flood risk', but poorly in 'economy B' as is agricultural land, 'highways and transport' due to the remoteness from the settlement, and 'landscape and amenity' due to the negative visual impact development of this site would have.

**627/ 381/ 436** - The site is currently in use for agriculture. It is located adjoining existing residential development and to the west established commercial uses, and south is the A47. The impact of development on this site would be less favourable than those sites discussed above as there would be no buffer between the town and A47. There are also concerns that there would be access issues because traffic would need to access the site from Elm High Road. Given the heavy traffic on this route and the fact it is an Air Quality Management Area, the agent has not provided any evidence that the level of growth would be acceptable in this location. The Sustainability Appraisal scores similarly to the Preferred , apart from a negative score for 'landscape and amenity' and 'highways and transport' for these reasons.

**1186 & 1187** - Sites 1186 and 1187 lie to the east of Wisbech, and fall within flood zones 2 and 3. Therefore the sites are not the sustainable options given there are alternative sites available which are not at flood risk. These sites are also more remote from the settlement than the other options available.

## Discussion

Fenland District Council's Local Plan/ Core Strategy identifies an allocation to the east of Wisbech adjoining our proposed allocation site. Fenland District Council (FDC) has recently been through their examination process and the aspect of the co-operation with our authority was examined and found to be satisfactory. Our Preferred Option policy (WF1) stated that the Council and FDC would require a masterplan for the wider development area (including the adjacent Fenland allocation). In response to our consultation FDC requested that our policy wording is in line with their policy wording to ensure a comprehensive and consistent approach to the whole site.

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FDC also suggested that our allocation is expanded to allow greater opportunity for additional infrastructure (e.g. Open space, local and strategic landscaping, community infrastructure etc), and potentially additional opportunities to access the highway network. This will enable the design and layout of the allocation to respond to local form and character, and ensure we can deliver the necessary shared community infrastructure and services required both on site and reinforcing the focus and links towards Wisbech town. To the east the expansion of the site would form a natural boundary along Burrettgate Rd and Broad End Rd, and adjoin the Walsoken development boundary. Therefore in addition to the Preferred Option WF1, a small area of additional land to the east of WF1 is also proposed for allocation as well as a small area to the south. This will still allow for a buffer of agricultural land between the residential development proposed and the A47, it is contiguous with the built extent and forms a natural extension to the town. It is our view that part of the southern extension to the allocation could be used for landscaping and screening, as a buffer from the east/ south, as part of the strategic landscaped edge to the development. By adding the two strips of land to the east of the allocation and the additional land to the south will mean a total allocation of 25ha. Given that we are still seeking to allocate for 550 homes this additional area will ensure this number is deliverable however it is not necessary to further extend the allocation into sites 1031, 310, 1186 or 1187.

In terms of comparing the proposed allocation to our other options, the proposed allocation scores highest in the sustainability appraisal, and is well related to the FDC policy for the expansion of the town. While sites 627/ 436/ 381 and 1186/ 1187 are alternatives, the disadvantages to these are discussed above in the sustainability appraisal. An agent for an alternative site questions the deliverability of the proposed allocation given that it does form part of this larger site with Fenland, and that we will require a comprehensive approach to development here. However the landowners of the proposed allocation have all come forward to state that they are keen to see the site developed, and have not identified any known constraints to delivery.

Most consultation responses were from landowners/ agents promoting their sites. However we also received comments regarding issues such as flooding, traffic, drainage and healthcare facilities. We have, and will continue to take into account these concerns when considering and agreeing to the masterplan for the site. Similarly the need for community facilities will also be considered at this stage.

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## Conclusion

In conclusion, the appraisal above identifies the proposed allocation as the most sustainable location for growth to the east of Wisbech. While there are issues around the delivery of infrastructure and the scale of impact upon 'highways and landscape', 'landscape and amenity, and 'infrastructure etc.', these factors are dependent upon the masterplanning of the site. It also has a contiguous relationship with Fenland District Council's allocation and will enable a comprehensive approach to development to the east of the town.

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## Wormegay - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
96	x	+	o	x	+/x	o	x	x	o	#
577/579	x	+	o	+/x	xx	#	#	o	?	#

**96** – The site performs poorly in terms of access to services however this applies to all site options as the limited services in Wormegay are generally situated at a distance from the main built up part of the settlement. The road network is narrow, there are no footpath links and the proposed site access is not considered adequate as such the site performs negatively in terms of highways and transport. Development would result in loss of moderate quality agricultural land (Grade 3). The site is situated at the rear of existing housing but is surrounded by open countryside on the south and east. Development is likely to impact negatively on the landscape character of the area and on the amenity of the existing housing to north.

**Site 577/579** – The site scores poorly in terms of access to services however this applies to all site options as the limited services in Wormegay are generally situated at a distance from the main built up part of the settlement. The site is partly brownfield land and partly grade 4 agricultural land (poor quality) as such does not involve loss of productive agricultural land. Part of the site is currently a food processing plant in employment use. The employment land has been granted planning permission for redevelopment for 20 residential dwellings. The principle of the loss of employment use and residential development in the area was established at that stage. The site is subject to medium flood risk (FZ2) and partly by high flood risk (FZ3). It is in close proximity to a scheduled monument with potential adverse impacts.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.

## Discussion

- The Sustainability Appraisal indicates that all available site options score relatively poorly and no one option would result in a highly positive effect on any one category or on majority of categories
- The chapter had a very low response rate overall in terms of responses to the preferred options consultation. There were only 2 public comments made each supporting individual sites and no responses from the Parish Council. Therefore based on the low response rate it is impossible to identify the general public consensus on proposals for Wormegay.
- The representatives of 577/579 suggest that the development boundary for Wormegay is amended to include the part of the site that has planning permission for residential development. However the Council considers that the site should remain outside the proposed boundary as it's exclusion from the development boundary does not preclude the development from taking place as it already has planning permission. Also the general approach to development boundaries across the Borough is such that only areas with established developments and with development potential remain in the development boundary. Although the site has planning permission it is unknown if development will definitely take place on the site and its exclusion from the development boundary will prevent a situation where an undeveloped site remains indefinitely in the development boundary with no potential for it to be developed.

## Conclusion

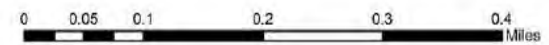
- Therefore no sites are allocated on Wormegay because both site options perform equally poorly in the sustainability appraisal, the modest number of dwellings sought in the village and the extant permission for 20 dwellings on part of site 577/579.

**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.



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**Wormegay**



**KEY:** ++ very positive; + positive; x negative; xx very negative; ~ negligible; o none; # depending on implementation; ? uncertain.