

5. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

Introduction

In conjunction with Policy 1 (The Sustainable Growth Strategy) of the proposed Greater Norwich Local Plan (GNLP), and its associated Settlement Hierarchy, the Honingham (Broadland) site GNLP 2176 has been identified as being within the Urban Fringe. In accordance with Policy 7.1 (The Norwich urban area including the fringe parishes) Norwich and the Urban Fringe are identified as the location to accommodate 66% of the housing growth during the plan period to 2038 on the basis that it is the most sustainable location within the Greater Norwich area and is the focus for significant economic growth.

Site GNLP2176 – Land North of Dereham Road, Honingham, has been promoted through the various iterations of the Local Plan process, including at the previous Regulation 18C stage. At that previous consultation stage this site was recommended by the GNLP as a Preferred Allocation for residential development of at least 12 homes.

As a Preferred site at the Reg.18(C) stage, and as part of the GNLP's evidence base that underpinned this status, as contained within the Easton and Honingham Site Assessment Booklet (p.27), the GNLP gave the following reason for allocating:

“This site is preferred for allocation based on the additional work done on school bus routes. The site as promoted is too large, so it is proposed to allocate a smaller area for frontage development only which would make a nature infill development. The local highway authority support subject to provision of an adequate carriageway and footway for the full extent of the frontage”.

Allied to that consultation a comprehensive supporting Reg.18(C) representation was submitted by Bidwells with accompanying Access Appraisal prepared by Orari Development Transport Planning and Indicative Masterplan prepared by Feilden and Mawson. This demonstrated that the site could be expanded to accommodate at least 25 dwellings, and that GNLP Site 2176 was suitable, available, viable, achievable, and deliverable within the first five years of the GNLP Plan period. That full representation is provided at Appendix A.

Notwithstanding the GNLP's previous support for the site, the current Reg.19 consultation now proposes to entirely remove site GNLP2176 as an allocation in the emerging Local Plan.

Reg.19 Reasons for Rejection

The reason for rejection at this Reg.19 stage, as contained within the 'Appendix B – Unallocated Sites Urban Fringe' evidence base document is as follows:

“This site was originally submitted on a larger boundary to accommodate 55 dwellings. It was considered through work to look at County Council bus routes to school and included as a preferred option in the Regulation 18C consultation on a much smaller boundary for 12 dwellings. A revision to the site was then submitted through the Regulation 18C consultation to increase the site to 1.37ha and 25 dwellings.

Numerous objections were received to this site through the Regulation 18C consultation, including rural setting, lack of services and facilities, limited bus service, no safe access to school, highway issues and impact on landscape character.

The site was initially preferred for allocation given the potential to divert the school bus route to pick up children but after further consideration this is not considered to be appropriate for such a small-scale development therefore the site has been deleted as an allocation”.

Noting the intention to allocate the site at the Reg.18(C) stage and the about turn to now deallocate the site we do we do not consider that the approach adopted in relation to Honningham is Justified (i.e. an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence) or Consistent with National Policy (i.e. enabling the delivery of sustainable development in accordance with the policies in the Framework), and is therefore unsound.

As detailed above, in accordance with the GNLP’s Sustainable Growth Strategy with its associated Settlement Hierarchy (Policy 1), and its identification as being located within the Norwich Urban Area including the Fringe Parishes (Policy 7.1), Honningham and site GNLP 2176, by implication represents a highly sustainable location in close proximity to Norwich as evidenced by its Urban Fringe location that can accommodate residential growth.

Despite this context, it now appears as though the site has been deallocated on the grounds of access to services. Within the Norwich and Urban Fringe Assessment Booklet for Easton and Honningham (part of the GNLP’s evidence base), the HELAA Comparison Table provides 14 Categories against which the various residential and mixed-use sites are scored, be it either Green, Amber or Red. In respect of ‘Access to Services’ site GNLP2176 is identified as ‘Amber’. In essence, this would merely appear to be in response to the ‘level of objections received to the site’ from members of the public, rather than any technical objections.

However, from reviewing the evidence base, it is apparent that other locations within the GNLP area, which are also classified as being lower down the settlement hierarchy (for example within ‘Village Clusters’), are allocated for growth notwithstanding they also are classed as amber in terms of access to services.

By way of examples, two Village Cluster demonstrate this. Pertinently the Village Cluster of Cawston, Brandiston and Swannington which are less sustainable locations (in accordance with the settlement hierarchy) is proposed to be allocated 30-40 dwellings (Site GNLP0293 East of Gayford Road fronting onto Aylsham Road, Cawston) notwithstanding that this site is also given an ‘Amber’ rating in respect of its ‘Access to Services’ category. Furthermore, in respect of Policy 1 (The Sustainable Growth Strategy) this is also in the context of Honningham being located within the ‘Norwich Urban Area’ of the Settlement Hierarchy, thus being of a higher order than Cawston.

Likewise, the village cluster of South Walsham and Upton with Fishley which are less sustainable locations (in accordance with the settlement hierarchy) is proposed to be allocated 20-25 dwellings (Site GNLP0382 Land north of Chamery Hall Lane, South Walsham) notwithstanding that this site is given an ‘Amber’ rating in respect of its ‘Access to Services’ category. Furthermore, in respect of Policy 1 (The Sustainable Growth Strategy) this is also in the context of Honningham being located within the ‘Norwich Urban Area’ of the Settlement Hierarchy, thus being of a higher order than South Walsham and Upton.

The approach to effectively deallocate the Honningham site GNLP2176 at this Reg.19 stage would therefore appear inconsistent with the evidence presented that underpins the GNLP. As such, the omission of GNLP2176, and by implication Policy 7.1 is not considered sound on the basis that it is not Justified or Consistent with National Policy.

Orari Technical Note 01

Mindful of the apparent reasons for deallocating the site, specifically, the ability to allocate the school bus service (or otherwise) would appear to have been identified as the principal reason why the site should not be allocated. As fully explored within the Orari Report that accompanies and supports this representation, and contained as Appendix B essentially the GNLP's rationale for now excluding site GNLP2176 at the Reg. 19 stage is provided within the final paragraph of the 'Appendix B – Unallocated Sites Urban Fringe' evidence base document:

“The site was initially preferred for allocation given the potential to divert the school bus route to pick up children but after further consideration this is not considered to be appropriate for such a small-scale development therefore the site has been deleted as an allocation”.

However, amongst other matters the GNLP's evidence base does not include any information regarding which existing NCC 'School Bus' route was considered for potential diversion to Honingham within earlier iterations of the emerging plan, to benefit future residents of site GNLP2176.

Furthermore, in now rejecting this site from the Reg.19 stage of the plan making process, it must be acknowledged that the site was originally promoted as a potential residential site of c.3.74ha, capable of accommodating 55 dwellings; subsequently published within the Reg.18(C) 'Preferred' allocation stage of the Plan (for only 12 dwellings), the GNLP included the following notes:

“This site is preferred for allocation based on the additional work done on school bus routes”.

By implication this would suggest that 12 new dwellings within Honingham would be sufficient to underwrite the 'diversion' of one or more existing school bus routes, via Honingham.

It would appear that the site has now been rejected from the current Reg.19 iteration of the plan because NCC no longer wishes to 'divert' a school bus route via Honingham, given that the reason for rejection includes the following paragraph:

“The site was initially preferred for allocation given the potential to divert the school bus route to pick up children but after further consideration this is not considered to be appropriate for such a small-scale development therefore the site has been deleted as an allocation”.

As the Orari report states, it is difficult to understand why the GNLP have used the potential 'diversion' of a NCC School Bus route to serve Honingham students as the decisive factor for the site's exclusion, as there is no direct correlation between the number of new dwellings within GNLP site 2176 and the number of potential Honingham school/college students who may need to use NCC's School Bus services in any given future academic year. Furthermore, in accordance with its statutory school/college travel responsibilities, NCC will continue to review and amend its School Bus service provision for each new academic year, to ensure that the travel needs of any given student cohort are cost-effectively accommodated.

Conclusions

As outlined in this representation it is evident that site GNLP2176 was a Preferred site for allocation at the Reg.18(C) stage of the plan preparation process, 'based on the additional work done on school bus routes'.

However, in conjunction with the current Reg.19 consultation the site is now not considered appropriate for allocation. However, it seems apparent that there is no clear or justified rationale for this change in stance, save for what would appear to be the quantum of objections (principally public) to the Reg.18(C) consultation itself. Any issues raised as reasons for deallocating the site can be addressed. As evidenced by the Reg.18(C) consultation.

Through the submission of robust evidence provided during previous iterations of the plan making process it has clearly been demonstrated that site GNLP2176 can sustainably accommodate a quantum of residential development, allied to its status in the Settlement Hierarchy as being located within the Urban Fringe that collectively with Norwich is expected to accommodate 66% of the housing growth during the Plan period.

By way of example, it has been demonstrated that there are inconsistencies within the GNLP's Site Assessment Process Methodology, and the Sustainability Appraisal to the clear disadvantage of the Honingham site. The Orari Technical Note 01 that accompanies this Reg.,19 representation also critically appraises what would appear to be key issue as to why the site is proposed to be omitted from the Plan.

In light of the foregoing representation with accompanying Technical Note 01 the omission of site GNLP2176 at the Reg.19 stage, and by implication Policy 7.1, is not considered Justified (i.e. not an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence) or Consistent with national policy, and therefore not sound.

Confirmation of Delivery

Evidently, at the Reg. 18(C) stage, it has already been demonstrated via the earlier supporting representations made, as accepted at that point in time by the GNLP by virtue of the site being selected as a 'Preferred' Site, that this site is entirely appropriate for residential development allocation. Accordingly, I can provide a confirmation of delivery once more, as outlined below.

Suitable

It has been demonstrated that the site is an entirely suitable location for development through the information provided as part of the Reg.18(C) consultation (as comprehensively explored, and provided in full at Appendix A). This technical work included an Access Appraisal together with a Concept Masterplan.

Given the suitability Honningham, the site will help achieve the GNLP's aspirations of focusing growth in the most sustainable locations in accordance with the Settlement Hierarchy. This site will assist the GNLP to meet its target of 66% of total housing growth being within the Norwich Urban Area including the fringe parishes.

Density and Quantum of Development

The Preferred allocation identified the site (GNLP2176) as being suitable to accommodate at least 12 dwellings on a site area of 0.76ha., also suggesting that more homes may be accommodated, subject to an acceptable design and layout. The Reg.18 submission clearly demonstrated that a greater quantum of development could be accommodated in the context of Policy 2 (Sustainable Communities) which seeks a minimum of net density of 25 dwellings per hectare across the plan area (subject to site specific constraints). Accordingly, the site was revised to 1.37ha. to accommodate 25 dwellings or more (GNLP2176R), and pertinently the Assessment Booklet for Easton and Honingham rightly acknowledged that *"the site is well related to the existing village of Honingham with residential development to the east and opposite of the site"*.

As such, the site can continue to satisfactorily accommodate a quantum of residential development.

Access, Transport and Roads

As demonstrated by the Access Appraisal (prepared by Orari Ltd.) submitted with the Reg.18 consultation response there are no highway safety issues to preclude the use of the site for residential development.

With regards to access design, it is demonstrated how Dereham Road may be widened to a minimum width of 5.5m, and a 2m footway may be provided along the site's frontage, in accordance with the preferred site allocation's requirements. In respect of access DMRB compliant visibility splays of 2.4m x 90m can be provided.

Layout and Design

The Indicative Masterplan (prepared by Feilden and Mawson) submitted with the Reg.19(C) consultation response, demonstrated how, if required, 25 dwellings can be comfortably accommodated on the site, with the point of access to the site informed by the Access Appraisal, with the layout designed around two areas of public open space.

Available

The site, in its entirety, is owned by the Rampton Property Trust. The land is leased to a local farmer on a temporary basis, and can be terminated with the agreed notice period at any time.

Achievable

Based on the suitability assessment above, there are no site-specific constraints which could threaten the delivery of residential development on the site. Therefore, residential development on the site is deemed to be entirely achievable.

Viable

The Rampton Property Trust are confident that the delivery of the site is viable having regard to the policy requirements of the Reg.19 GNLP and there are no factors that we are aware of, at this moment in time, that could prevent the delivery of the site.

APPENDIX A

**REG.18(C) REPRESENTATION SUBMITTED BY
BIDWELLS WITH ACCOMPANYING ACCESS APPRAISAL
PREPARED BY ORARI DEVELOPMENT TRANSPORT
PLANNING AND INDICATIVE MASTERPLAN PREPARED
BY FEILDEN AND MAWSON**

GNLP – REGULATION 18(C) CONSULTATION RESPONSE

GNLP2176 – LAND NORTH OF DEREHAM ROAD, HONINGHAM

On behalf of the Rampton Property Trust, we strongly support the preferred allocation of GNLP2176, Land North of Dereham Road, Honingham. The site is entirely deliverable, and capable of making a significant contribution towards satisfying the Councils' housing needs during the period to 2038.

GNLP2176 has been identified as a preferred allocation for at least 12 dwellings, of which 33% will be affordable. It is recognised that more homes may be accommodated on the site, subject to an acceptable design and layout, as well as infrastructure constraints. The preferred allocation recognises that development is expected to achieve vehicular access onto Dereham Road, with a suitability splay and frontage development; provision of a 2.0m footway and carriageway widening to 5.5m; consideration of the Source Protection Zone 3 when developing a drainage strategy; and, a design and layout which minimises adverse impacts on the nearby heritage assets.

In accordance with the National Planning Policy Framework's (NPPF) definition of 'deliverable', the proposed allocation represents a suitable location for development now, is available immediately, is achievable with a realistic prospect of housing being delivered on the site, and is viable. This, as well the ability to of the site to satisfy the requirement of Policy GNLP2176, is considered in further detail below.

Assessment of Delivery

Suitable

Honingham and Easton are jointly designated as a village cluster in the draft GNLP, with Easton being an urban fringe settlement, identified for major growth. Honingham and Easton form a cluster as Honingham falls within the primary school catchment of Easton. Honingham benefits from a village hall, a pub, and a car garage, in close proximity to the site. As part of the Easton Growth Masterplan, a new village hall, extended primary school and retail store are proposed. Honingham also benefits from being approximately 3.5 miles from Longwater Retail Park, which provides a range of retail opportunities, including a supermarket.

As a result, an allocations of at least 12 new dwellings is proposed for Easton and Honingham, with the East Growth Masterplan allocation of 1,044 dwellings being carried forward.

Given the suitability of the village cluster of Honingham and Easton, the identification of the site will help achieve the GNLP's aspirations of focusing growth in village locations to promote social sustainability by supporting rural life and services. Therefore, the site will help the GNLP's target of 9% of total housing growth being within Village Clusters (480 dwellings in Broadland).

The following commentary demonstrates the suitability of the site having regard to technical matters, whilst responding to the points raised in the preferred allocation's wording.

Density and Quantum of Development

The preferred allocation identifies the site as being suitable to accommodate at least 12 dwellings. However, the preferred allocation also suggests that more homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints being addressed.

Based on 12 dwellings and the identified site area of 0.76 ha, the density of the development equates to 16 dwellings per hectare. However, this density is lower than the indicative minimum densities set out in Policy 2 of the draft GNLP, which seeks a minimum of 25 dwellings per hectare to make efficient use of land (subject to site specific constraints).

On this basis, it is evident that whilst the site can comfortably accommodate the minimum number of units identified by the preferred allocation. However, through incorporating additional land to the north of the site, it has the potential to accommodate additional development (i.e. 25 dwellings or more). In addition, in order to create a logical boundary to the village, it is suggested that the red line is relocated further north (between the north-eastern boundary of 46 Dereham Road and the north-western edge of the village hall). Based on the revised red line boundary, the amended site area totals 1.37 ha.

Furthermore, the site could accommodate additional growth, above the 25 dwellings proposed, if it becomes evident that other sites across the GNLP area are undeliverable. It is, for example, noted that there is doubt surrounding the deliverability of the Carrow Works site, which is a preferred allocation for 1,200 dwellings, in the draft GNLP. As detailed above, Honingham is a sustainable location for growth which has experienced relatively limited growth in recent years, and has the opportunity to benefit from its location within close proximity of the Cambridge Norwich Tech Corridor.

Access, Transport and Roads

An Access Appraisal has been prepared by Orari Ltd. The Access Note concludes that there are no highway safety issues to preclude the use of the site for residential development, and that there is a good range of bus services with provide future residents of the site a convenient alternative to the use of private cars.

With regards to access design, it is demonstrated how Dereham Road may be widened to a minimum width of 5.5m, and a 2m footway may be provided along the site's frontage, in accordance with the preferred site allocation's requirements.

It is recognised in the Appraisal that the physical curvature of Dereham Road influences the location of the site's access road. As a result, there is one location available which provides DMRB compliant visibility splays of 2.4m x 90m. Two further potential locations exist that accord with Manual for Streets visibility splays of 2.4m x 59m.

Due to the curvature of Dereham Road, the Appraisal confirms that the preferred allocation's aspirations of frontage dwellings with individual/shared drives directly onto Dereham Road may not be possible. As such, the Indicative Layout demonstrates how frontage development, from the single point of access to the site can still be achieved, by way of private drives, parallel to Dereham Road. This ensures that frontage development is achieved, whilst avoiding the need for multiple points of access to the site.

Given the curvature of Dereham Road, for highway safety reasons, the site will need to be designed to ensure that all dwellings are accessed from within the site's curtilage; no direct pedestrian access is provided from any dwelling onto Dereham Road (to discourage visitors/delivery parking on Dereham Road); and, the visibility splays will need to be regularly mown and maintained.

Based on the provision of 20 dwellings on the site, vehicle trip generation has been calculated based on the TRICS database. In the AM peak, the development is likely to result in 15 vehicle trips. In the PM peak, the site is likely to result in 14 vehicle trips. Across the day, the development is likely to result in 118 vehicle movements. The Appraisal considers that additional residential vehicle movements are unlikely to have any measurable impact upon traffic flows on Dereham Road and the local Honingham highway network during the AM and PM peak periods.

Accordingly, the Appraisal confirms that there are no transport and highway reasons as to why the site should not be allocated for 25 dwellings. Therefore, the Appraisal demonstrates that the proposed access strategy is in accordance with the specific requirements of the preferred allocation, such as appropriate visibility splays, road widening on Dereham Road along the site's frontage to 5.5m, and provision of 2m footpaths along Dereham Road.

Layout and Design

An Indicative Masterplan has been prepared by Feilden and Mawson, demonstrating how, if required, 25 dwellings can be comfortably accommodated on the site and is submitted in support of this Representation. The point of access to the site has been informed by the Access Appraisal, as previously outlined. A series of four private drives are proposed off a Type 3 internal access road, helping to create a high quality layout which is akin to the character of Honingham.

In addition to the above, the layout is designed around two areas of public open space, either side of the internal access road, adjacent to Dereham Road. Locating public open spaces in the south-eastern corner of the site helps to mitigate the impact of development on the site on heritage assets in the centre of Honingham.

Despite the requirement for frontage development in the preferred allocation, the Access Appraisal confirmed that this is not achievable due to access constraints (notably, achieving appropriate visibility splays). On this basis, the layout has been designed to achieve frontage style development, with 9 dwellings overlooking Dereham Road, situated off two private drives. This achieves the overarching aspiration of frontage development to help reduce vehicular speeds, without the need to private multiple access points to each property.

The larger scheme has been evolved by architects Feilden & Mawson in consultation with local developer FW Properties. It has been based upon an appropriate mix of new properties including smaller 2 and 3 bedroom houses and bungalows.

Deliverability and Proposed Housing Trajectory

The following Housing Trajectory has been based on robust local evidence, including the completion of a range of similar scale developments across the District.

Based on the submission of a planning application in 2022, to tie in with submission of the Local Plan, 6-9 months have been allowed for the determination of the planning application, alongside a further 6 months to commence construction on the site.

Assuming construction commences on site in 2024, it is assumed that the development would be complete in 2025; well within the first five years of the Local Plan period. The Housing Trajectory has been based on the site accommodating 25 dwellings.

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Units	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Total	0	0	25	25	25	25	25	25	25	25	25	25	25	25	25

The Rampton Property Trust are committed to securing development on the site, and are in discussions with a local developer who has expressed interested in acquiring the site. FW Properties are a local developer who are based in Norwich who specialise in the development of good quality residential developments in Norfolk and Suffolk. They have successfully completed many developments in the area including new homes in Brooke, Wreningham, Alington, Bergh Apton and Rockland St Mary. They are currently on site with 25 new homes in Hoveton and will shortly be commencing the development of 23 new dwellings in Hempnall. Please see their website at www.fw-properties.com.

Available

The site, in its entirety, is owned by the Rampton Property Trust. The land is leased to a local farmer on a temporary basis, and can be terminated with the agreed notice period at any time.

Achievable

Based on the suitability assessment above, there are no site-specific constraints which could threaten the delivery of residential development on the site. Therefore, residential development on the site is deemed to be entirely achievable.

Viable

The Rampton Property Trust are confident that the delivery of the site is viable having regard to the policy requirements of the draft GNLP and there are no factors that we are aware of, at this moment in time, that could prevent the delivery of the site. This statement is, however, made in the context of the questions that have been raised in relation to Greater Norwich Local Plan Interim Viability Study (2019) (Question 48). Further discussions are required with the GNLP Team

on these matters in order to confirm that the various policy objectives, such as affordable housing and community infrastructure, can be delivered on site without prejudicing the viability of the site. The Rampton Property Trust are keen to continue discussions with the GNLP Team on this matter asap.

Summary

The cluster of Honingham and Easton is a sustainable location for growth, benefitting from existing and expanding facilities, such as a primary school and public transport provision.

As has been demonstrated, the site is suitable, available, achievable and viable, and is deliverable within the first five years of the plan period. As previously recognised, there are no constraints which would affect the suitability of the site for residential development. In addition, this Representation has demonstrated the suitability of the site to accommodate at least 25 dwellings, or more development, if required. Accordingly, the foregoing text demonstrates that this specific site is a suitable location for further development, and Rampton Property Trust supports the GNLP's proposals to allocate the site under Policy GNLP2176 for residential development.

Revised Policy Wording

Policy GNLP20176 – Land North of Dereham Road, Honingham (approx. ~~0.76~~ 1.37 ha) is allocated for residential development. The site will accommodate at least ~~42 homes~~ 25 homes, 33% of which will be affordable.

More homes may be accommodated, subject to an acceptable design and layout being achieved, as well as infrastructure constraints.

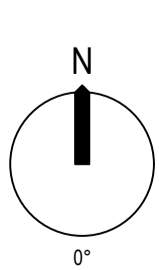
The development will be expected to address the following specific matters:

- Vehicular access onto Dereham Road, with a suitable visibility splay, and a frontage design layout (without providing individual driveways) that reinforces the existing 30 MPH speed limit.
- Provision of 2.0m wide footways and carriageway widening to 5.5m for the full extent of the frontage.
- The site is within Source Protection Zone 3 and this should be taken into consideration when developing a drainage strategy.
- A design and layout that minimises adverse impact on the nearby heritage assets, notably the listed cottages and war memorial along the Street.

Key

Amendment – Proposed Amendments

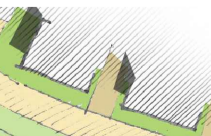


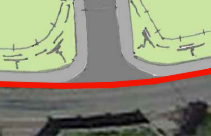
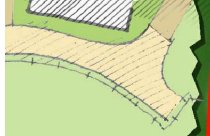
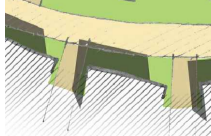
~~Deleted~~ – Proposed Text to be Removed



Rev	Date	CHK	DRW	Revision Description
A00	10.03.20	je	je	Issue for allocation purposes

REF	HEALTH AND SAFETY INFORMATION - CONSTRUCTION RISKS
XXX	

Legend

-  Proposed building parcels
-  Public Open Space
-  Site Extent shown red [1.356ha]
-  Type 3 access road
-  Shared-surface private roads
-  Private drives

Feilden+Mawson

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DRAWING
 Proposed Site Allocation
 Concept Masterplan

CLIENT FW Properties	
JOB Land off Dereham Road, Honingham	
RIBA Stage 0	
S2	Issue for Information
JOB 9225	PAPER A1/A3 SCALE 500/1000
Drawing Number	
9225-FM-XX-XX-DR-A-SK01-A00	

Access Appraisal

client :	The Rampton Property Trust
project :	Access Appraisal of Land North of Dereham Road, Honingham, Norfolk. (Greater Norwich Local Plan Site Ref : GNLP 2176).
date :	March 2020

Revision	Description	Issued by	Date	Checked by
00	First Draft	SC	2020 / 03 / 11	AD

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date : **2020 March 11**

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Appendices

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Appendix 2	Extract from Greater Norwich Local Plan re GNLP Site 2176
Appendix 3	Accident Information
Appendix 4	Bus Information
Appendix 5	Rail Information
Appendix 6	Appraisal Site Access Road Plans
Appendix 7	Indicative Residential Development Layout Plan
Appendix 8	TRICS data

List of Acronyms used within this report

BDC	Broadland District Council
CLG	Department of Communities and Local Government
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
GNLP	Greater Norwich Local Plan
HGV	Heavy Goods Vehicle
MfS1	Manual for Streets - <i>published March 2007</i>
MfS2	Manual for Streets - Volume 2 - <i>published September 2010</i>
NCC	Norfolk County Council
NSSD	Safe, Sustainable Development - <i>published by Norfolk County Council, 2019</i>
PIA	Personal Injury Accident
PSV	Public Service Vehicle
SBD	Secure by Design – Homes, 2019
SSD	Sight Stopping Distance
TRICS	Trip Rate Information Computer System - <i>national database of development trip rates</i>

1. Introduction

Background

- 1.1 Orari Limited has been instructed on behalf of The Rampton Property Trust ('The Client') to provide a transport Access Appraisal of a site (the Appraisal Site) within Honingham, Norfolk.
- 1.2 The Appraisal Site is located north of Dereham Road, Honingham, Norfolk, between properties numbered 44 and 46 Dereham Road, as shown on the plan attached at Appendix 1. The Appraisal Site has been designated as a 'Preferred Site' 'GNLP Site 2176' within the emerging Greater Norwich Local Plan (GNLP).
- 1.3 This Access Appraisal report is required to support a submission regarding the Appraisal Site that will be made on behalf of The Client by Bidwells LLP in March 2020, in response to the Greater Norwich Local Plan (GNLP) *Stage C Regulation 18 Draft Strategy and Site Allocations* public consultation.

Brief

- 1.4 The purpose of this Access Appraisal is to demonstrate whether an appropriate level of access may be provided, in principle, to the Appraisal Site, to support the requirements of a potential residential development of up to 25 dwellings within the site curtilage.
- 1.5 The Local Planning Authority, Broadland District Council (BDC) and the Local Highway Authority, Norfolk County Council (NCC) have not been formally consulted by Orari Ltd regarding these proposals.

Reference Documents

- 1.6 Options for the Application Site's access requirements have been assessed utilising National and local design guidance, including the following principal documents:
 - *'Manual for Streets 1'* - DfT 2007;
 - *'Manual for Streets 2'* - CIHT 2010;
 - *'Norfolk Residential Design Guide'* - Norfolk County Council, 1998;
 - *'Parking Standards for Norfolk 2007'* - Norfolk County Council, 2007;
 - *'Safe, Sustainable Development'* - Norfolk County Council, 2019;
 - *Highways and Transport: Post-Planning Processes Part 1'* – Norfolk County Council, 2019;
 - *'Highways and Transport: Post-Planning Processes Part 2'* - Norfolk County Council, 2019;
 - *'BS 8300 - 1 : 2018; Design of an accessible and inclusive built environment'* - British Standards Institution, 2018;
 - *'Secure by Design - Homes 2019'* - ACPO/SBD; and
 - *'Design Manual for Roads and Bridges'* - Department for Transport.

2. The Appraisal Site

Appraisal Site inclusion with the GNLP Regulation 18 Consultation

- 2.1 The Client's Appraisal Site is included within the (29th January – 16th March 2020) Greater Norwich Local Plan (GNLP) *Stage C Regulation 18 public consultation* documents, and is listed as site: "GNLP 2176".
- 2.2 An extract of the GNLP *Stage C Regulation 18 public consultation* document regarding the Appraisal Site is attached at Appendix 2, and a summary is provided within Fig 2.1 below for ease of reference.

POLICY GNLP2176

Land North of Dereham Road, Honingham (approx. 0.76 ha) is allocated for residential development. This will accommodate at least 12 homes, 33% of which will be affordable.

More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.

The development will be expected to address the following specific matters:

- Vehicular access onto Dereham Road, with a suitable visibility splay, and a frontage design layout that reinforces the existing 30 MPH speed limit.
- Provision of 2.0m wide footways and carriageway widening to 5.5m for the full extent of the frontage.
- The site is within Source Protection Zone 3 and this should be taken into consideration when developing a drainage strategy.
- A design and layout that minimises adverse impact on the nearby heritage assets, notably the listed cottages and war memorial along the Street.

Notes
GNLP2176: This site is preferred for allocation based on the additional work done on school bus routes. The site as promoted is too large, so it is proposed to allocate a smaller area for frontage development only, which would make a natural infill development. Allocation is subject to provision of an adequate carriageway and footway for the full extent of the frontage.

Fig 2.1 extract from the GNLP *Stage C Regulation 18 public consultation* document.

Appraisal Site - Description

- 2.3 The Appraisal Site occupies a greenfield site of approximately 1.37 hectares on the northern side of Dereham Road, Honingham Norfolk. A copy of a site location plan is attached at Appendix 1.
- 2.4 The boundaries of the Appraisal Site are formed by the following features;
- North : by an open arable greenfield site, currently in pastoral agricultural use;
 - East : by western frontage of no 44 Dereham Road, and the western boundary of the Honingham Village Hall site;
 - South : by the northern frontage of Dereham Road; and
 - West : by the eastern boundary of no 46 Dereham Road.
- 2.5 Vehicular access to the Appraisal Site is currently achieved via an agricultural field access from Dereham Road that is located circa 275m north west of the Appraisal Site.
- 2.6 The Appraisal Site is currently grassland. It is considered that the vehicular trip generation associated with the prevailing agricultural use of the Appraisal Site is likely to be very low, and for the purposes of this assessment is considered to be negligible.

Local Highway Characteristics

- 2.7 Dereham Road, Honingham, is a Norfolk standard rural, single carriageway road, of varying width: circa 5.2m - 5.7m width, that extends in a north-westerly direction from The Street at its southern end, to Berry's Lane at its northern end.
- 2.8 Dereham Road effectively functions as the northern vehicular boundary of the Honingham village settlement, but it has no street lighting.
- 2.9 An approx 1.5m width footway is provided on the southern side of Dereham Road along almost all of the Appraisal Site frontage, i.e. from its junction with The Street to the driveway of number 43 Dereham Road.
- 2.10 The Honingham village speed limit of 30mph extends in a westerly direction along Dereham Road from its junction with The Street, along the Appraisal Site frontage, and for an approx. further 120m in a north-westerly direction, when the speed limit reverts to the National 60 mph speed limit.

3. Local Transport Issues

Highway Safety

- 3.1 A qualitative highway safety assessment has been undertaken of the highway network within the immediate vicinity of the Appraisal Site, based upon a review of the freely available to view Personal Injury Accident (PIA) data provided on the Crashmap website (www.crashmap.co.uk) for the most recent five period, 2014 - 2018 inclusive.
- 3.2 The plan and Crashmap PIA details attached at Appendix 3 reveal that no PIAs were recorded on Dereham Road, Honingham during the five-year study period. Moreover, no Fatal severity or Serious severity or Slight severity PIAs were recorded within the immediate vicinity of the Appraisal Site.
- 3.3 It is therefore reasonable to conclude that there are no highway safety issues to preclude the use of the Appraisal Site for future residential development.

Bus Public Transport Facilities

- 3.4 A walk time of eight minutes (approximately a distance of 640 metres, assuming an 'Average Adult' walking speed of 4.8 km/h) is usually considered the maximum 'convenient' walking distance from a specific site location to the nearest bus stop. However, a walk time of up to twenty-five minutes (approximately a distance of 2km, assuming an 'Average Adult' walking speed of 4.8 km/h) is usually considered an 'acceptable' walking distance to directly access local public transport facilities.
- 3.5 The closest bus stops to the Appraisal Site are located on Mattishall Road, adjacent and opposite its junction with Colton Road. These bus stops are circa 800m (an approx 10 minute walk) from the centre of the Appraisal Site.
- 3.6 Analysis of relevant bus timetables reveals that:
- one bus service, the Konectbus service no 4, uses the eastbound bus stop, '*Adjacent Colton Road*', (i.e. buses travel towards Easton, the Norfolk & Norwich Hospital and Norwich City Centre) as detailed within Table 3.1 below; and
 - one bus service, the Konectbus service no 4, uses the westbound bus stop, '*Opposite Colton Road*', (i.e. buses travel towards Dereham and Swanton Morley) as detailed within Table 3.2 below.

Eastbound Bus Services on Mattishall Road – adj Colton Road					
No	Route & Destination	Frequency	First Bus	Last Bus	Operator
4	Swanton Morley - Norwich	12 buses / day <i>Mon – Fri</i>	06.35	17.34	Konectbus
		11 buses / day <i>Sat</i>	07.35	17.34	
		5 buses/day <i>Sun</i>	08.56	16.56	

Table 3.1 : Eastbound Bus Services on Mattishall Road – adjacent to Colton Road

Westbound Bus Services on Mattishall Road – opp Colton Road					
No	Route & Destination	Frequency	First Bus	Last Bus	Operator
4	Norwich - Swanton Morley	12 buses / day <i>Mon – Fri</i>	07.50	18.57	Konectbus
		11 buses / day <i>Sat</i>	08.54	18.56	
		5 buses / day <i>Sun</i>	09.59	17.59	

Table 3.2 : Westbound Bus Services on Mattishall Road – opposite Colton Road

Full details of these Honingham bus services are attached at Appendix 4.

- 3.7 The existing regular bus services between Honingham and Norwich (with its bus, rail and coach travel connections to Cambridge, Stansted Airport, Harwich Ferry terminal, London, and the rest of the UK) provide excellent local links to sustainable public transport networks within the UK, Europe and beyond.
- 3.8 The local bus services detailed within Tables 3.1 - 3.2 above provide all future residents of the proposed Appraisal Site residential development with a convenient alternative to the use of the private car for both local trips, and for destinations further afield.

Rail Public Transport Facilities

- 3.9 The nearest rail station to the Appraisal Site is Wymondham, an unstaffed Greater Anglia station on the Norwich to Cambridge line, located approx 15.5 km (by road) from the Appraisal Site. Rail services from Wymondham provide direct services to Norwich (and thence London Liverpool Street, Ipswich and Harwich), Cambridge (and thence London Kings Cross), Ely and Peterborough, and thence to the Midlands and northern England.

-
- 3.10 Rail connections from Wymondham rail station to Stansted Airport (and thence air connections to other parts of the UK and Europe), are easily achievable by changing at Cambridge station. A copy of the rail network map for East Anglia is attached at Appendix 5.
 - 3.11 Wymondham rail station has parking provision for cars and cycles, and benefits from access to local taxi facilities and connecting bus-based public transport services.

4. Potential Appraisal Site Development

4.1 An extract of the GNLP *Stage C Regulation 18 public consultation* document regarding the Appraisal Site is attached at Appendix 2.

4.2 A summary of the transport-specific design elements required for the provision of a residential development within the Appraisal Site curtilage, is provided within Fig 4.1 below for ease of reference.

The development will be expected to address the following specific matters:

- **Vehicular access onto Dereham Road, with a suitable visibility splay, and a frontage design layout that reinforces the existing 30 MPH speed limit; and**
- **Provision of 2.0m wide footways and carriageway widening to 5.5m for the full extent of the frontage.**

Fig 4.1: extract from the GNLP *Stage C Regulation 18 public consultation* document regarding GNLP site 2176

Appraisal Site Junction Visibility Splays

4.3 Dereham Road, within the immediate vicinity of the Appraisal Site, is subject to the Honingham village 30 mph speed limit.

4.4 ‘Manual for Streets’ (MfS1) recommends that where speeds are below 40mph, the design ‘X’ and ‘Y’ visibility distances, (utilised for assessing visibility splays at junctions) should be based upon the MfS ‘*Sight Stopping Distance*’ (SSD) criteria.

4.5 MfS1 Table 7.1 (MfS1 - page 91) provides a summary of ‘*Sight Stopping Distances (SSDs) for Streets*’ for priority junctions. An extract of MfS1 Table 7.1 is provided within Table 4.1 below, for ease of reference.

Extract from MfS1 Table 7.1 : ‘Derived Sight Stopping Distances for Streets’						
Traffic Speed	Kilometres per hour	40	45	48	50	60
	Miles per hour	25	28	30	31	37
Sight Stopping Distance	SSD (metres)	31	36	40	43	56
	SSD adj for bonnet length	33	39	43	45	59

Table 4.1 : Extract from MfS1 Table 7.1 : ‘Derived Sight Stopping Distances for Streets’

- 4.6 For a 30mph street, like Dereham Road, MfS1 guidance (cf Table 4.1 above) suggests that designers should seek to provide a minimum visibility splay of **2.4m x 43m** (in each direction) for emerging vehicles at a priority junction (i.e. vehicles emerging from the Appraisal Site onto Dereham Road).
- 4.7 NCC’s 2019 guidance document ‘Safe, Sustainable Development’ (NSSD) includes an extract from MfS1 Table 7.1 at NSSD para G2.2 (page 27), and states:

NSSD para G2.2 : “Visibility at accesses and junctions onto highways with the characteristic of a ‘street’ shall accord with the standards set out in the CLG and DfT document Manual for Streets.

“Where an access meets the carriageway, visibility splays are required to ensure exiting traffic can see and be seen by approaching motorists. A stopping sight distance (SSD) is required to enable drivers to see ahead so that they can stop within a given speed. The SSD is calculated from the speed of the vehicle; the time required for the driver to identify a hazard and then begin to brake (the perception-reaction time) and the vehicles rate of deceleration.

“The following table (i.e. an extract from MfS Table 7.1 – provided at Table 4.1 above) provides guidance on SSDs for accesses and junctions onto streets where 85th percentile speeds are up to 60km/h. At speeds above this, or where the characteristic of the highway is not that of a street, it is necessary to refer to G2.3 below relating to visibility for roads.”

- 4.8 NSSD para G2.3 (page 28) states:

NSSD para G2.3 : “Visibility at accesses and junctions onto highways with the characteristic of a ‘Road’ shall accord with the standards set out in the DfT document “Design Manual for Roads and Bridges”.

- 4.9 For ease of reference, an extract of Table 7.1 of the ‘Design Manual for Roads and Bridges’ (DMRB) TD 42/95: “Geometric Design of Major / Minor Priority Junctions”, that is provided within NSSD para G2.3 (page 28) regarding appropriate SSDs for minor road junctions (e.g. the Appraisal Site access road with Dereham Road) is provided within Table 4.2 below.

Extract from DMRB TD 42/95 : Table 7.1				
‘Design Speed’ of Major Road	Kilometres per hour	50	60	70
	Miles per hour	31	37	43
‘Y’ Distance	Sight Stopping Distance (metres)	70	90	120

Table 4.2 : Extract from DMRB TD 42/95 Table 7.1

- 4.10 DMRB standards are primarily intended for designing national standard ‘all purpose’ roads (i.e. Motorways and class A roads) that will carry large volumes of traffic, including PSVs and HGVs.

- 4.11 Dereham Road is obviously a rural village road. However, NCC may suggest that it is possible that average and 85th percentile vehicle speeds on Dereham Road within the immediate vicinity of the Appraisal Site might exceed 30mph, and thus require DMRB compliant visibility splays of **2.4m x 90m**.
- 4.12 The qualitative highway safety assessment of the Honingham highway network within the immediate vicinity of the Appraisal Site (cf para 3.1 et seq above) concluded that there are no highway safety issues to preclude the use of the Appraisal Site for future residential development.
- 4.13 Thus, in the absence of any recent Dereham Road recorded traffic speed data, the provision of visibility splays of **2.4m x 59m** (i.e. the MfS Sight Stopping Distance for vehicle speeds of 37mph on Dereham Road) at the Appraisal Site Access Road junction, is considered to be a safe, appropriate and pragmatic design solution.

Dereham Road Frontage Design Layout

- 4.14 Plan no 121 attached at Appendix 6 demonstrates that the Dereham Road carriageway may be widened to a minimum width of 5.5m, and a 2.0m width footway may be provided along the Appraisal Site's Dereham Road frontage, in accordance with the emerging GNLP requirements (cf Fig 4.1 above).
- 4.15 The physical curvature of the Dereham Road carriageway along the Appraisal Site frontage severely constrains the location of an Appraisal Site access road, as demonstrated on the following plans:
- a) Plan no 121, attached at Appendix 6, reveals that the provision of an Appraisal Site access road with DMRB compliant visibility splays of **2.4m x 90m**, is only physically achievable at a single location. Moving the proposed access road centre line further east or west, results in the required DMRB visibility plays encroaching onto third party land; and
 - b) Plan numbers 122 and 123 attached at Appendix 6, reveal the two potential locations that an Appraisal Site access road with Manual for Streets compliant visibility splays of **2.4m x 59m** (cf para 4.13 above) may be provided, without creating a 'crossroads' arrangement with existing Dereham Road dwellings, and/or the required **2.4m x 59m** visibility splays encroaching on third party land.
- 4.16 The curvature of the Dereham Road frontage effectively means that any vehicle parked on Dereham Road will block the available visibility for all vehicles emerging from the Appraisal Site access road. Thus, for highway safety reasons, the Appraisal Site's residential development layout should be designed to encourage all vehicle movements to/from dwellings to be made within the Appraisal Site curtilage.

- 4.17 The curvature of the Dereham Road frontage effectively means that the GNLP aspirations of “a frontage design layout that reinforces the 30mph speed limit” may not be achieved by the provision of a linear development of dwellings with individual / shared drives directly onto Dereham Road. For highway safety reasons, the Appraisal Site’s residential design layout will need to ensure that:
- all dwelling vehicular drives are accessed/egressed only from within the Appraisal Site curtilage;
 - no direct pedestrian access will be provided from the Dereham Road frontage to any of the Appraisal Site dwellings (to discourage visitors and/or delivery vehicles from parking on Dereham Road and thus blocking the Appraisal Site’s access road visibility splays); and
 - the Appraisal Site’s access road Dereham Road visibility splays will need to be regularly mown and maintained, to ensure that the visibility splays are available in perpetuity.
- 4.18 The indicative residential development layout plan attached at Appendix 7 demonstrates:
- a residential development of up to 25 dwellings may be provided within the Appraisal Site; and
 - the Appraisal Site’s access road visibility splays of **2.4m x 59m** (i.e. the MfS Sight Stopping Distance for vehicle speeds of 37mph on Dereham Road) may be provided without prejudicing Dereham Road highway safety.

Appraisal Site – Trip Generation

- 4.19 Comparable data from the latest version of the TRICS trip generation database (the nationally recognised trip information database) has been utilised to forecast the potential trip generation of a residential development of up to 25 dwellings within the Appraisal Site curtilage.
- 4.20 It is acknowledged that the proposed Appraisal Site residential development may include a proportion of Social Housing. However, in order to provide a robust forecast, vehicular trip generation rates for the category ‘*Residential: Houses Privately Owned*’ have been extracted from the TRICS 7.6.4 trip generation database to forecast the likely peak hour traffic generation for a residential development of up to 25 privately owned dwellings.
- 4.21 The TRICS 7.6.4 forecast for the potential number of vehicle trips that may be generated by a residential development of up to 25 dwellings has been summarised for ease of reference, within Table 4.3 below. A full copy of the relevant TRICS 7.6.4 output is attached at Appendix 8.

	TRICS 7.6.4 forecast for 'Houses Privately Owned'					
	AM Peak (08.00 – 09.00)		PM Peak (17.00 – 18.00)		Daily (07.00 – 19.00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
TRICS 7.6.4 Trip Rate per dwelling	0.140	0.430	0.378	0.145	2.327	2.40
No. Trips (25 dwellings)	3.5	10.75	9.45	3.625	58.175	60
Total no. Trips (25 dwellings)	15		14		118	

Table 4.3 : TRICS Summary for 'Houses Privately Owned' within the Appraisal Site

- 4.22 The TRICS 7.6.4 trip generation data (detailed within Table 4.3 above) suggests that in unconstrained circumstances (i.e. without the benefit of a Residential Travel Plan), a residential development of up to 25 dwellings within the Appraisal Site curtilage would be expected to generate in the region of 15 vehicle trips during the AM Peak period, circa 14 vehicle trips during the PM Peak period, and a total of circa 118 vehicle trips per 12-hour day.
- 4.23 Essentially, this indicative TRICS data (Table 4.3 above) suggests that the provision of up to 25 dwellings within the Appraisal Site curtilage is likely to generate circa 1 additional vehicle egressing the Appraisal Site every 6 minutes during the AM peak period, and circa 1 additional vehicle accessing the Appraisal Site every 6 minutes during the PM peak period. It is considered that such additional residential vehicle movements are unlikely to have any measurable impact upon traffic flows on Dereham Road and the local Honingham highway network during the AM and PM peak periods.

5. Summary and Conclusions

Summary

- 5.1 Orari Limited has been instructed on behalf of The Rampton Property Trust ('The Client') to provide a transport Access Appraisal of a site (the Appraisal Site) within Honingham, Norfolk.
- 5.2 The Appraisal Site is located north of Dereham Road, Honingham, Norfolk, between properties numbered 44 and 46 Dereham Road, and has been designated as a 'Preferred Site' 'GNLP Site 2176' within the emerging Greater Norwich Local Plan (GNLP).
- 5.3 This Access Appraisal report is required to support a submission regarding the Appraisal Site that will be made on behalf of The Client by Bidwells LLP in March 2020, in response to the Greater Norwich Local Plan *Stage C Regulation 18 Draft Strategy and Site Allocations* public consultation.
- 5.4 The purpose of this Access Appraisal is to demonstrate whether an appropriate level of access may be provided, in principle, to the Appraisal Site, to support the requirements of a potential residential development of up to 25 dwellings within the site curtilage.
- 5.5 A qualitative highway safety assessment has been undertaken of the local Honingham highway network surrounding the Appraisal Site. It is considered that there are no significant prevailing highway safety concerns to preclude residential development within the Appraisal Site.
- 5.6 The review (cf para 4.1 et seq above) of the potential use of the Appraisal Site as a residential development of up to 25 dwellings, with vehicular access from Dereham Road, suggests that:
- there are no traffic generation and highway safety issues to preclude the provision of a residential development of up to 25 dwellings within the Appraisal Site curtilage;
 - the Dereham Road carriageway may be widened to a minimum width of 5.5m and a 2.0m width footway may be provided along the Appraisal Site's Dereham Road frontage, in accordance with the emerging GNLP requirements (cf Fig 4.1 above and Appendix 2);
 - in the absence of any recent Dereham Road recorded traffic speed data, the provision of visibility splays of **2.4m x 59m** (i.e. the MfS Sight Stopping Distance for vehicle speeds of 37mph on Dereham Road) at the Appraisal Site Access Road junction, is considered to be a safe, appropriate and pragmatic design solution;
 - the physical curvature of the Dereham Road carriageway along the Appraisal Site frontage severely constrains the location of an Appraisal Site access road to one of three potential locations, as detailed on plan numbers 121 , 122 and 123 attached at Appendix 6; and
 - the curvature of the Dereham Road frontage effectively means that any vehicle parked on Dereham Road will block the available visibility for all vehicles emerging from the Appraisal Site access road. Thus, for highway safety reasons, the Appraisal Site's residential development layout should be designed to encourage all vehicle movements to / from dwellings to be made within the Appraisal Site curtilage.

- 5.7 The curvature of the Dereham Road frontage effectively means that the GNLP aspirations of “a frontage design layout that reinforces the 30mph speed limit” may not be achieved by the provision of a linear development of dwellings with individual / shared drives directly onto Dereham Road. For highway safety reasons, the Appraisal Site’s residential design layout will need to ensure that:
- all dwelling vehicular drives are accessed/egressed only from within the Appraisal Site curtilage;
 - no direct pedestrian access will be provided from the Dereham Road frontage to any of the Appraisal Site dwellings (to discourage visitors and/or delivery vehicles from parking on Dereham Road and thus blocking the Appraisal Site’s access road visibility splays); and
 - the Appraisal Site’s access road Dereham Road visibility splays will need to be regularly mown and maintained, to ensure that the visibility splays are available in perpetuity.
- 5.8 The indicative residential development layout plan attached at Appendix 7 demonstrates:
- a residential development of up to 25 dwellings may be provided within the Appraisal Site; and
 - the Appraisal Site’s access road visibility splays of **2.4m x 59m** (i.e. the MfS Sight Stopping Distance for vehicle speeds of 37mph on Dereham Road) may be provided without prejudicing Dereham Road highway safety.

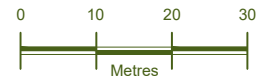
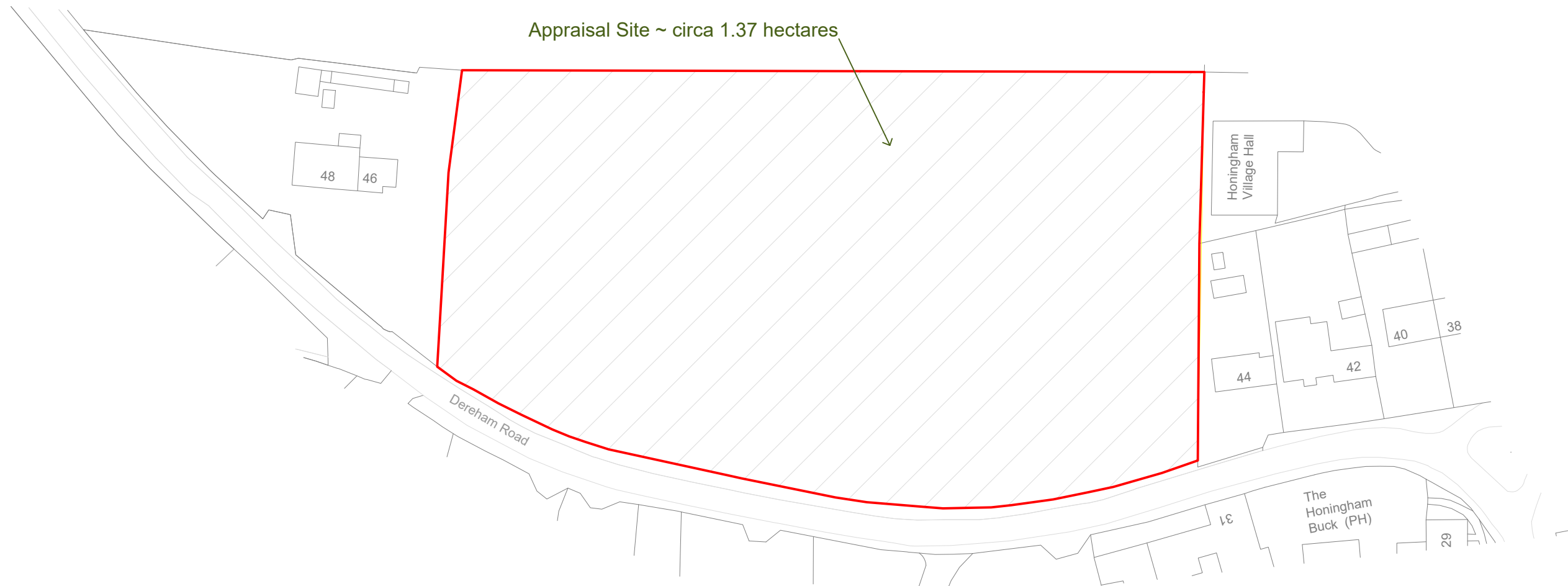
Conclusions

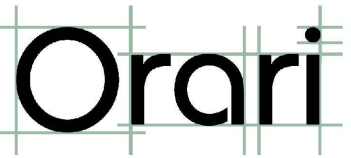
- 5.9 In conclusion, this Access Appraisal has demonstrated that there are no transport or highway reasons why the Client’s Honingham Appraisal Site should not be considered suitable for promotion for development within the emerging Greater Norwich Local Plan *Stage C Regulation 18 public consultation*.
- 5.10 Moreover, there are no transport and highways reasons why the Appraisal Site should not be allocated within the Greater Norwich Local Plan as follows:
- **GNLP site 2176 - Land North of Dereham Road, Honingham is allocated for a residential development of up to 25 dwellings.**

Appendices

Appendix 1

Site Location Plan



project Access Appraisal of GNLP Site : GNLP 2176		drawing title Appraisal Site Location Plan		 Unit 8, Home Farm Business Park, Norwich Road, Marsham, Norfolk. NR10 5PQ Tel : 077 99 637 839	
client The Rampton Property Trust	project number bd / 2053 / 01	drawn by SC	checked by ad		
Do not scale from this drawing. All dimensions to be confirmed on site by the contractor. Copyright © Orari Limited 2020 - All Rights Reserved.		scale 1 : 1000 @ A3	date 2020 / 02 / 28	drawing number 2053 / 01 / 120	drawing revision 0

Appendix 2

Extract from Greater Norwich Local Plan re GNLP Site 2176

EASTON AND HONINGHAM

Easton is identified as an urban fringe settlement. There is a major growth allocation, with outline planning permission for development of 893 homes on land to the east, south and west of the village. Proposals include an extended primary school, a new village hall, a small retail store and areas of public open space. Around Easton, defining features are the Royal Norfolk Showground to the east of the village (within Costessey parish), the A47 Southern Bypass that runs to the north of the main built up area, and Easton College to the south. The high-quality sports facilities at the College are conveniently accessible for Easton residents, as are the employment opportunities, retail and leisure facilities at Longwater.

Easton Neighbourhood Plan was made in December 2017 and covers the period to 2042. It contains a series of policies that look to shape development within the neighbourhood area. There are policies within the plan that will be of relevance to development and any applications that are submitted for development within the parish should have due regard to those policies.





Honingham is a small village immediately south of the A47 Southern Bypass in the Broadland district. The River Tud flows through the Village and consequently some areas are at fluvial and surface water flood risk. The majority of Honingham parish is rural, but the designation of a Food Enterprise Zone (FEZ) for businesses focused upon food processing and production should be noted. Currently 19 hectares of the FEZ, with a net developable area of approximately 16.5 hectares, benefits from Local Development Order (LDO) status promoting commercial development land on this site in units of varying scale.

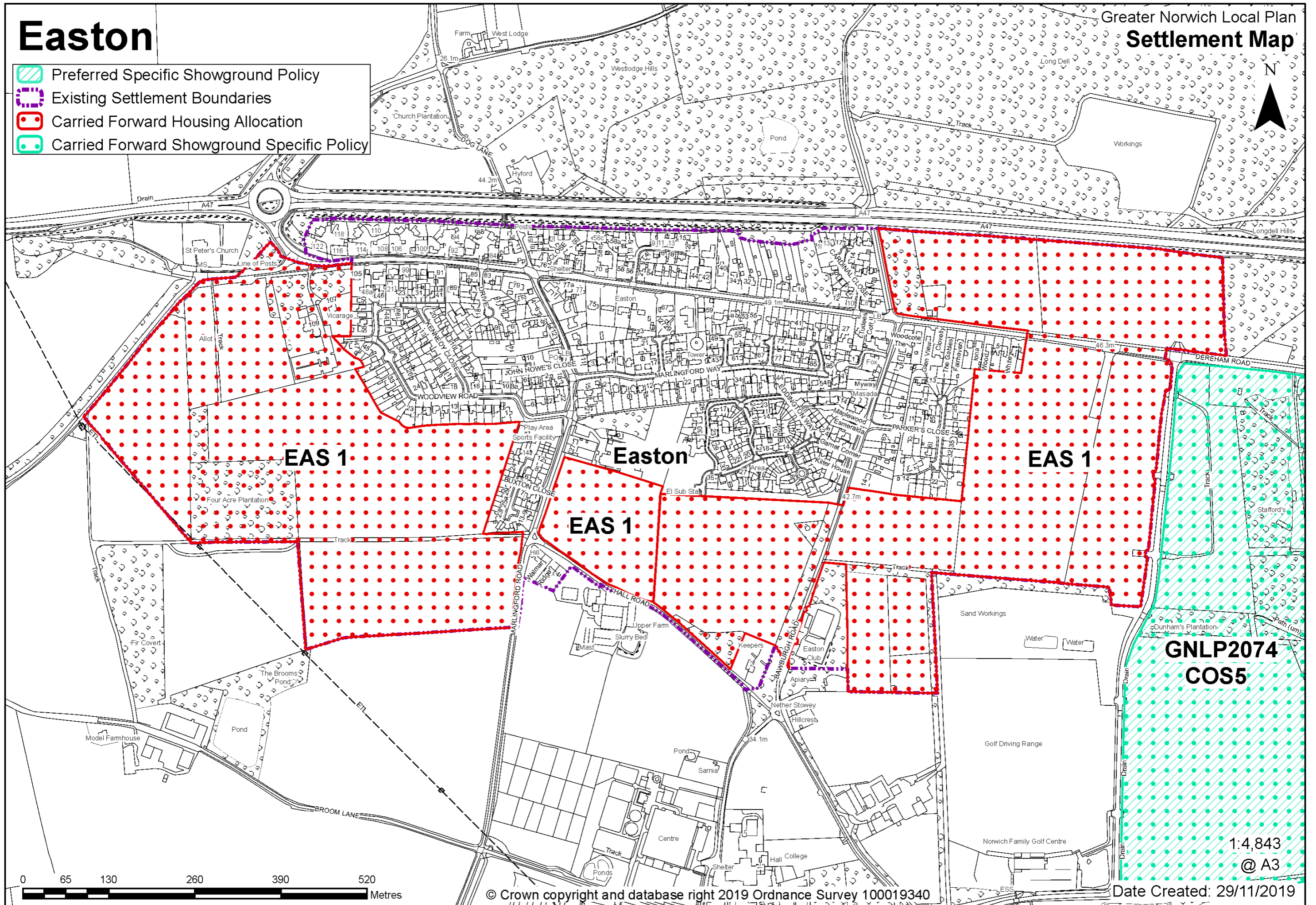
There is one carried forward allocation at Easton totalling 1,044 homes. In addition, there is one site identified as a preferred option in Honingham providing for 12 new homes and one additional dwelling with planning permission. This gives a total deliverable housing commitment for **Easton and Honingham** together of 1,057 homes between 2018 – 2038.

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

Easton

Greater Norwich Local Plan Settlement Map

-  Preferred Specific Showground Policy
-  Existing Settlement Boundaries
-  Carried Forward Housing Allocation
-  Carried Forward Showground Specific Policy



**GNLP2074
COS5**


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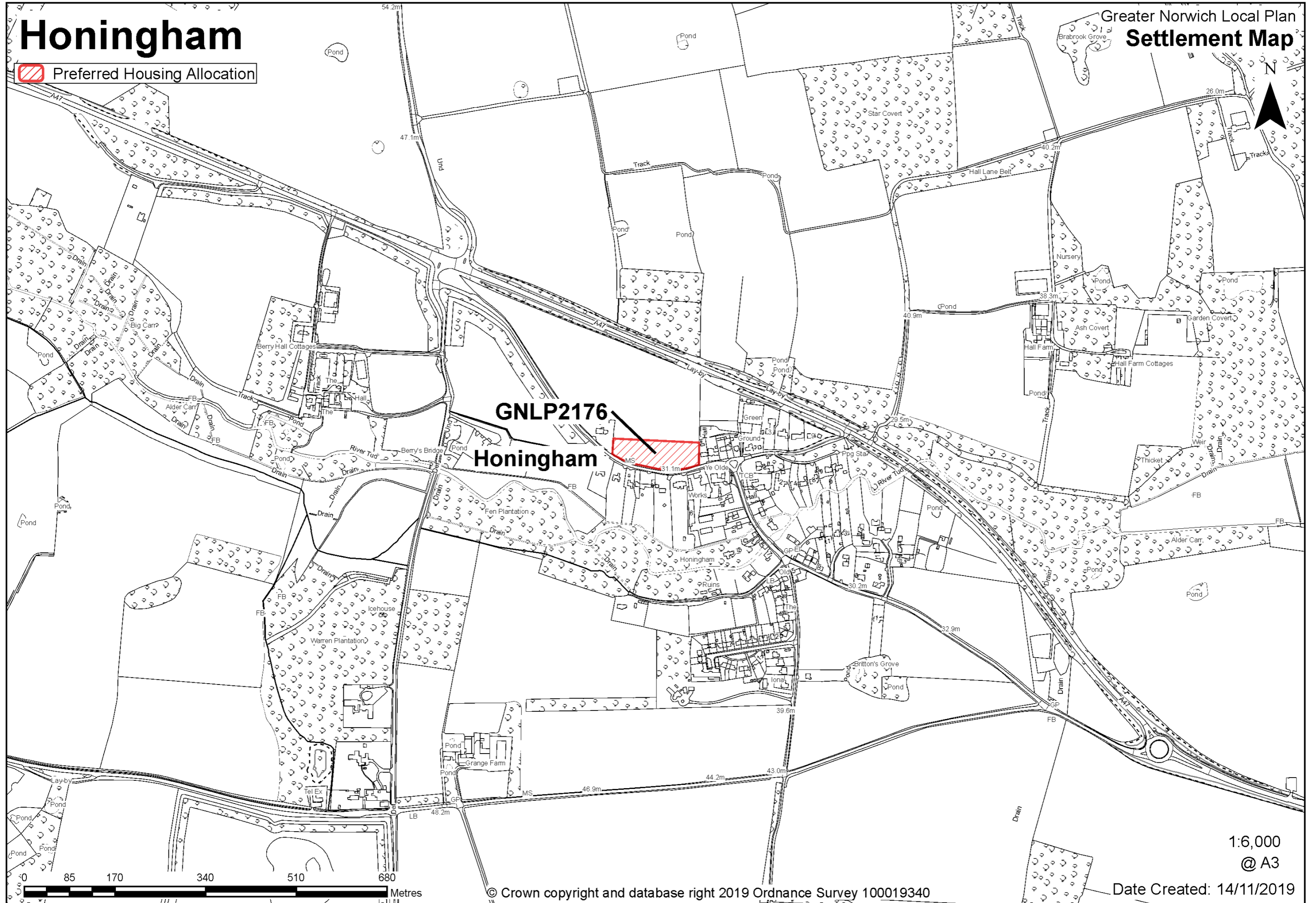
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Date Created: 29/11/2019

Honingham

Greater Norwich Local Plan Settlement Map

 Preferred Housing Allocation



GNLP2176

Honingham

1:6,000
@ A3

Date Created: 14/11/2019

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New allocation proposed

POLICY GNLP2176 Land North of Dereham Road, Honingham (approx. 0.76 ha) is allocated for residential development. This will accommodate at least 12 homes, 33% of which will be affordable.

More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.

The development will be expected to address the following specific matters:

- Vehicular access onto Dereham Road, with a suitable visibility splay, and a frontage design layout that reinforces the existing 30 MPH speed limit.
- Provision of 2.0m wide footways and carriageway widening to 5.5m for the full extent of the frontage.
- The site is within Source Protection Zone 3 and this should be taken into consideration when developing a drainage strategy.
- A design and layout that minimises adverse impact on the nearby heritage assets, notably the listed cottages and war memorial along the Street.

Notes

GNLP2176: This site is preferred for allocation based on the additional work done on school bus routes. The site as promoted is too large, so it is proposed to allocate a smaller area for frontage development only which would make a natural infill development. Allocation is subject to provision of an adequate carriageway and footway for the full extent of the frontage.

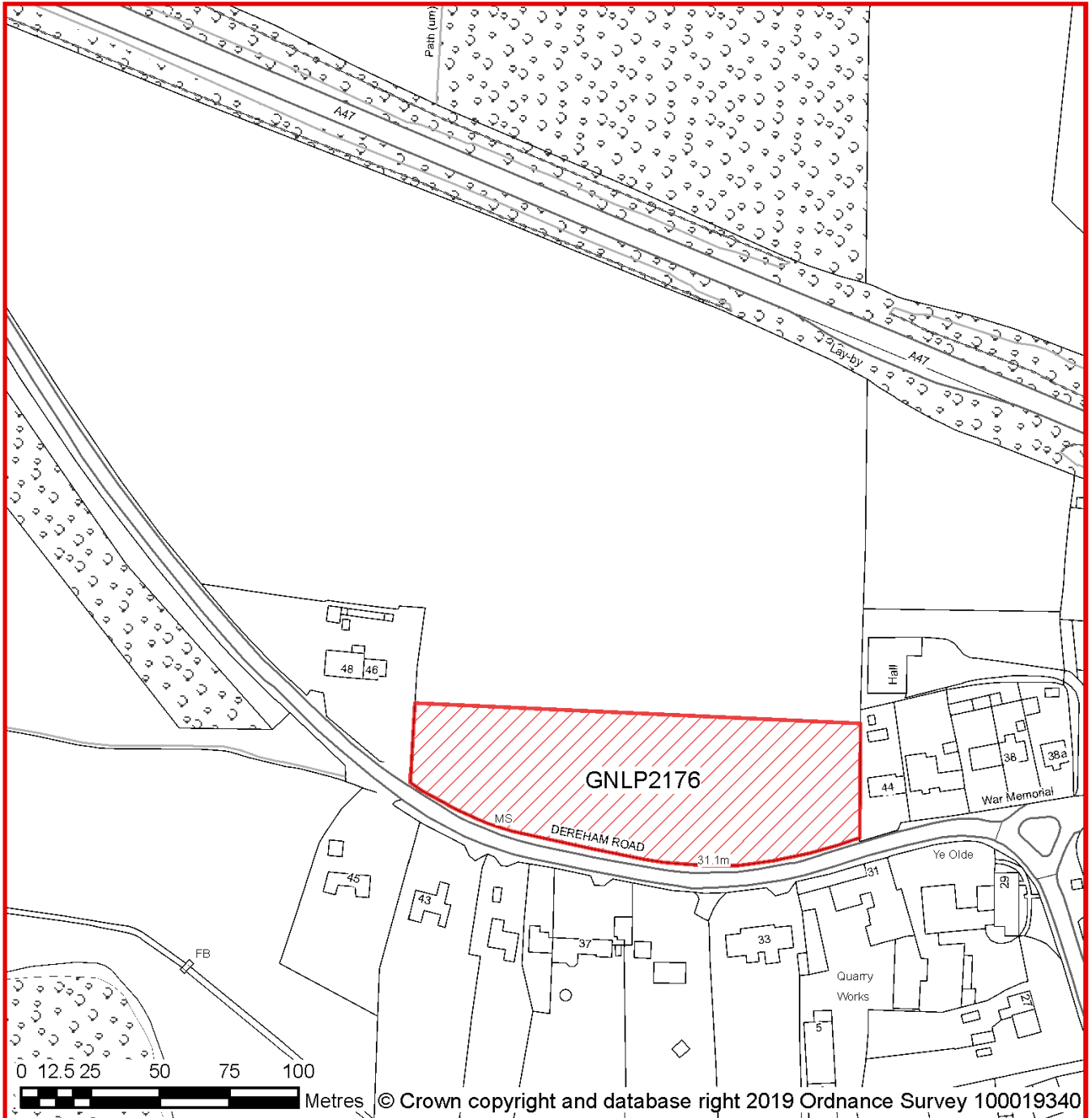
HONINGHAM

Greater Norwich Local Plan
Preferred Site

Site Reference GNL2176
Location North of Dereham Road, Honingham
Allocation Residential development (12 dwellings)
Area 0.76 ha

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1:2,000
@ A4

Date Created: 14/11/2019



 Preferred Housing Allocation

Existing allocation to be carried forward

POLICY EAS 1 Land south and east of Easton (approx. 52.6 ha) is allocated for residential development and associated infrastructure. This will accommodate approximately 1,044 homes.

The development will be expected to address the following specific matters:

Master Plan

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

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

Enhanced Facilities

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

Heritage Assets

7. Application to be accompanied by an assessment of the significance of St Peter's Church as a heritage asset, the extent of its setting and the contribution that its setting makes to its significance.
8. Ensure that sufficient open space and landscaping is retained to the south, south east and south west of St Peter's Church and that sufficient planting is provided, such that its setting, and the wooded setting of Diocesan House and the Vicarage, are protected.

Landscaping and Green Infrastructure

9. Protection of the existing allotments and any other sites in community use, or relocation to an equivalent or better site.
10. Provision of a landscape buffer and enhancements to the A47 corridor – layout and landscaping should take into account both visual enhancement and the noise implications of the neighbouring A47 and Showground and include any proposals for acoustic barriers.

11. Identification and protection of significant biodiversity features including trees and hedgerows, incorporated within open space and with off-site mitigation where on-site protection cannot be achieved.
12. Green infrastructure enhancements, including the approach to the area between the village and Easton College.
13. Proportionate contributions to the access improvements to the Yare Valley and Bawburgh/Colney Lakes.

Transport

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

14. Proportionate contributions to short, medium and long-term improvements to the A47 Easton and Longwater junctions to ensure that junction capacity does not become a constraint on development.
15. Provision of new vehicular accesses for development to the south of the village, to supplement Marlingford Road and Bawburgh Road.
16. Provision for, and proportionate contributions to, Dereham Road Bus Rapid Transit (BRT), including improved access to facilities in Costessey, and other public transport enhancements in accordance with the latest version of the Norwich Area Transportation Strategy (NATS) implementation plan.
17. Safe and convenient pedestrian and cycle links to key locations, including Longwater employment and retail, Costessey Medical Centre, Ormiston Victory Academy, Costessey Park and Ride site and Easton College.

Site conditions and constraints

18. Norfolk Minerals and Waste Core Strategy Policy CS16 applies as this site is underlain by safeguarded mineral resources.
19. Investigation of ground conditions at the former gravel pit north of Dereham Road.
20. Wastewater infrastructure capacity must be confirmed prior to development taking place.
21. Site layout to take account of water mains and sewers crossing site.

Notes EAS 1: The site was allocated in 2015 as part of the previous local plan but has not yet been developed. The principle of development on the site has already been accepted and it is expected that development will take place within the time-period of the new local plan up to 2036. The site has outline planning permission for 890 units, but this does not cover the whole of the allocation. A separate application for 64 dwellings is under consideration at the time of preparing this draft plan on some of the remaining allocated land, north of Dereham Road. It is considered that there is capacity for an additional 90 dwellings on the last parcel of allocated land, to the east of Easton Gymnastics Club. The site is therefore re-allocated for residential development and has been considered in the calculation of the housing requirement for a total of 1,044 units. Via the development management process, it has become apparent that EAS 1 could be uplifted by a further 90 dwellings from the original estimate of approximately 900 dwellings. Subject to acceptable mitigation measures, an uplift of EAS 1 is the preferred approach.

EASTON

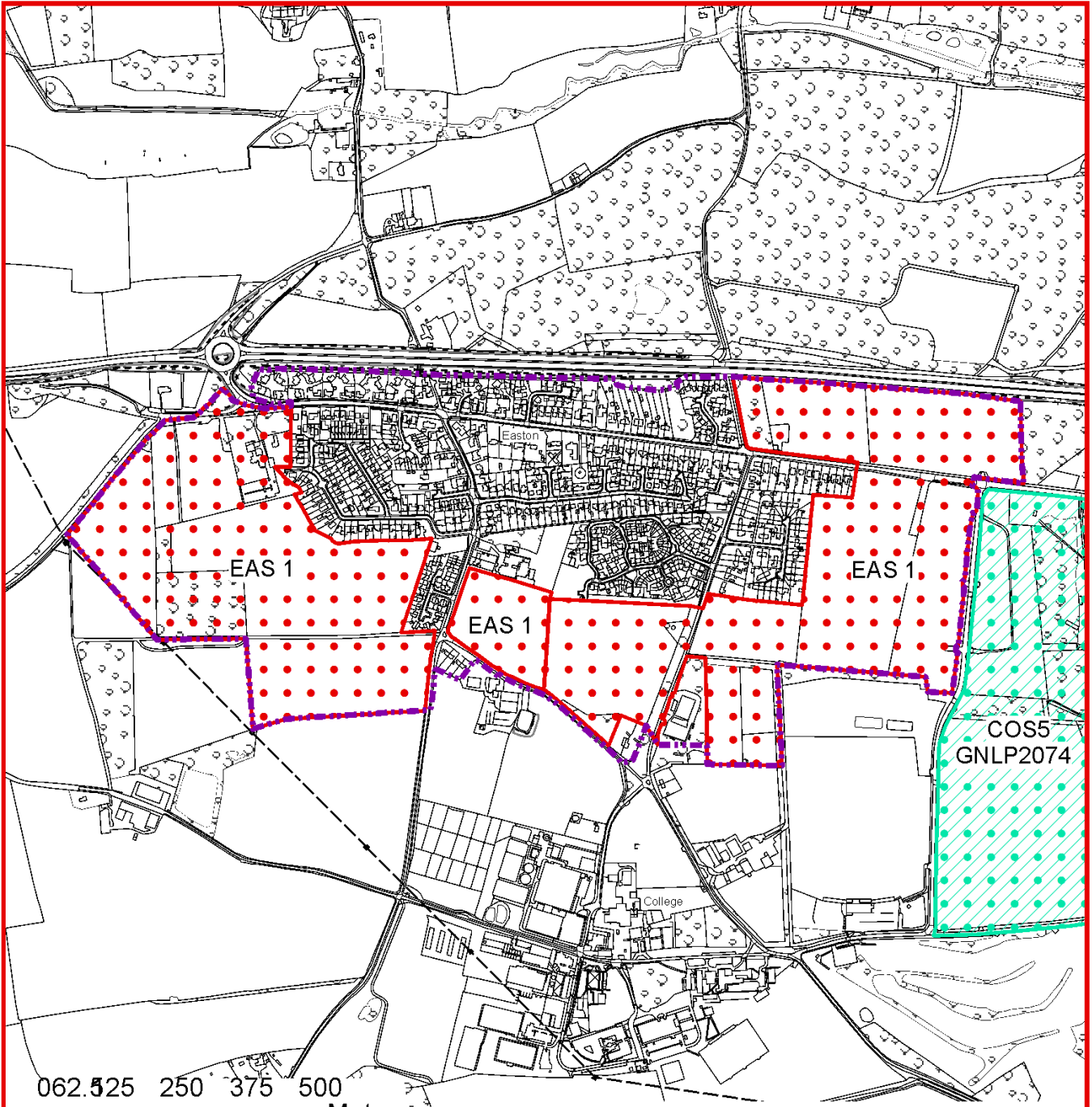
Greater Norwich Local Plan Carried Forward Allocation

Site Reference EAS 1
 Location Land south and east of Easton
 Allocation Residential Development (Approx. 1,044 homes)
 Area 52.6 ha

(Also shown as commitments
on other maps)

N
 1:10,000
 @ A4

Date: 29/11/2019



Preferred Specific Showground Policy



Existing Settlement Boundary



Carried forward Housing Allocation



Carried forward Showground Specific Policy

Reasonable Alternatives

Address	Site Reference	Area (ha)	Promoted for	Reason for not allocating
Easton and Honingham				
Honingham Thorpe	GNLP0415 A-G	457.14	Strategic mixed-use development consisting of residential development, employment, country park and nature reserve	This combination of sites is considered to be a reasonable alternative for consideration as a new settlement through a future review of the plan. The site is not preferred for allocation as it is not proposed to include a new settlement in the Greater Norwich Local Plan at the current time.

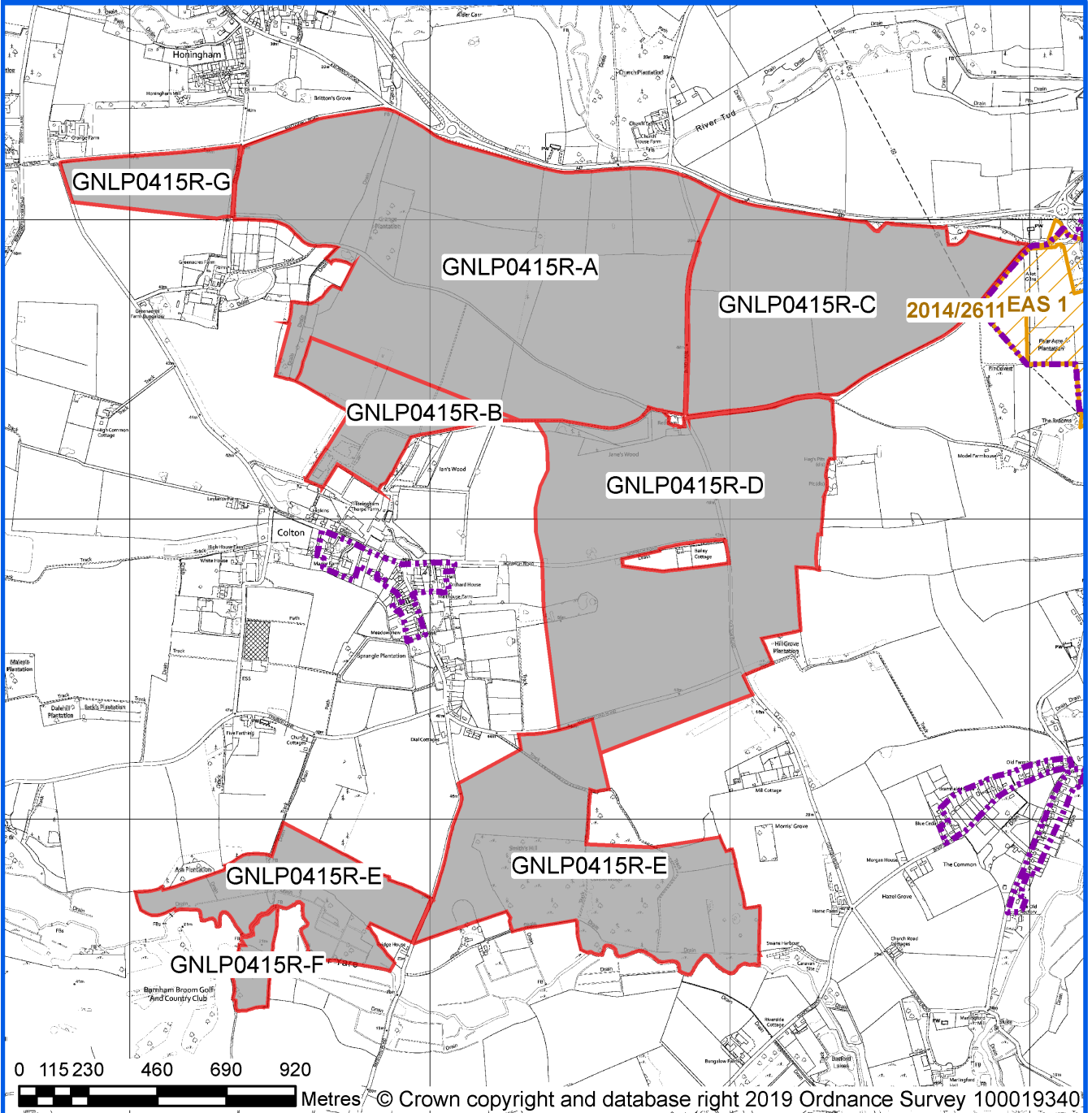
HONINGHAM THORPE


Greater Norwich Local Plan
Reasonable Alternative

Site Reference GNL0415(R) A-G
Location Honingham Thorpe
Allocation Strategic Mixed-Use Development
Area 457.14 ha

N
1:18,500
@ A4

Date Created: 01/11/2019

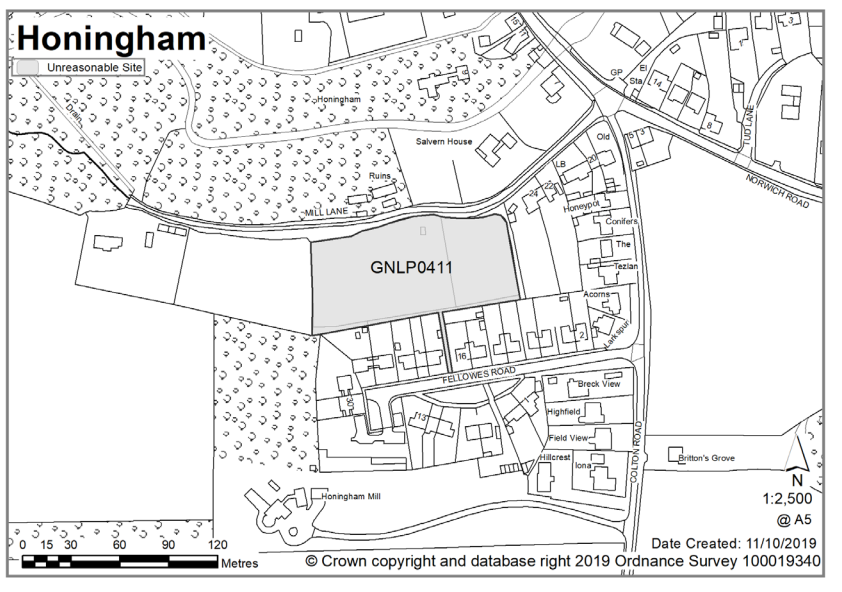


-  Reasonable Alternative
-  Existing Settlement Boundaries
-  Existing Site Commitments up to 2018 (residential and/or employment uses)

Unreasonable Sites - Residential

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
Easton and Honingham				
Land off A47, Easton	GNLP0456	9.12	Approx. 25 dwellings	This site is not considered to be appropriate for allocation as it is located on the opposite side of the A47 to the main part of Easton village with no safe route to the primary school. The site also includes a gravel pit of geological interest.
Land at Fellowes Road, Honingham	GNLP0411	0.72	Approx. 13 dwellings	This site is over 4km to primary school in Easton with no safe walking route therefore it is not considered to be suitable for allocation. This site was re-examined through work looking at County Council bus routes to school but was dismissed as it was considered that vehicular access would be difficult as the proposed access point at Fellowes Road is extremely narrow and Mill Lane is also sub-standard.

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
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Appendix 3

Accident Information

Location of Personal Injury Accidents within the vicinity of the Dereham Road Application Site
Extract from the Crashmap website for the five years : 2014 – 2018 (inclusive)



Appendix 4

Bus Information



Timetable valid from 05/01/2020 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with columns: Service Restrictions, Sch, Sch, NSch, and 16 time slots. Rows list various stops from Norwich City Centre to Dereham, adj Neatherd High School.

Mondays to Fridays

Table with 2 columns: Stop Name and Time. Rows list stops from Norwich City Centre to Dereham, adj Neatherd High School.

Service Restrictions: NSch - School holidays only: 18 Feb-22 Feb, 8 Apr-22 Apr, 27 May-31 May, 25 Jul-3 Sep, 21 Oct-25 Oct
Sch - School days only: 3 Jan-15 Feb, 25 Feb-5 Apr, 23 Apr-24 May, 3 Jun-24 Jul, 4 Sep-18 Oct, 28 Oct-18 Dec

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 05/01/2020 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	Sch	NSch	Sch	Sch	Sch	Sch	Sch	Sch	Sch			
Norwich City Centre, Bus Station (Stand A)	1315	1330	1400	1415	1415	1430	—	1515	1605	1625	1725	1820
Norwich City Centre, St Stephens Street (Stop BR)	1317	1332	1402	1417	1417	1432	—	1517	1607	1627	1727	1822
§ Norwich, opp St Stephens Square	1317	1334	1404	1417	1417	1434	—	1517	1607	1627	1727	1825
§ Norwich, opp Brunswick Road	1318	1334	1404	1418	1418	1434	—	1518	1608	1628	1728	1825
§ Norwich, opp Eagle Walk	1319	1334	1404	1419	1419	1434	—	1519	1609	1629	1729	1825
Norwich, opp Albemarle Road	1320	1335	1405	1420	1420	1435	—	1520	1610	1631	1730	1825
§ Norwich, adj Lime Tree Road	1320	1339	1409	1420	1420	1439	—	1520	1610	1631	1730	1825
§ Norwich, opp Leopold Road	1321	1339	1409	1421	1421	1439	—	1521	1611	1631	1731	1826
§ Norwich, adj Branksome Road	1321	1339	1409	1421	1421	1439	—	1521	1612	1632	1732	1826
§ Norwich, opp Judges Walk	1322	1339	1409	1422	1422	1439	—	1522	1612	1632	1732	1826
§ Norwich, adj Elveden Close	1323	1339	1409	1423	1423	1439	—	1523	1614	1634	1734	1828
Eaton, adj The Cellarhouse	1324	1340	1410	1424	1424	1440	—	1526	1615	1638	1736	1829
§ Norwich, opp North Park Avenue	1326	1344	1414	1426	1426	1444	—	1526	1617	1639	1737	1830
§ University of East Anglia, adj University Entrance	1327	1344	1414	1427	1427	1444	—	1527	1618	1640	1738	1831
University of East Anglia, University Drive (Stop C)	1328	1345	1415	1428	1428	1445	—	1531	1619	1642	1741	1833
§ University of East Anglia, adj Enterprise Centre	1329	1349	1419	1429	1429	1450	—	1532	1620	1643	1741	1833
§ Colney, opp Old Watton Road	1331	1351	1421	1431	1431	1452	—	1533	1622	1646	1744	1835
§ Colney, opp church	1331	1351	1421	1431	1431	1452	—	1533	1622	1647	1745	1836
§ Norwich Research Park, opp John Innes Institute	1332	1352	1422	1432	1432	1452	—	1533	1623	1649	1747	1837
Norfolk & Norwich University Hospital, Forecourt (Stand B)	1338	1353	1423	1438	1438	1453	—	1542	1626	1655	1751	1843
§ Norwich Research Park, adj John Innes Institute	1338	—	—	1438	1438	—	—	1542	—	1656	1753	1844
§ Colney, opp Wood Burial Park	1339	—	—	1439	1439	—	—	1543	—	1658	1755	1846
§ New Costessey, opp Travel Inn	1343	—	—	1443	1443	—	—	1543	—	1702	1759	1850
§ New Costessey, adj Showground	1343	—	—	1443	1443	—	—	1543	—	1703	1800	1851
§ Easton, adj Bawburgh Road	1343	—	—	1443	1443	—	—	1543	—	1704	1801	1852
Easton, opp Chez Denis	1348	—	—	1448	1448	—	—	1554	—	1708	1803	1854
§ Honingham, opp Colton Road	1349	—	—	1449	1449	—	—	1555	—	1708	1805	1857
§ East Tuddenham, opp Tilney road	1350	—	—	1450	1450	—	—	1556	—	1711	1808	1900
East Tuddenham, opp Pump	1355	—	—	1455	1455	—	—	1601	—	1717	1811	1901
Mattishall, adj Church	1400	—	—	1500	1500	—	—	1605	—	1720	1815	1905
§ Mattishall, adj Cedar Rise	1400	—	—	1500	1500	—	—	1605	—	1720	1815	1905
§ Mattishall, adj Welgate Road	1400	—	—	1500	1500	—	—	1605	—	1720	1815	1905
§ Mattishall, adj Dereham Road	1400	—	—	1500	1500	—	—	1605	—	1720	1815	1905
§ Clint Green, adj Well Hill	1401	—	—	1501	1501	—	—	1606	—	1722	1819	1909
§ Yaxham, adj Elm Close	1404	—	—	1504	1504	—	—	1609	—	1725	1822	1912
Yaxham, adj Bus Shelter	1408	—	—	1508	1508	—	—	1615	—	1730	1824	1913
§ Yaxham, opp Station Road	1408	—	—	1508	1508	—	—	1615	—	1730	1824	1913
§ Yaxham, adj Station Road	1408	—	—	1508	1508	—	—	1615	—	1730	1824	1913
§ Dereham, adj Westfield Lane	1408	—	—	1508	1508	—	—	1615	—	1730	1828	1915
§ Dereham, o/s 76 Yaxham Road	1408	—	—	1508	1508	—	—	1615	—	1730	1829	1916
§ Dereham, opp Handel Drive	1408	—	—	1508	1508	—	—	1615	—	1730	1830	1916
Dereham, adj Tesco	1412	—	—	1512	1512	—	—	1620	—	1734	—	—
§ Dereham, adj Homebase	1412	—	—	1512	1512	—	—	1620	—	1734	1830	—
§ Dereham, adj Swan Road	1415	—	—	1513	1515	—	—	1621	—	1736	1830	1919
§ Dereham, opp Banyard Place	1416	—	—	1514	1516	—	—	1622	—	1737	1830	1919
Dereham, Market Place (N-bound)	arr	1421	—	1521	1521	—	—	1625	—	1741	1831	1920
Dereham, Market Place (N-bound)	dep	1423	—	—	1523	—	—	1627	—	1743	1834	—
§ Dereham, adj Swanton Avenue	1424	—	—	1524	—	—	—	1628	—	1743	1838	—
Dereham, adj Northgate High School	—	—	—	—	—	—	—	1535	—	—	—	—
Dereham, adj Sixth Form Centre	—	—	—	—	—	—	—	1540	—	—	—	—
Dereham, adj Neatherd High School	—	—	—	—	—	—	—	1550	—	—	—	—
§ Etling Green, adj Grange Farm	—	—	—	—	—	—	—	1553	—	—	—	—
§ Swanton Morley, opp Greengate	1430	—	—	1530	—	—	—	1559	1632	—	1747	1840
Swanton Morley, adj Post Office	1432	—	—	1532	—	—	—	1601	1635	—	1750s	1841s
§ Swanton Morley, adj Green	—	—	—	—	—	—	—	1602	—	—	—	—
§ Swanton Morley, opp Hannah Road	1434	—	—	1534	—	—	—	1603	1637	—	1751	1845
§ Swanton Morley, opp Worthing Road	1436	—	—	1536	—	—	—	1605	1638	—	1753	1845
Swanton Morley, adj Barracks	1438	—	—	1538	—	—	—	1607	1640	—	1755	1846

Saturdays

Mattishall, adj Church	—	0800										▶▶▶
§ Mattishall, adj Cedar Rise	—	0800										
§ Mattishall, adj Welgate Road	—	0800										
§ Mattishall, adj Dereham Road	—	0800										
§ Clint Green, adj Well Hill	—	0804										
§ Yaxham, adj Elm Close	—	0807										
Yaxham, adj Bus Shelter	—	0808										
§ Yaxham, adj Station Road	—	0808										
§ Dereham, adj Westfield Lane	—	0811										
§ Dereham, o/s 76 Yaxham Road	—	0812										
§ Dereham, opp Handel Drive	—	0813										
§ Dereham, adj Homebase	—	0815										
§ Dereham, adj Swan Road	—	0815										
§ Dereham, opp Banyard Place	—	0815										more trips below
Dereham, Market Place (N-bound)	arr	0816										
Dereham, Market Place (N-bound)	dep	0720	0823									
§ Dereham, adj Swanton Avenue	0721	0823										
§ Swanton Morley, opp Greengate	0726	0828										
Swanton Morley, adj Post Office	0728	0830										
§ Swanton Morley, opp Hannah Road	0730	0831										
§ Swanton Morley, opp Worthing Road	0732	0833										
Swanton Morley, adj Barracks	0734	0835										▶▶▶

Service Restrictions: NSch - School holidays only: 18 Feb-22 Feb, 8 Apr-22 Apr, 27 May-31 May, 25 Jul-3 Sep, 21 Oct-25 Oct

Sch - School days only: 3 Jan-15 Feb, 25 Feb-5 Apr, 23 Apr-24 May, 3 Jun-24 Jul, 4 Sep-18 Oct, 28 Oct-18 Dec

Notes: s - sets down only

§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 05/01/2020 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Norwich City Centre, Bus Station (Stand A)	0815	0915	1015	1115	1215	1315	1415	1515	1625	1725	1820	
Norwich City Centre, St Stephens Street (Stop BR)	0817	0917	1017	1117	1217	1317	1417	1517	1627	1727	1822	
§ Norwich, opp St Stephens Square	0817	0917	1017	1117	1217	1317	1417	1517	1627	1727	1822	
§ Norwich, opp Brunswick Road	0818	0918	1018	1118	1218	1318	1418	1518	1628	1728	1823	
§ Norwich, opp Eagle Walk	0819	0919	1019	1119	1219	1319	1419	1519	1629	1729	1824	
Norwich, opp Albemarle Road	0820	0920	1020	1120	1220	1320	1420	1520	1631	1730	1825	
§ Norwich, adj Lime Tree Road	0820	0920	1020	1120	1220	1320	1420	1520	1631	1730	1825	
§ Norwich, opp Leopold Road	0821	0921	1021	1121	1221	1321	1421	1521	1631	1731	1826	
§ Norwich, adj Branksome Road	0821	0921	1021	1121	1221	1321	1421	1521	1632	1732	1827	
§ Norwich, opp Judges Walk	0822	0922	1022	1122	1222	1322	1422	1522	1632	1732	1827	
§ Norwich, adj Elveden Close	0823	0923	1023	1123	1223	1323	1423	1523	1634	1734	1828	
Eaton, adj The Cellarhouse	0828	0924	1024	1124	1224	1324	1424	1526	1638	1736	1829	
§ Norwich, opp North Park Avenue	0829	0926	1026	1126	1226	1326	1426	1526	1638	1737	1830	
§ University of East Anglia, adj University Entrance	0830	0927	1027	1127	1227	1327	1427	1527	1638	1738	1831	
University of East Anglia, University Drive (Stop C)	0833	0928	1028	1128	1228	1328	1428	1531	1642	1741	1833	
§ University of East Anglia, adj Enterprise Centre	0834	0929	1029	1129	1229	1329	1429	1532	1642	1741	1833	
§ Colney, opp Old Watton Road	0835	0931	1031	1131	1231	1331	1431	1533	1646	1744	1835	
§ Colney, opp church	0835	0931	1031	1131	1231	1331	1431	1533	1647	1745	1836	
§ Norwich Research Park, opp John Innes Institute	0836	0932	1032	1132	1232	1332	1432	1534	1649	1747	1838	
Norfolk & Norwich University Hospital, Forecourt (Stand B)	0844	0938	1038	1138	1238	1338	1438	1542	1655	1751	1843	
§ Norwich Research Park, adj John Innes Institute	0845	0940	1040	1140	1240	1340	1440	1548	1656	1753	1845	
§ Colney, opp Wood Burial Park	0846	0941	1041	1141	1241	1341	1441	1549	1658	1755	1847	
§ New Costessey, opp Travel Inn	0849	0944	1044	1144	1244	1344	1444	1552	1702	1759	1851	
§ New Costessey, adj Showground	0850	0945	1046	1145	1245	1345	1445	1553	1703	1800	1852	
§ Easton, adj Bawburgh Road	0851	0946	1046	1146	1246	1346	1446	1553	1704	1801	1853	
Easton, opp Chez Denis	0854	0948	1048	1148	1248	1348	1448	1554	1708	1803	1854	
§ Honingham, opp Colton Road	0854	0954	1054	1154	1254	1354	1454	1600	1708	1805	1856	
§ East Tuddenham, opp Tilney road	0857	0954	1054	1154	1254	1354	1454	1600	1711	1808	1859	
East Tuddenham, opp Pump	0900	0955	1055	1155	1255	1355	1455	1601	1717	1811	1901	
Mattishall, adj Church	0904	1000	1100	1200	1300	1400	1500	1605	1720	1815	1905	
§ Mattishall, adj Cedar Rise	0904	1000	1100	1200	1300	1400	1500	1605	1720	1815	1905	
§ Mattishall, adj Welgate Road	0904	1000	1100	1200	1300	1400	1500	1607	1720	1815	1905	
§ Mattishall, adj Dereham Road	0904	1000	1100	1200	1300	1400	1500	1607	1720	1815	1905	
§ Clint Green, adj Well Hill	0908	1004	1104	1204	1304	1404	1504	1611	1722	1819	1909	
§ Yaxham, adj Elm Close	0912	1004	1104	1204	1304	1404	1504	1611	1725	1822	1911	
Yaxham, adj Bus Shelter	0914	1008	1108	1208	1308	1408	1508	1615	1730	1824	1913	
§ Yaxham, adj Station Road	0914	1008	1108	1208	1308	1408	1508	1615	1730	1824	1913	
§ Dereham, adj Westfield Lane	0916	1010	1110	1210	1310	1410	1510	1617	1732	1828	1915	
§ Dereham, o/s 76 Yaxham Road	0917	1011	1111	1211	1311	1411	1511	1618	1733	1829	1916	
§ Dereham, opp Handel Drive	0917	1011	1111	1211	1311	1411	1511	1618	1733	1830	1917	
Dereham, adj Tesco	0918	1012	1112	1212	1312	1412	1512	1620	1735	—	—	
§ Dereham, adj Homebase	0919	1013	1113	1213	1313	1413	1513	1621	1736	1830	1917	
§ Dereham, adj Swan Road	0921	1015	1115	1215	1315	1415	1515	1623	1738	1830	1917	
§ Dereham, opp Banyard Place	0922	1016	1116	1216	1316	1416	1516	1624	1739	1830	1918	
Dereham, Market Place (N-bound)	arr	0924	1021	1121	1221	1321	1421	1521	1625	1741	1831	1920
Dereham, Market Place (N-bound)	dep	0925	1023	1123	1223	1323	1423	1523	1627	1743	1834	—
§ Dereham, adj Swanton Avenue	0926	1024	1124	1224	1324	1424	1524	1628	1744	1838	—	—
§ Swanton Morley, opp Greengate	0930	1030	1130	1230	1330	1430	1530	1630	1747	1840	—	—
Swanton Morley, adj Post Office	0933	1032	1132	1232	1332	1432	1532	1635	1750s	1841s	—	—
§ Swanton Morley, opp Hannah Road	0934	1034	1134	1234	1334	1434	1534	1636	1751	1845	—	—
§ Swanton Morley, opp Worthing Road	0936	1036	1136	1236	1336	1436	1536	1636	1753	1845	—	—
Swanton Morley, adj Barracks	0938	1038	1138	1238	1338	1438	1538	1640	1755	1846	—	—

Notes: s - sets down only

§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 05/01/2020 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Sundays

Norwich City Centre, Bus Station (Stand A)	0930	1130	1330	1530	1730
Norwich City Centre, St Stephens Street (Stop BR)	0931	1131	1331	1531	1731
§ Norwich, opp St Stephens Square	0931	1131	1331	1531	1731
§ Norwich, opp Brunswick Road	0932	1132	1332	1532	1732
§ Norwich, opp Eagle Walk	0933	1133	1333	1533	1733
Norwich, opp Albemarle Road	0934	1134	1334	1534	1734
§ Norwich, adj Lime Tree Road	0934	1134	1334	1534	1734
§ Norwich, opp Leopold Road	0934	1134	1334	1534	1734
§ Norwich, adj Branksome Road	0935	1135	1335	1535	1735
§ Norwich, opp Judges Walk	0935	1135	1335	1535	1735
§ Norwich, adj Elveden Close	0936	1136	1336	1536	1736
Eaton, adj The Cellarhouse	0937	1137	1337	1537	1737
§ Norwich, opp North Park Avenue	0939	1139	1339	1539	1739
§ University of East Anglia, adj University Entrance	0939	1139	1339	1539	1739
University of East Anglia, University Drive (Stop C)	0940	1140	1340	1540	1740
§ University of East Anglia, adj Enterprise Centre	0940	1140	1340	1540	1740
§ Colney, opp Old Watton Road	0942	1142	1342	1542	1742
§ Colney, opp church	0942	1142	1342	1542	1742
§ Norwich Research Park, opp John Innes Institute	0943	1143	1343	1543	1743
Norfolk & Norwich University Hospital, Forecourt (Stand A)	0945	1145	1345	1545	1745
Easton, opp Chez Denis	0955	1155	1355	1555	1755
§ Honingham, opp Colton Road	0959	1159	1359	1559	1759
§ East Tuddenham, opp Tilney road	1002	1202	1402	1602	1802
East Tuddenham, opp Pump	1003	1203	1403	1603	1803
Mattishall, adj Church	1007	1207	1407	1607	1807
§ Mattishall, adj Cedar Rise	1007	1207	1407	1607	1807
§ Mattishall, adj Welgate Road	1007	1207	1407	1607	1807
§ Mattishall, adj Dereham Road	1007	1207	1407	1607	1807
§ Clint Green, adj Old Public House	1008	1208	1408	1608	1808
§ Clint Green, adj Well Hill	1011	1211	1411	1611	1811
§ Yaxham, adj Elm Close	1013	1213	1413	1613	1813
Yaxham, adj Bus Shelter	1014	1214	1414	1614	1814
§ Yaxham, adj Station Road	1014	1214	1414	1614	1814
§ Dereham, adj Westfield Lane	1018	1218	1418	1618	1818
§ Dereham, o/s 76 Yaxham Road	1019	1219	1419	1619	1819
§ Dereham, opp Handel Drive	1020	1220	1420	1620	1820
§ Dereham, adj Homebase	1022	1222	1422	1622	1822
§ Dereham, adj Swan Road	1023	1223	1423	1623	1823
§ Dereham, opp Banyard Place	1023	1223	1423	1623	1823
Dereham, Market Place (N-bound)	arr 1025	1225	1425	1625	1825

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 05/01/2020 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with columns for Service Restrictions, Sch, and various stop times. Rows include Swanton Morley, Dereham, Mattishall, Yaxham, Easton, Norwich, and Norfolk & Norwich University Hospital.

Mondays to Fridays

Table with columns for stop names and times. Rows include Norfolk & Norwich University Hospital, University of East Anglia, Eaton, Norwich, and Norwich City Centre.

Service Restrictions: Sch - School days only: 3 Jan-15 Feb, 25 Feb-5 Apr, 23 Apr-24 May, 3 Jun-24 Jul, 4 Sep-18 Oct, 28 Oct-18 Dec

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 05/01/2020 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

	Service Restrictions	NSch		Sch						
Swanton Morley, adj Barracks		1440	—	1540	—	1640	—			
§ Swanton Morley, adj South Avenue		1440	—	1540	—	1640	—			
§ Swanton Morley, adj Worthing Road		1441	—	1541	—	1641	—			
§ Swanton Morley, adj Hannah Road		1442	—	1542	—	1642	—			
§ Swanton Morley, opp Green		1443	—	1543	—	1643	—			
Swanton Morley, opp Post Office		1446	—	1545	—	1645	—			
Dereham, adj Neatherd High School		—	—	1545	—	—	—			
§ Dereham, adj Greenfields Road		—	—	1546	—	—	—			
Dereham, opp Sixth Form Centre		—	—	1547	—	—	—			
§ Swanton Morley, adj Greengate		1446	—	1546	—	1646	—			
§ Dereham, opp Swanton Avenue		1453	—	1553	—	1653	—			
Dereham, Market Place (S-bound)	arr	1455	—	1555	1555	—	1655			
Dereham, Market Place (S-bound)	dep	1500	—	1600	1600	—	1705			
§ Dereham, adj St Nicholas Street		1501	—	1601	1601	—	1706			
§ Dereham, opp John Bates Close		1502	—	1602	1602	—	1707			
§ Dereham, opp Morrisons		1503	—	1603	1603	—	1708			
§ Dereham, opp Homebase		1504	—	1604	1604	—	1709			
Dereham, adj Tesco		1508	—	1608	1608	—	1713			
§ Dereham, adj Handel Drive		1508	—	1608	1608	—	1713			
§ Dereham, opp 76 Yaxham Road		1508	—	1608	1608	—	1713			
§ Dereham, opp Westfield Lane		1508	—	1608	1608	—	1713			
Yaxham, opp Bus Shelter		1512	—	1613	1613	—	1717			
§ Yaxham, opp Elm Close		1512	—	1613	1613	—	1717			
§ Clint Green, opp Well Hill		1514	—	1614	1614	—	1719			
§ Mattishall, opp Rayners Way		1518	—	1618	1618	—	1723			
§ Mattishall, opp Cedar Rise		1520	—	1620	1620	—	1725			
Mattishall, opp Church		1522	—	1625	1625	—	1727			
§ Mattishall, adj Council Houses		1522	—	1625	1625	—	1727			
East Tuddenham, adj Pump		1526	—	1630	1630	—	1731			
§ Honingham, adj Colton Road		1529	—	1630	1630	—	1734			
Easton, adj Chez Denis		1533	—	1638	1638	—	—			
§ Easton, opp Bawburgh Road		1534	—	1638	1638	—	1738			
§ New Costessey, opp Showground		1535	—	1639	1639	—	1740			
§ New Costessey, adj Travel Inn		1536	—	1640	1640	—	1740			
§ Colney, adj Wood Burial Park		1543	—	1643	1643	—	1745			
§ Norwich Research Park, opp John Innes Institute		1547	—	1647	1647	—	1747			
Norfolk & Norwich University Hospital, Forecourt (Stand A)		1550	1605	1635	1654	1654	1705	1735	1750	1805
§ Norwich Research Park, adj John Innes Institute		1553	1608	1638	1654	1654	1708	1738	1752	1808
§ Colney, adj church		1554	1609	1639	1654	1654	1709	1739	1753	1809
§ Colney, adj Old Watton Road		1555	1610	1640	1655	1655	1710	1740	1754	1810
§ University of East Anglia, opp Enterprise Centre		1558	1613	1643	1658	1658	1713	1743	1756	1813
University of East Anglia, University Drive (Stop A)		1600	1615	1645	1705	1705	1715	1745	1800	1815
§ University of East Anglia, opp University Entrance		1601	1616	1646	1706	1706	1716	1746	1801	1816
§ Norwich, adj North Park Avenue		1601	1616	1646	1706	1706	1716	1746	1801	1816
§ Eaton, adj Norvic Drive		1603	1618	1648	1708	1708	1718	1748	1801	1818
Eaton, adj Slip Road		1604	1619	1649	1710	1710	1719	1749	1804	1819
§ Norwich, opp Elveden Close		1604	1619	1649	1710	1710	1719	1749	1804	1819
§ Norwich, adj Judges Walk		1605	1620	1650	1711	1711	1720	1750	1805	1820
§ Norwich, opp Branksome Road		1605	1620	1650	1711	1711	1720	1750	1805	1820
§ Norwich, adj Leopold Road		1606	1621	1651	1712	1712	1721	1751	1805	1821
§ Norwich, opp Lime Tree Road		1607	1621	1651	1712	1712	1721	1751	1806	1821
§ Norwich, adj Albemarle Road		1607	1621	1651	1713	1713	1721	1751	1806	1821
Norwich, opp Town Close Road		1609	1622	1652	1715	1715	1722	1752	1808	1822
§ Norwich, adj Eagle Walk		1609	1623	1653	1716	1716	1723	1753	1808	1823
§ Norwich, adj Brunswick Road		1610	1624	1654	1717	1717	1724	1754	1808	1824
§ Norwich, adj St Stephens Square		1611	1626	1656	1718	1718	1726	1756	1809	1826
Norwich City Centre, Bus Station (Stand A)		1615	1630	1700	1720	1720	1730	1800	1813	1830

Service Restrictions: NSch - School holidays only: 18 Feb-22 Feb, 8 Apr-22 Apr, 27 May-31 May, 25 Jul-3 Sep, 21 Oct-25 Oct

Sch - School days only: 3 Jan-15 Feb, 25 Feb-5 Apr, 23 Apr-24 May, 3 Jun-24 Jul, 4 Sep-18 Oct, 28 Oct-18 Dec

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Timetable valid from 05/01/2020 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Swanton Morley, adj Barracks	—	0735	0840	40		1340	1440	1540	1640
§ Swanton Morley, adj South Avenue	—	0735	0840	40		1340	1440	1540	1640
§ Swanton Morley, adj Worthing Road	—	0736	0841	41		1341	1441	1541	1641
§ Swanton Morley, adj Hannah Road	—	0737	0842	42		1342	1442	1542	1642
§ Swanton Morley, opp Green	—	0738	0843	43		1343	1443	1543	1643
Swanton Morley, opp Post Office	—	0741	0846	46		1346	1446	1546	1646
§ Swanton Morley, adj Greengate	—	0741	0846	46		1346	1446	1546	1646
§ Dereham, opp Swanton Avenue	—	0748	0853	53		1353	1453	1553	1653
Dereham, Market Place (S-bound)	arr	—	0753	0855		1355	1455	1555	1655
Dereham, Market Place (S-bound)	dep	0710	0755	0900		1400	1500	1600	1705
§ Dereham, adj St Nicholas Street		0710	0755	0901		1401	1501	1601	1706
§ Dereham, opp John Bates Close		0711	0756	0902		1402	1502	1602	1707
§ Dereham, opp Morrisons		0712	0757	0903		1403	1503	1603	1708
§ Dereham, opp Homebase		0712	0758	0904		1404	1504	1604	1709
Dereham, adj Tesco				0908		1408	1508	1608	1713
§ Dereham, adj Handel Drive		0714	0759	0908		1408	1508	1608	1713
§ Dereham, opp 76 Yaxham Road		0714	0800	0908		1408	1508	1608	1713
§ Dereham, opp Westfield Lane		0715	0801	0908		1408	1508	1608	1713
Yaxham, opp Bus Shelter		0718	0803	0912		1412	1512	1613	1717
§ Yaxham, opp Elm Close		0718	0804	0912		1412	1512	1613	1717
§ Clint Green, opp Well Hill		0721	0807	0914		1414	1514	1614	1719
§ Mattishall, opp Rayners Way		0725	0811	0918		1418	1518	1618	1723
§ Mattishall, opp Cedar Rise		0726	0812	0920		1420	1520	1620	1725
Mattishall, opp Church		0727	0813	0922		1422	1522	1625	1727
§ Mattishall, adj Council Houses		0727	0814	0923	then	1423	1523	1626	1728
East Tuddenham, adj Pump		0731	0818	0926	at	1426	1526	1630	1731
§ Honingham, adj Colton Road		0735	0823	0929	these	1429	1529	1633	1734
Easton, adj Chez Denis		0738	0826	0933	mins	1433	1533	1638	
§ Easton, opp Bawburgh Road		0739	0829	0934	past	1434	1534	1638	1738
§ New Costessey, opp Showground		0740	0830	0935	each	1435	1535	1639	1740
§ New Costessey, adj Travel Inn		0741	0831	0936	hour	1436	1536	1640	1740
§ Colney, adj Wood Burial Park		0745	0838	0942		1442	1543	1643	1745
§ Norwich Research Park, opp John Innes Institute		0748	0842	0944		1444	1547	1647	1747
Norfolk & Norwich University Hospital, Forecourt (Stand A)		0750	0844	0947		1447	1550	1654	1750
§ Norwich Research Park, adj John Innes Institute		0752	0847	0950		1450	1553	1657	1752
§ Colney, adj church		0753	0848	0951		1451	1554	1658	1753
§ Colney, adj Old Watton Road		0754	0849	0952		1452	1555	1659	1754
§ University of East Anglia, opp Enterprise Centre		0756	0851	0954		1454	1558	1701	1756
University of East Anglia, University Drive (Stop A)		0757	0852	0957		1457	1600	1705	1800
§ University of East Anglia, opp University Entrance		0759	0854	0957		1457	1601	1706	1801
§ Norwich, adj North Park Avenue		0759	0854	0957		1457	1601	1706	1801
§ Eaton, adj Norvic Drive		0800	0855	0958		1458	1603	1708	1801
Eaton, adj Slip Road		0801	0856	1001		1501	1604	1710	1804
§ Norwich, opp Elveden Close		0802	0858	1001		1501	1604	1710	1804
§ Norwich, adj Judges Walk		0803	0859	1001		1501	1605	1711	1804
§ Norwich, opp Branksome Road		0803	0859	1001		1501	1605	1711	1804
§ Norwich, adj Leopold Road		0804	0859	1002		1502	1606	1712	1805
§ Norwich, opp Lime Tree Road		0804	0859	1002		1502	1607	1713	1806
§ Norwich, adj Albemarle Road		0804	0859	1002		1502	1607	1713	1806
Norwich, opp Town Close Road		0805	0900	1005		1505	1609	1715	1808
§ Norwich, adj Eagle Walk		0807	0903	1005		1505	1609	1715	1808
§ Norwich, adj Brunswick Road		0807	0903	1006		1506	1610	1716	1808
§ Norwich, adj St Stephens Square		0808	0903	1007		1507	1611	1718	1809
Norwich City Centre, Bus Station (Stand A)		0809	0904	1011		1511	1615	1720	1813

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Timetable valid from 05/01/2020 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Sundays

	dep	0830	1030	1230	1430	1630
Dereham, Market Place (S-bound)						
§ Dereham, adj St Nicholas Street		0830	1030	1230	1430	1630
§ Dereham, opp John Bates Close		0831	1031	1231	1431	1631
§ Dereham, opp Morrisons		0832	1032	1232	1432	1632
§ Dereham, opp Homebase		0833	1033	1233	1433	1633
§ Dereham, adj Handel Drive		0835	1035	1235	1435	1635
§ Dereham, opp 76 Yaxham Road		0836	1036	1236	1436	1636
§ Dereham, opp Westfield Lane		0836	1036	1236	1436	1636
Yaxham, opp Bus Shelter		0840	1040	1240	1440	1640
§ Yaxham, opp Elm Close		0840	1040	1240	1440	1640
§ Clint Green, opp Well Hill		0842	1042	1242	1442	1642
§ Mattishall, opp Rayners Way		0846	1046	1246	1446	1646
§ Mattishall, opp Cedar Rise		0847	1047	1247	1447	1647
Mattishall, opp Church		0848	1048	1248	1448	1648
§ Mattishall, adj Council Houses		0848	1048	1248	1448	1648
East Tuddenham, adj Pump		0852	1052	1252	1452	1652
§ Honingham, adj Colton Road		0856	1056	1256	1456	1656
Easton, adj Chez Denis		0859	1059	1259	1459	1659
§ Easton, opp Bawburgh Road		0859	1059	1259	1459	1659
§ New Costessey, opp Showground		0900	1100	1300	1500	1700
§ New Costessey, adj Travel Inn		0901	1101	1301	1501	1701
§ Colney, adj Wood Burial Park		0905	1105	1305	1505	1705
§ Norwich Research Park, opp John Innes Institute		0908	1108	1308	1508	1708
Norfolk & Norwich University Hospital, Forecourt (Stand A)		0910	1110	1310	1510	1710
§ Norwich Research Park, adj John Innes Institute		0911	1111	1311	1511	1711
§ Colney, adj church		0912	1112	1312	1512	1712
§ Colney, adj Old Watton Road		0912	1112	1312	1512	1712
§ University of East Anglia, opp Enterprise Centre		0914	1114	1314	1514	1714
University of East Anglia, University Drive (Stop A)		0915	1115	1315	1515	1715
§ University of East Anglia, opp University Entrance		0915	1115	1315	1515	1715
§ Norwich, adj North Park Avenue		0916	1116	1316	1516	1716
§ Eaton, adj Norvic Drive		0917	1117	1317	1517	1717
Eaton, adj Slip Road		0918	1118	1318	1518	1718
§ Norwich, opp Elveden Close		0918	1118	1318	1518	1718
§ Norwich, adj Judges Walk		0919	1119	1319	1519	1719
§ Norwich, opp Branksome Road		0919	1119	1319	1519	1719
§ Norwich, adj Leopold Road		0920	1120	1320	1520	1720
§ Norwich, opp Lime Tree Road		0920	1120	1320	1520	1720
§ Norwich, adj Albemarle Road		0920	1120	1320	1520	1720
Norwich, opp Town Close Road		0921	1121	1321	1521	1721
§ Norwich, adj Eagle Walk		0922	1122	1322	1522	1722
§ Norwich, adj Brunswick Road		0922	1122	1322	1522	1722
§ Norwich, adj St Stephens Square		0923	1123	1323	1523	1723
Norwich City Centre, Bus Station (Stand A)		0926	1126	1326	1526	1726

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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
NFODPATP	Norwich City Centre, Bus Station (Stand A)	Surrey Street	2900N12901
NFODGWGT	Norwich City Centre, St Stephens Street (Stop BR)	St Stephens Street	2900N12101
NFODJGAT	Norwich, opp St Stephens Square		2900N12264
NFODJMTW	Norwich, opp Brunswick Road		2900N12346
NFODJMWA	Norwich, opp Eagle Walk		2900N12347
NFODJMVG	Norwich, opp Albarnele Road	Newmarket Road	2900N12349
NFODJPAD	Norwich, adj Lime Tree Road		2900N12354
NFODJPAG	Norwich, opp Leopold Road	Newmarket Road	2900N12355
NFODJPAJ	Norwich, adj Branksome Road	Newmarket Road	2900N12356
NFODJPAP	Norwich, opp Judges Walk	Newmarket Road	2900N12358
NFODJPDA	Norwich, adj Elveden Close	Newmarket Road	2900N12360
NFODJADJ	Eaton, adj The Cellarhouse		2900N12141
NFODJTGW	Norwich, opp North Park Avenue	Bluebell Road	2900N12421
NFODJTD	University of East Anglia, adj University Entrance	Bluebell Road	2900N12423
NFODJGPD	University of East Anglia, University Drive (Stop C)		2900N12287
NFOGTPAD	University of East Anglia, adj Enterprise Centre		2900N129101
NFOGDMJ	Colney, opp Old Watton Road	Watton Road	2900C2362
NFOAJPAG	Colney, opp church	Watton Road	2900C236
NFOAJPAD	Norwich Research Park, opp John Innes Institute		2900C235
NFOAJPAM	Norfolk & Norwich University Hospital, Forecourt (Stand B)	Forecourt	2900C238
NFOAJPAJ	Norfolk & Norwich University Hospital, Forecourt (Stand A)	Forecourt	2900C237
NFOAJMWM	Norwich Research Park, adj John Innes Institute		2900C232
NFOGTGAJ	Colney, opp Wood Burial Park	Watton Road	2900C3540
NFOAJWAM	New Costessey, opp Travel Inn	Easton Road	2900C2774
NFOAJWAG	New Costessey, adj Showground	Dereham Road	2900C2772
NFOAPAMP	Easton, adj Bawburgh Road	Dereham Road	2900E024
NFOAPAMJ	Easton, opp Chez Denis	Dereham Road	2900E023
NFOGMDMA	Honingham, opp Colton Road	Mattishall Road	2900H424
NFOGPAPM	East Tuddenham, opp Tilney road	The Street	2900T344
NFOGAMPD	East Tuddenham, opp Pump	The Street	2900T342
NFODGJMG	Mattishall, adj Church	Dereham Road	2900M091
NFOGMWJD	Mattishall, adj Cedar Rise	Dereham Road	2900M0100
NFOGMPDM	Mattishall, adj Welgate Road	Dereham Road	2900M099
NFOGMWJG	Mattishall, adj Dereham Road	Dereham Road	2900M0101
NFOGTPTJ	Clint Green, adj Old Public House	Norwich Road	2900Y0131
NFOGJMTD	Clint Green, adj Well Hill	Norwich Road	2900Y015
NFOGJMTJ	Yaxham, adj Elm Close	Norwich Road	2900Y017
NFOGJMPT	Yaxham, adj Bus Shelter	Norwich Road	2900Y011
NFOGMDTW	Yaxham, opp Station Road	Dereham Road	2900Y018
NFOGPDJD	Yaxham, adj Station Road	Dereham Road	2900Y019
NFOAMTJW	Dereham, adj Westfield Lane	Yaxham Road	2900D1589
NFOAMTMD	Dereham, o/s 76 Yaxham Road	Yaxham Road	2900D1590
NFOAMTMJ	Dereham, opp Handel Drive	Yaxham Road	2900D1592
NFOAMPJP	Dereham, adj Tesco	Car Park	2900D1538
NFOAMTJD	Dereham, adj Homepage	Yaxham Road	2900D1584
NFOAMPDP	Dereham, adj Swan Road	London Road	2900D152
NFOAMTDG	Dereham, opp Banyard Place	London Road	2900D1570
NFOAMJWJ	Dereham, Market Place (N-bound)	Market Place	2900D151
NFOAMPTP	Dereham, opp Market Place	Wellington Road	2900D1553
NFOAMPWT	Dereham, adj Swanton Avenue	Swanton Road	2900D1561
NFOAMPGD	Dereham, adj Northgate High School	Cemetery Road	2900D1528
NFOAMPGJ	Dereham, adj Sixth Form Centre	Crown Road	2900D1529
NFOAMPGW	Dereham, adj Neatherd High School	Norwich Road	2900D1533
NFOAMPTA	Etling Green, adj Grange Farm	Norwich Road	2900D1548
NFOGPAPW	Swanton Morley, opp Greengate	Greengate	2900S670
NFODWDWT	Swanton Morley, adj Post Office	Gooseberry Hill	2900S661
NFOGPATD	Swanton Morley, adj Green	Town Street	2900S674
NFODWGAT	Swanton Morley, opp Hannah Road	Hannah Road	2900S668
NFODWGAM	Swanton Morley, opp Worthing Road	Worthing Road	2900S666
NFODWGAD	Swanton Morley, adj Barracks	South Avenue	2900S662
NFOGPTDJ	Dereham, opp Greenfields Road	Norwich Road	2900D1567



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SMS Code	Stop Name	Street	ATCO Code
NFODWGAD	Swanton Morley, adj Barracks	South Avenue	2900S662
NFOGPAPT	Swanton Morley, adj South Avenue	South Avenue	2900S669
NFODWGAG	Swanton Morley, adj Worthing Road	Worthing Road	2900S664
NFODWGAP	Swanton Morley, adj Hannah Road	Hannah Road	2900S667
NFOGPATG	Swanton Morley, opp Green	Town Street	2900S675
NFODWGAI	Swanton Morley, opp Post Office	Gooseberry Hill	2900S665
NFOAMTMA	Etling Green, opp Grange Farm	Norwich Road	2900D159
NFOAMPGW	Dereham, adj Neatherd High School	Norwich Road	2900D1533
NFOAMTPA	Dereham, adj Greenfields Road	Norwich Road	2900D1596
NFOAMTAJ	Dereham, opp Sixth Form Centre	Crown Road	2900D1564
NFOAMPGD	Dereham, adj Northgate High School	Cemetery Road	2900D1528
NFOGPATA	Swanton Morley, adj Greengate	Greengate	2900S673
NFOAMTAD	Dereham, opp Swanton Avenue	Swanton Road	2900D1562
NFOAMPMA	Dereham, Market Place (S-bound)	Market Place	2900D1540
NFOGPGJM	Dereham, adj St Nicholas Street	Wellington Street	2900D15533
NFOGPGMT	Dereham, opp John Bates Close	Matsell Way	2900D15778
NFOAMTAP	Dereham, opp Morrisons	Station Road	2900D1566
NFOAMTJG	Dereham, opp Homebase	Yaxham Road	2900D1585
NFOAMPJP	Dereham, adj Tesco	Car Park	2900D1538
NFOAMTMP	Dereham, adj Handel Drive	Yaxham Road	2900D1593
NFOAMTMG	Dereham, opp 76 Yaxham Road	Yaxham Road	2900D1591
NFOAMTJT	Dereham, opp Westfield Lane	Yaxham Road	2900D1588
NFOGJMTA	Yaxham, opp Bus Shelter	Norwich Road	2900Y014
NFOGJMTG	Yaxham, opp Elm Close	Norwich Road	2900Y016
NFOGJMPW	Clint Green, opp Well Hill	Norwich Road	2900Y013
NFOGPAGP	Mattishall, opp Rayners Way	Dereham Road	2900M0102
NFODGJPA	Mattishall, opp Cedar Rise	Dereham Road	2900M097
NFODGJMT	Mattishall, opp Church	Dereham Road	2900M095
NFODGJMJ	Mattishall, adj Council Houses	Norwich Road	2900M093
NFOGAMPA	East Tuddenham, adj Pump	The Street	2900T341
NFOGMDJW	Honingham, adj Colton Road	Mattishall Road	2900H423
NFOAPAMD	Easton, adj Chez Denis	Dereham Road	2900E021
NFOAPAMT	Easton, opp Bawburgh Road	Dereham Road	2900E025
NFOAJWJW	New Costessey, opp Showground	Dereham Road	2900C2773
NFOAJWAP	New Costessey, adj Travel Inn	Easton Road	2900C2775
NFOGTGAG	Colney, adj Wood Burial Park	Watton Road	2900C3539
NFOAJPAD	Norwich Research Park, opp John Innes Institute		2900C235
NFOAJPAJ	Norfolk & Norwich University Hospital, Forecourt (Stand A)	Forecourt	2900C237
NFOAJMWM	Norwich Research Park, adj John Innes Institute		2900C232
NFOAJMWJ	Colney, adj church	Watton Road	2900C231
NFOGTDMG	Colney, adj Old Watton Road	Watton Road	2900C2361
NFOGTMWT	University of East Anglia, opp Enterprise Centre		2900N129100
NFODJGPA	University of East Anglia, University Drive (Stop A)		2900N12286
NFODJTJG	University of East Anglia, opp University Entrance	Bluebell Road	2900N12424
NFODJTJA	Norwich, adj North Park Avenue		2900N12422
NFOGDTM	Eaton, adj Norvic Drive	Bluebell Road	2900N12800
NFODJDWP	Eaton, adj Slip Road	Bypass	2900N12258
NFODJPDG	Norwich, opp Elveden Close		2900N12361
NFODJPAT	Norwich, adj Judges Walk		2900N12359
NFODJPAM	Norwich, opp Branksome Road		2900N12357
NFODJMWT	Norwich, adj Leopold Road		2900N12353
NFODJMWM	Norwich, opp Lime Tree Road		2900N12351
NFODJMWP	Norwich, adj Albemarle Road		2900N12352
NFODJMWJ	Norwich, opp Town Close Road		2900N12350
NFODJMWD	Norwich, adj Eagle Walk		2900N12348
NFODJMTP	Norwich, adj Brunswick Road		2900N12345
NFODJAJM	Norwich, adj St Stephens Square		2900N12165
NFODPATP	Norwich City Centre, Bus Station (Stand A)	Surrey Street	2900N12901

**4****Norwich - N&NU Hospital - Mattishall - Dereham - Swanton Morley**

Konectbus

Important information related to service 4 at 18:21:48 on 21st February 2020**Not all connections use the same bus - please double check***Valid from -1-1 on 23 Sep 2019 until 2359 on 31 Dec 2019***Affected stops:*****Norwich City Centre, Bus Station***

Please be aware that there is an error in our data this week for services 4 and 501.

We are showing the connection from the 501 onto the 4 at Norwich Bus Station (and from the 4 onto the 501 in reverse) as a "stay seated" connection for all trips, but it is only those 501 trips that terminate at or start from Norwich Bus Station.

When planning a journey from the Airport P&R towards N&NU, please look at the "towards" note on the 501 leg. If it says "towards Thickthorn P&R" then you will need to change buses in Norwich and not remain on the 501.

Alternatively, please ask the driver on boarding.

Our apologies for this issue, which we will correct for our data build next week.

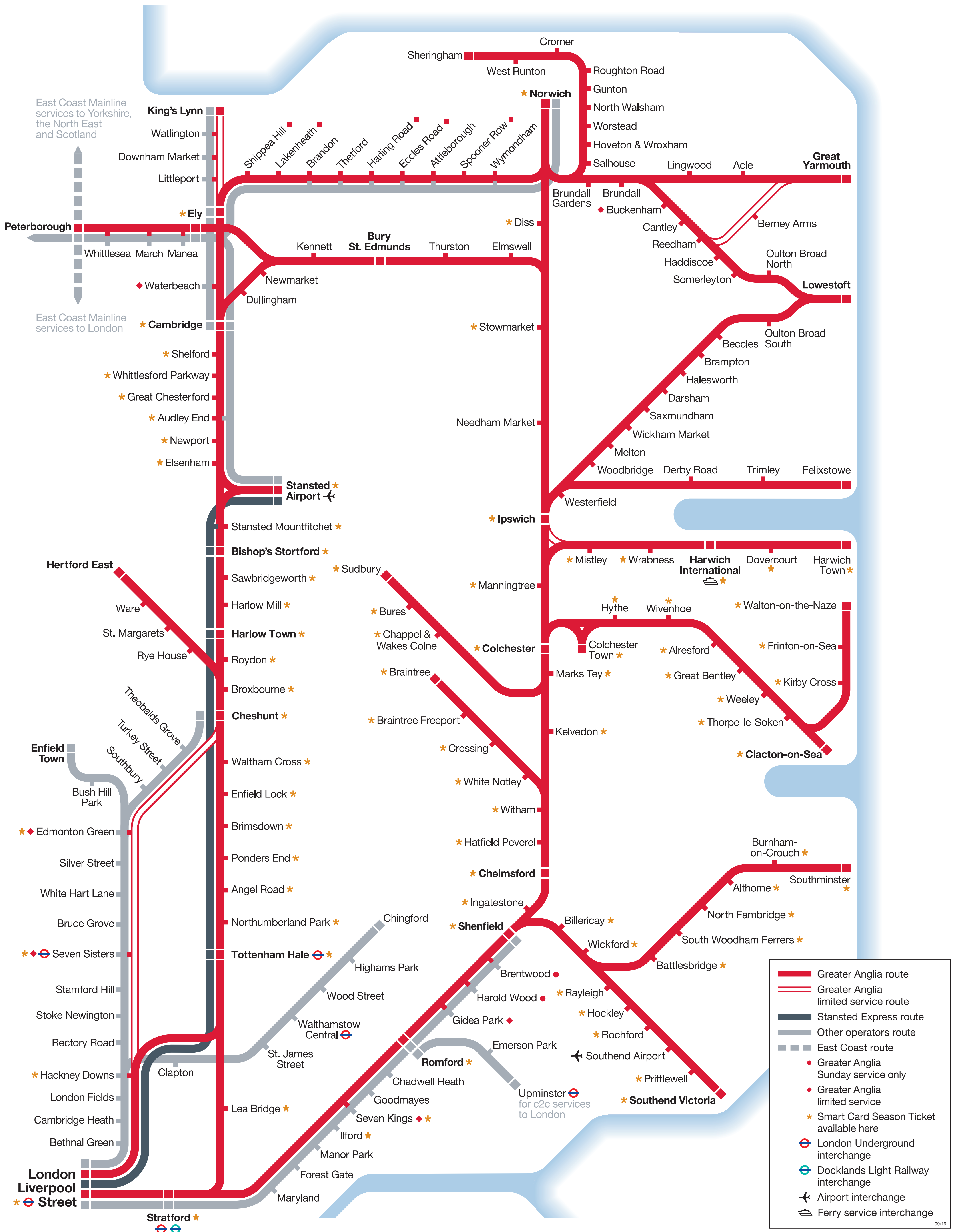
Timetables

Select a timetable using the bookmarks (on the left of this page). Choose the direction and day of travel you require. Stop and Street Names and SMS codes are also available.

Appendix 5

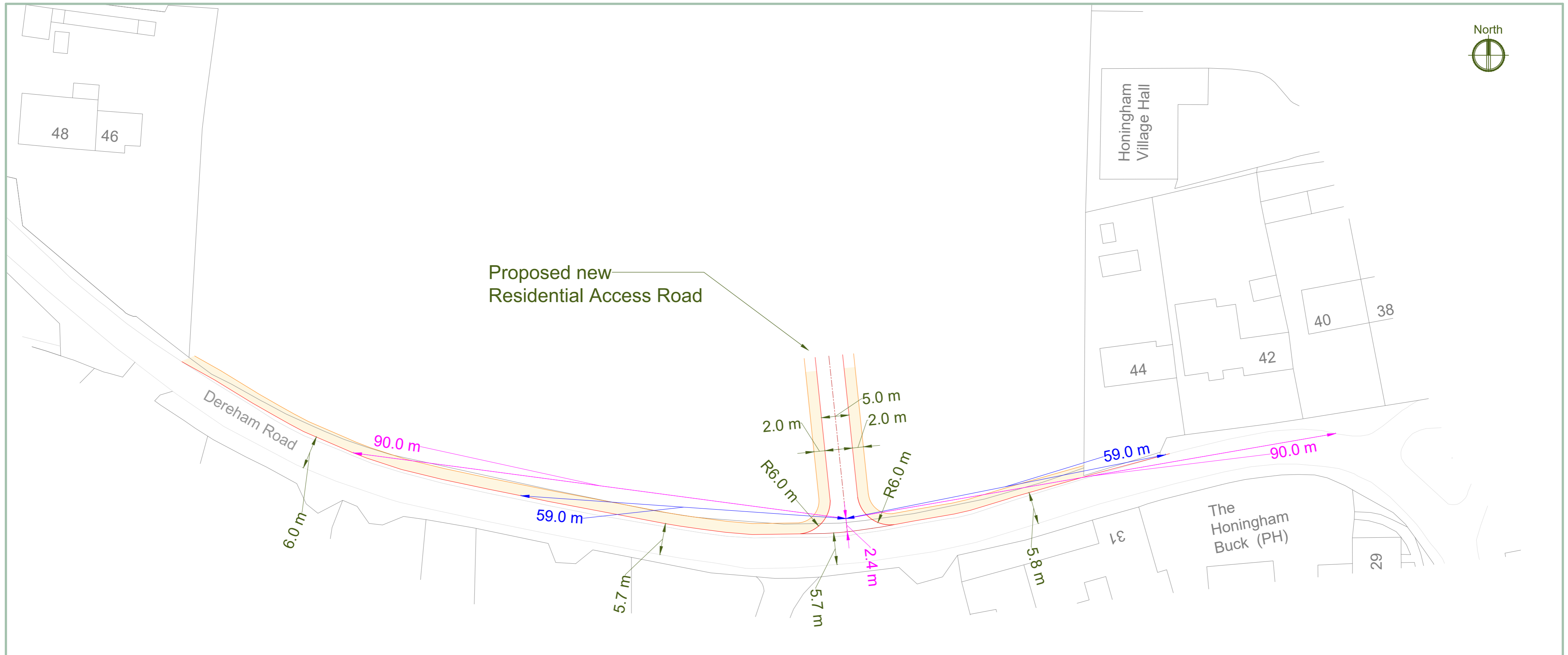
Rail Information

Network route map



Appendix 6

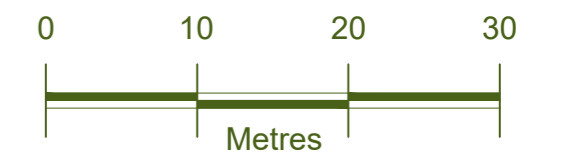
Appraisal Site Access Road Plans




Visibility Splays for Dereham Road 30mph speed limit:

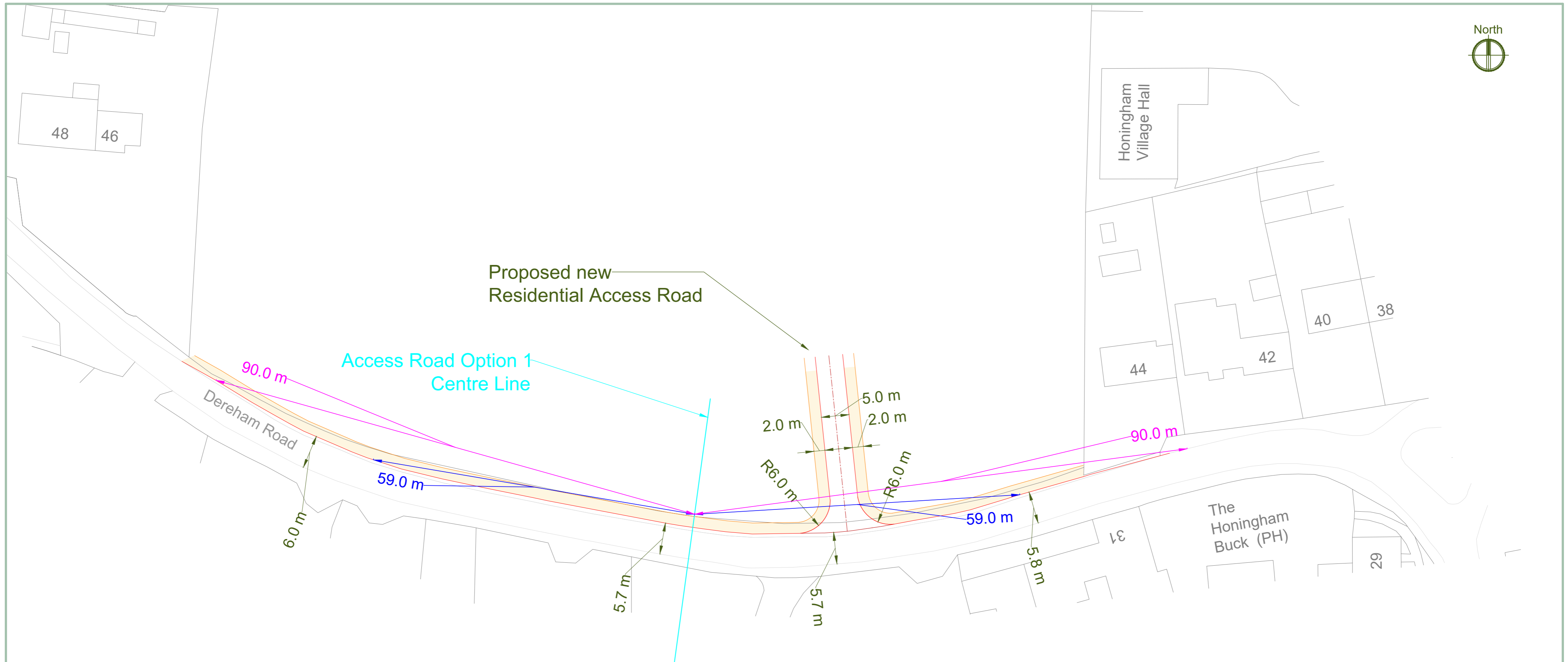
DMRB = 2.4m x 90m

Manual for Streets = 2.4m x 59m



Extract of the Ordnance Survey National Geographic Database is Crown Copyright 2020. UPR : vx / 427305 / 579417

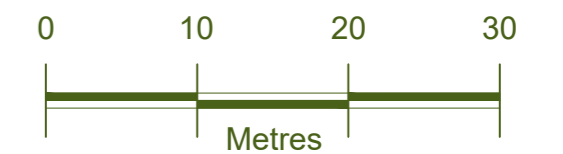
project Access Appraisal of GNLP Site: GNLP2176		drawing title General Arrangement - Proposed New Residential Development Access Road					
client The Rampton Property Trust		project number bd / 2053 / 01	drawn by sc			checked by ad	
Do not scale from this drawing. All dimensions to be confirmed on site by the contractor. Copyright © Orari Limited 2020 - All Rights Reserved.		Orari Limited. Tel : 077 99 637 839	Unit 8, Home Farm Business Park Norwich Road, Marsham, Norfolk. NR10 5PQ	scale 1 : 500 @ A2	date 2020 / 02 / 28	drawing number 2053 / 01 / 121	drawing revision 0




Visibility Splays for Dereham Road 30mph speed limit:

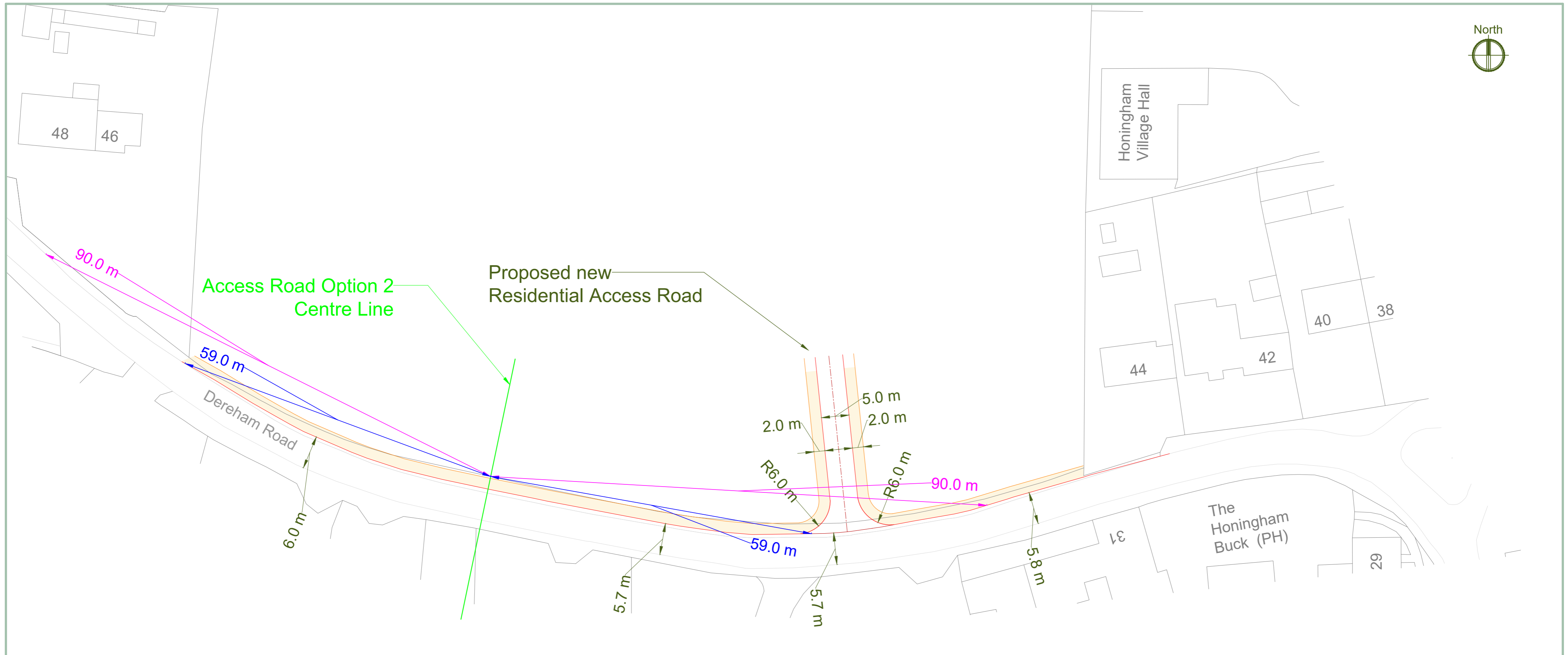
DMRB = 2.4m x 90m

Manual for Streets = 2.4m x 59m



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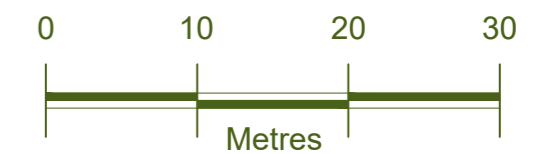
project Access Appraisal of GNLP Site: GNLP2176		drawing title General Arrangement - Proposed New Residential Development Access Road - Option 1			
client The Rampton Property Trust		project number bd / 2053 / 01	drawn by sc		
Do not scale from this drawing. All dimensions to be confirmed on site by the contractor. Copyright © Orari Limited 2020 - All Rights Reserved.		Orari Limited. Tel : 077 99 637 839	Unit 8, Home Farm Business Park Norwich Road, Marsham, Norfolk. NR10 5PQ	scale 1 : 500 @ A2	date 2020 / 02 / 28
				drawing number 2053 / 01 / 122	drawing revision 0




Visibility Splays for Dereham Road 30mph speed limit:

DMRB = 2.4m x 90m

Manual for Streets = 2.4m x 59m

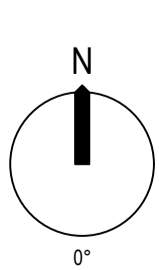


Extract of the Ordnance Survey National Geographic Database is Crown Copyright 2020. UPR : vx / 427305 / 579417

project Access Appraisal of GNLP Site: GNLP2176		drawing title General Arrangement - Proposed New Residential Development Access Road - Option 2			
client The Rampton Property Trust		project number bd / 2053 / 01	drawn by sc		
Do not scale from this drawing. All dimensions to be confirmed on site by the contractor. Copyright © Orari Limited 2020 - All Rights Reserved.		Orari Limited. Tel : 077 99 637 839	Unit 8, Home Farm Business Park Norwich Road, Marsham, Norfolk. NR10 5PQ	scale 1 : 500 @ A2	date 2020 / 02 / 28
				drawing number 2053 / 01 / 123	drawing revision 0

Appendix 7

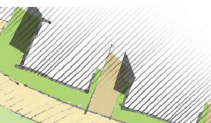


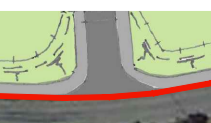

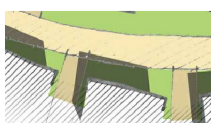
Indicative Residential Development Layout Plan



Rev	Date	CHK	DRW	Revision Description
A00	10.03.20	je	je	Issue for allocation purposes

REF	HEALTH AND SAFETY INFORMATION - CONSTRUCTION RISKS
XXX	

Legend

-  Proposed building parcels
-  Public Open Space
-  Site Extent shown red [1.356ha]
-  Type 3 access road
-  Shared-surface private roads
-  Private drives

Feilden+Mawson

21-27 Lamb's Conduit Street London WC1N 3NL tel: 020 7841 1980
 1 Ferry Road Norwich NR1 1SU tel: 01603 626271
 6 Clifton Court Cambridge CB1 7BN tel: 01223 350567
 email: info@feildenmawson.com www.feildenmawson.com

DRAWING
 Proposed Site Allocation
 Concept Masterplan

CLIENT FW Properties
 JOB Land off Dereham Road, Honingham

RIBA Stage 0			
S2	Issue for Information		
JOB 9225	PAPER A1/A3	SCALE	500/1000

Drawing Number
9225- FM- XX- XX- DR- A- SK01- A00

Appendix 8

TRICS Data

Calculation Reference: AUDIT-259601-200227-0247

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	3 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 7 to 24 (units:)
 Range Selected by User: 7 to 25 (units:)

Parking Spaces Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/06/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	4 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	9
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	9 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-08 WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>	DETACHED	CESHIRE	<i>Survey Type: MANUAL</i>
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>	TERRACED HOUSES	CESHIRE	<i>Survey Type: MANUAL</i>
3	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>	TOWN HOUSES	CESHIRE	<i>Survey Type: MANUAL</i>
4	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 <i>Survey date: TUESDAY 18/09/12</i>	SEMI DETACHED	LINCOLNSHIRE	<i>Survey Type: MANUAL</i>
5	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>	DETACHED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
6	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 <i>Survey date: TUESDAY 18/10/11</i>	DETACHED & SEMI DET.	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
7	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>	PRIVATE HOUSING	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
8	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>	TERRACED HOUSES	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
9	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>	DETACHED & BUNGALOWS	SUFFOLK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone

Total Number of dwellings: 18

Survey date: WEDNESDAY

09/09/15

Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 20 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	10	17	0.076	1.512	10	17	0.337	6.744	10	17	0.413	8.256
08:00 - 09:00	10	17	0.140	2.791	10	17	0.430	8.605	10	17	0.570	11.396
09:00 - 10:00	10	17	0.169	3.372	10	17	0.180	3.605	10	17	0.349	6.977
10:00 - 11:00	10	17	0.163	3.256	10	17	0.151	3.023	10	17	0.314	6.279
11:00 - 12:00	10	17	0.134	2.674	10	17	0.122	2.442	10	17	0.256	5.116
12:00 - 13:00	10	17	0.174	3.488	10	17	0.180	3.605	10	17	0.354	7.093
13:00 - 14:00	10	17	0.145	2.907	10	17	0.157	3.140	10	17	0.302	6.047
14:00 - 15:00	10	17	0.151	3.023	10	17	0.180	3.605	10	17	0.331	6.628
15:00 - 16:00	10	17	0.256	5.116	10	17	0.227	4.535	10	17	0.483	9.651
16:00 - 17:00	10	17	0.285	5.698	10	17	0.186	3.721	10	17	0.471	9.419
17:00 - 18:00	10	17	0.378	7.558	10	17	0.145	2.907	10	17	0.523	10.465
18:00 - 19:00	10	17	0.256	5.116	10	17	0.105	2.093	10	17	0.361	7.209
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.327	46.511			2.400	48.025			4.727	94.536

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected: 7 - 24 (units:)
 Survey date range: 01/01/11 - 06/06/19
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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APPENDIX B

ORARI REPORT (MARCH 2021)



Technical Note 01

client :	The Rampton Property Trust
project :	Land North of Dereham Road, Honingham, Norfolk. (Greater Norwich Local Plan Site Ref : GNLP 2176).
date :	March 2021

Technical Note 01

Land North of Dereham Road, Honingham, Norfolk.
(Greater Norwich Local Plan Site Ref : GNLP 2176).

The Rampton Property Trust



Revision	Description	Issued by	Date	Checked by
00	First Draft	SC	2021 / 03 / 02	CL

This report has been prepared with reasonable skill, care, and diligence for the sole benefit, use and information of The Rampton Property Trust (The Client) for the purposes set out in The Client's instructions that commissioned it, and is issued in commercial confidence. It should not be relied upon by any other party or used for any other purpose. The liability of Orari Limited in respect of the information, designs, design concepts and proposals contained within this report will not extend to any third party.

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author : **Susan Challis** BSc BTh CMILT MCIHT MAPM CF FRSA

date : **2021 March 02**

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Chapter	Title	Page
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2	The Appraisal Site – GNLP Stage C Regulation 18 Consultation	2
3	GNLP Regulation 19 <i>Pre-Submission Draft Plan</i>	4
4	NCC School Bus Provision for Honingham Residents	5
5	GNLP Sustainability Appraisal & Strategic Environmental Assessment	10
6	Rejection of GNLP Site 2176 from the GNLP Regulation 19 <i>Pre-submission Draft Plan</i>	12
7	Summary	14
8	Conclusions	18
	Appendices	19

Appendices

Appendix 1	Site Location Plans
Appendix 2	Extract from the GNLP <i>Regulation 19 Pre-submission Draft Plan</i> 'Easton and Honingham Booklet'.
Appendix 3	Extract of the GNLP ' <i>Evidence Base Appendix B</i> ' 'Tables of Unallocated Sites with reasons for rejection'
Appendix 4	Norfolk County Council's ' <i>Home to School and College Transport Policy</i> ', 2020 / 2021
Appendix 5	Map - NCC ' <i>School Bus</i> ' route for St Peter's Church of England Primary Academy, Easton
Appendix 6	Map - NCC ' <i>School Bus</i> ' route for Ormiston Victory Academy, Costessey, Norwich
Appendix 7	Map - NCC ' <i>School Bus</i> ' route for Dereham High Schools
Appendix 8	Extract of Volume 3 of the GNLP Sustainability Appraisal and Strategic Environmental Assessment
Appendix 9	Extract of Highways England's proposed A47 North Tuddenham to Easton Improvement Scheme plan

Technical Note 01

Land North of Dereham Road, Honingham, Norfolk.
(Greater Norwich Local Plan Site Ref : GNLP 2176).

The Rampton Property Trust



List of Acronyms used within this report

BDC	Broadland District Council
GNLP	Greater Norwich Local Plan
NCC	Norfolk County Council
NPPF	National Planning Policy Framework
SA / SEA	Sustainability Appraisal and Strategic Environmental Assessment

1. Introduction

Background

- 1.1 Orari Limited has been instructed by Bidwells LLP (Norwich Office) on behalf of The Rampton Property Trust ('The Client') to review a Greater Norwich Local Plan Site (GNLP Site 2176), that is located within Honingham, Norfolk.
- 1.2 GNLP Site 2176 (the Appraisal Site) is located north of Dereham Road, Honingham, Norfolk, between properties numbered 44 and 46 Dereham Road, as shown on the plans attached at Appendix 1.
- 1.3 The Appraisal Site was designated as '*Preferred Site, GNLP Site 2176*' within the GNLP '*Stage C Regulation 18 Draft Plan*' public consultation, that was held between 29th January – 16th March 2020.
- 1.4 However, the Appraisal Site has subsequently been removed from the current GNLP '*Regulation 19 Pre-submission Draft Plan*' that is subject to public consultation between 1st February – 15th March 2021.
- 1.5 This Technical Note report is required to support a submission regarding the Appraisal Site that will be made by Bidwells LLP, on behalf of The Client, in March 2021, in response to the GNLP '*Regulation 19 Pre-submission Draft Plan public consultation*'.

Brief

- 1.6 The purpose of this Technical Note is to determine whether the transportation rationale for excluding the Appraisal Site from the GNLP '*Regulation 19 Pre-submission Draft Plan*' is appropriate, realistic, and sensible.
- 1.7 Our comments below are informed by our March 2020 Access Appraisal report regarding GNLP Site 2176, and our February 2021 desktop review of publicly available information.
- 1.8 Orari Ltd has not formally consulted the GNLP Team or Norfolk County Council (NCC – the Local Highway Authority) regarding the content of this Technical Note, or our conclusions.

2. The Appraisal Site – GNLP Stage C Regulation 18 Consultation

- 2.1 The Client's Appraisal Site occupies a greenfield site of approximately 1.37 hectares on the northern side of Dereham Road, Honingham Norfolk, and was listed as site: "GNLP 2176" within the (29th January – 16th March 2020) GNLP *Stage C Regulation 18 public consultation* documents.
- 2.2 An extract of the GNLP *Stage C Regulation 18 public consultation* document regarding the Appraisal Site is provided within Fig 2.1 below for ease of reference.

POLICY GNLP 2176

Land North of Dereham Road, Honingham (approx. 0.76 ha) is allocated for residential development. This will accommodate at least 12 homes, 33% of which will be affordable.

More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.

The development will be expected to address the following specific matters:

- Vehicular access onto Dereham Road, with a suitable visibility splay, and a frontage design layout that reinforces the existing 30 MPH speed limit.
- Provision of 2.0m wide footways and carriageway widening to 5.5m for the full extent of the frontage.
- The site is within Source Protection Zone 3 and this should be taken into consideration when developing a drainage strategy.
- A design and layout that minimises adverse impact on the nearby heritage assets, notably the listed cottages and war memorial along the Street.

Notes

GNLP2176: This site is preferred for allocation based on the additional work done on school bus routes. The site as promoted is too large, so it is proposed to allocate a smaller area for frontage development only, which would make a natural infill development. Allocation is subject to provision of an adequate carriageway and footway for the full extent of the frontage.

Fig 2.1 extract from the GNLP *Stage C Regulation 18 public consultation* document.

- 2.3 Bidwells LLP submitted a formal 'Consultation Response' report regarding the Appraisal Site (on behalf of The Client) in March 2020, in response to the GNLP Stage C Regulation 18 public consultation.
- 2.4 Bidwells' 'Consultation Response' report demonstrated that the Appraisal Site could be expanded to accommodate at least 25 dwellings, and that GNLP Site 2176 is suitable, available, viable, achievable, and deliverable within the first five years of the GNLP period.
- 2.5 A summary of Bidwells' proposed, revised GNLP 2176 Policy Wording (included within their 'Consultation Response' report) is provided within Fig 2.2 below for ease of reference. The proposed Policy text amendments (cf the original GNLP 2176 Policy wording, provided within Fig 2.1 above) are highlighted in red.

POLICY GNLP 2176

Land North of Dereham Road, Honingham (approx. 1.37 ha) is allocated for residential development. This will accommodate at least 25 homes, 33% of which will be affordable.

More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.

The development will be expected to address the following specific matters:

- Vehicular access onto Dereham Road, with a suitable visibility splay, and a frontage design layout (**without providing individual driveways**) that reinforces the existing 30 MPH speed limit.
- Provision of 2.0m wide footways and carriageway widening to 5.5m for the full extent of the frontage.
- The site is within Source Protection Zone 3 and this should be taken into consideration when developing a drainage strategy.
- A design and layout that minimises adverse impact on the nearby heritage assets, notably the listed cottages and war memorial along the Street.

Fig 2.2 Summary of Bidwells LLP representation regarding GNLP 2176, that was submitted in March 2020, in response to the GNLP Stage C Regulation 18 public consultation document.

3. GNLP Regulation 19 Pre-submission Draft Plan

- 3.1 GNLP Regulation 19 Pre-submission Draft Plan. Part 1, Appendix 5 ('Village Clusters in Broadland') states that Honingham has been 'clustered' with Easton (South Norfolk). And Easton has been included within the 'Norwich Urban Area'.
- 3.2 The current GNLP website 'Evidence Base' includes 'Norwich and Urban Fringe Site Assessment Booklets'. Honingham is included within the 'Easton and Honingham Booklet'. Relevant extracts of the 'Easton and Honingham Booklet' are attached at Appendix 2.
- 3.3 The current GNLP website 'Evidence Base' 'Appendix B - Tables of Unallocated Sites with reasons for rejection' details why GNLP Site 2176 has been excluded from the GNLP Regulation 19 Pre-submission Draft Plan. A summary of the 'Appendix B' information regarding site GNLP 2176 is provided within Fig 3.1 below for ease of reference.

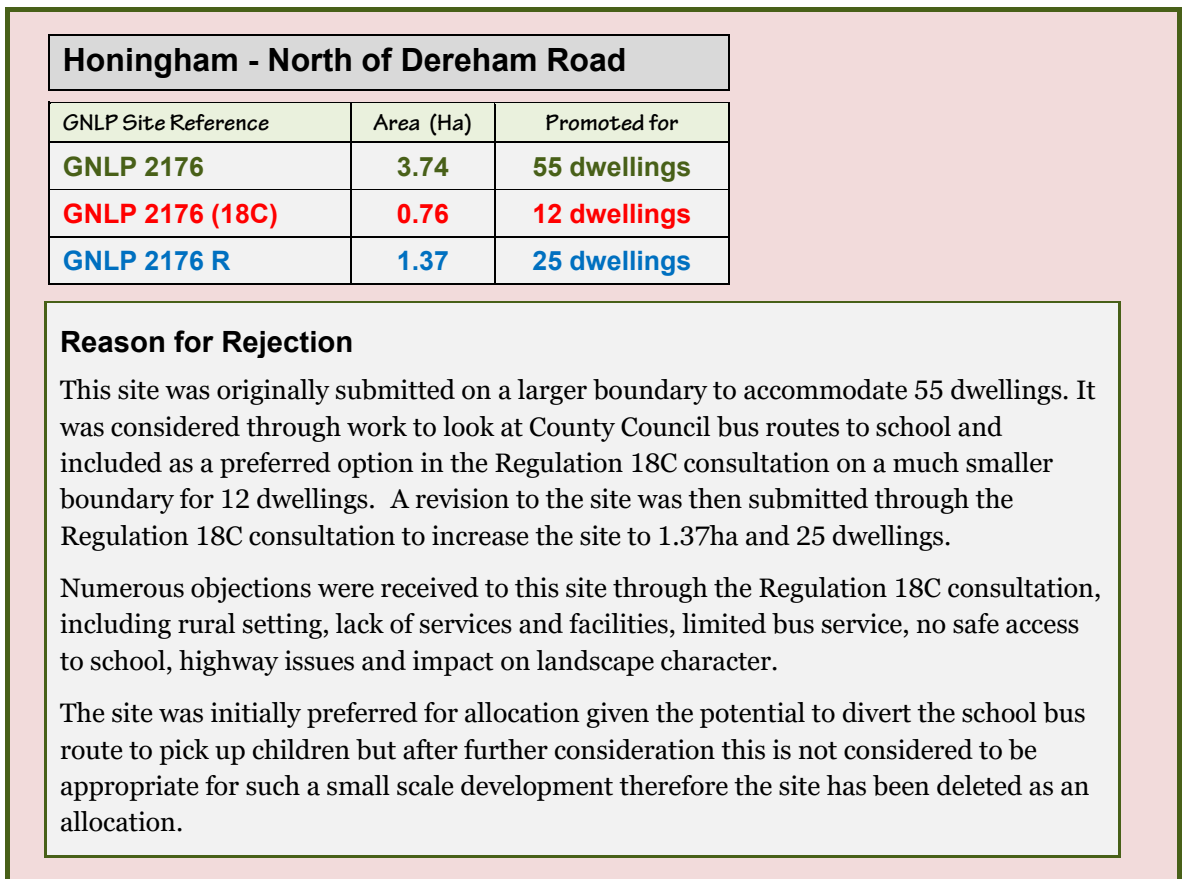


Fig 3.1 extract from GNLP Regulation 19 Pre-submission Draft Plan Appendix B – Urban Fringe 'Unallocated residential sites with reasons for rejection'.

- 3.4 An extract of the GNLP 'Evidence Base Appendix B' document regarding the Site GNLP 2176 is attached at Appendix 3.

4. NCC School Bus Provision for Honingham Residents

Norfolk 'Home to School' Transport Policy

- 4.1 NCC's 'School Bus' provision must comply with the Government's statutory guidance regarding the provision of home to school transport, (e.g. the Department for Education's 'Home to school travel and transport guidance,' July 2014).
- 4.2 NCC's current interpretation of their statutory school/college travel responsibilities is provided within the 2020 / 2021 version of their 'Home to School and College Transport Policy'. A copy of this NCC policy document is attached at Appendix 4.
- 4.3 NCC's 'Home to School and College Transport Policy' document contains a number of caveats, including 'appropriate' walking routes to school et al, but essentially, NCC provides free 'home to school' transport for Norfolk students aged 5 - 16, provided they meet the following basic criteria:
- aged under 8 years, and living more than 2 miles from school; and
 - aged 8 - 16 years, and living more than 3 miles from school.
- 4.4 NCC also provide 'home to education' travel support for students aged 16 - 19 years (again subject to caveats) who attend Norfolk, state-funded institutions, e.g.:
- a school sixth form;
 - a sixth form college;
 - a further education college; or
 - a specialist college (e.g. Easton College, and the University Technical College, Norwich).
- 4.5 In some circumstances, where NCC 's 'School Bus' transport is unavailable, and it proves to be the most cost-effective option, NCC will fund parents to use their own vehicles to transport their children to/from school. Pages 14 - 15 of NCC's 'Home to School and College Transport Policy' document (Appendix 4) reveals that the NCC 'allowance' for such parental transport is currently 50p/mile, and is paid monthly, in arrears, upon receipt of the appropriate claim form.
- 4.6 Norfolk County Council (NCC) website pages regarding NCC 'School Bus' provision have been reviewed. Details of NCC's 'School Bus' provision for current Honingham residents are summarised below.

Primary School Aged Children

- 4.7 Honingham is included within the school 'catchment area' of St Peter's Church of England Primary Academy, Easton.
- 4.8 NCC provides a 'School Bus' to enable Honingham (primary school aged) residents to attend St Peter's Church of England Primary Academy, Easton.

- 4.9 The NCC ‘School Bus’ for St Peter’s Church of England Primary Academy students has one bus stop within Honingham, (on Berrys Lane, near Ailwyn Hall) which is listed as:

“Honingham, Berrys Lane, Ailwyn Hall” (shown on the map extract at Fig 4.1 below)

Pick up : 08.35

Drop Off : 1540

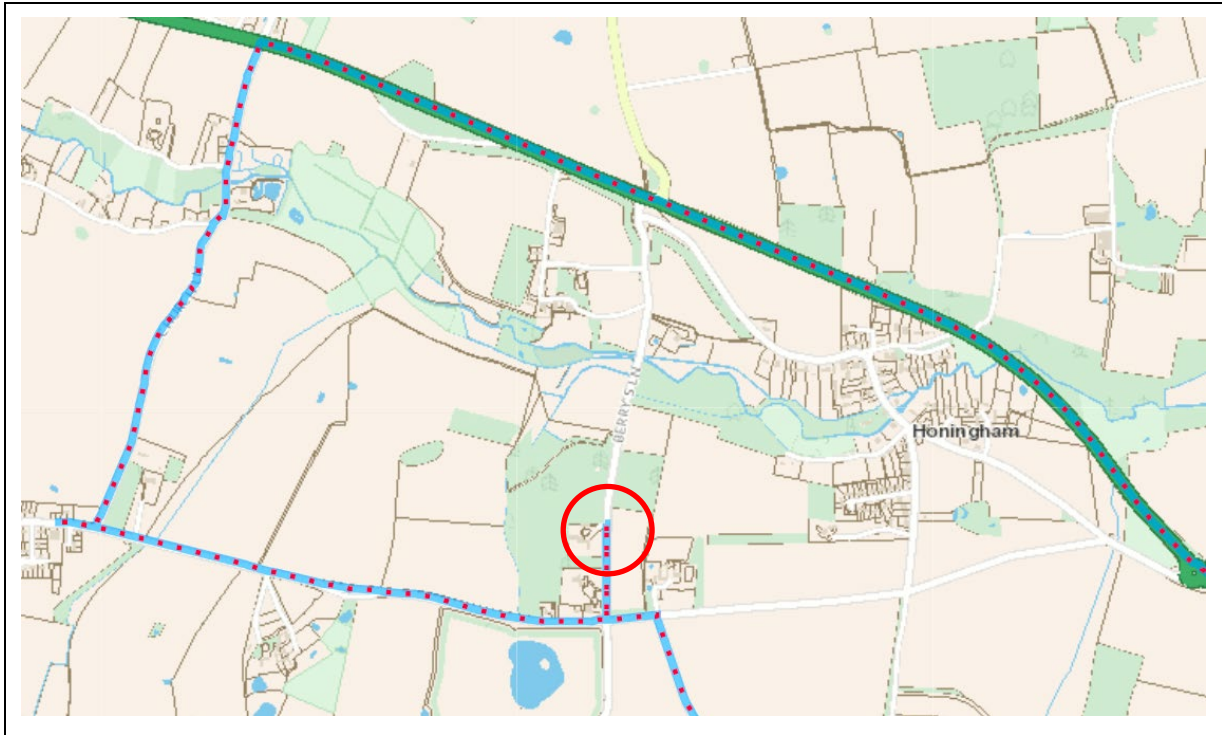


Fig 4.1 – “Honingham, Berrys Lane, Ailwyn Hall” bus stop for NCC ‘School Bus’ route for St Peter’s Church of England Primary Academy, Easton

- 4.10 A copy of a map detailing the route of the NCC ‘School Bus’ that enables Honingham students to travel to St Peter’s Church of England Primary Academy is attached at Appendix 5.
- 4.11 The NCC website reveals that the School Cluster ‘Costessey Cluster CG02’ includes St Peter’s Church of England Primary Academy, Easton (one of four Primary Schools) and the Ormiston Victory Academy, Costessey, Norwich

Secondary School Aged Children – Ormiston Victory Academy

- 4.12 The school ‘catchment area’ of Ormiston Victory Academy, Costessey, Norwich includes St Peter’s Church of England Primary Academy, Easton.
- 4.13 NCC provides a ‘School Bus’ to enable Easton (secondary school aged) residents to attend Ormiston Victory Academy, Costessey, Norwich.

- 4.14 The NCC 'School Bus' for Ormiston Victory Academy students starts at 'Bawburgh, Kings Head', and collects students at various locations within Easton, before travelling to Ormiston Victory Academy, as shown on the map attached at Appendix 6.
- 4.15 The NCC 'School Bus' for Ormiston Victory Academy students does not travel via Honingham, and thus, does not enable Honingham (secondary school aged) residents to travel to Ormiston Victory Academy.

Secondary School Aged Children – Dereham High Schools

- 4.16 NCC provides a 'School Bus' to enable Honingham (secondary school aged) residents to attend Northgate High School and/or Dereham Neatherd High School in Dereham.
- 4.17 The NCC 'School Bus' for Dereham High Schools students has one bus stop within Honingham, (on Mattishall Road, near Colton Road) which is listed as:

"Honingham, Colton Road" (shown on the map extract at Fig 4.2 below)

Pick up : 07.50
Drop Off : 16.28

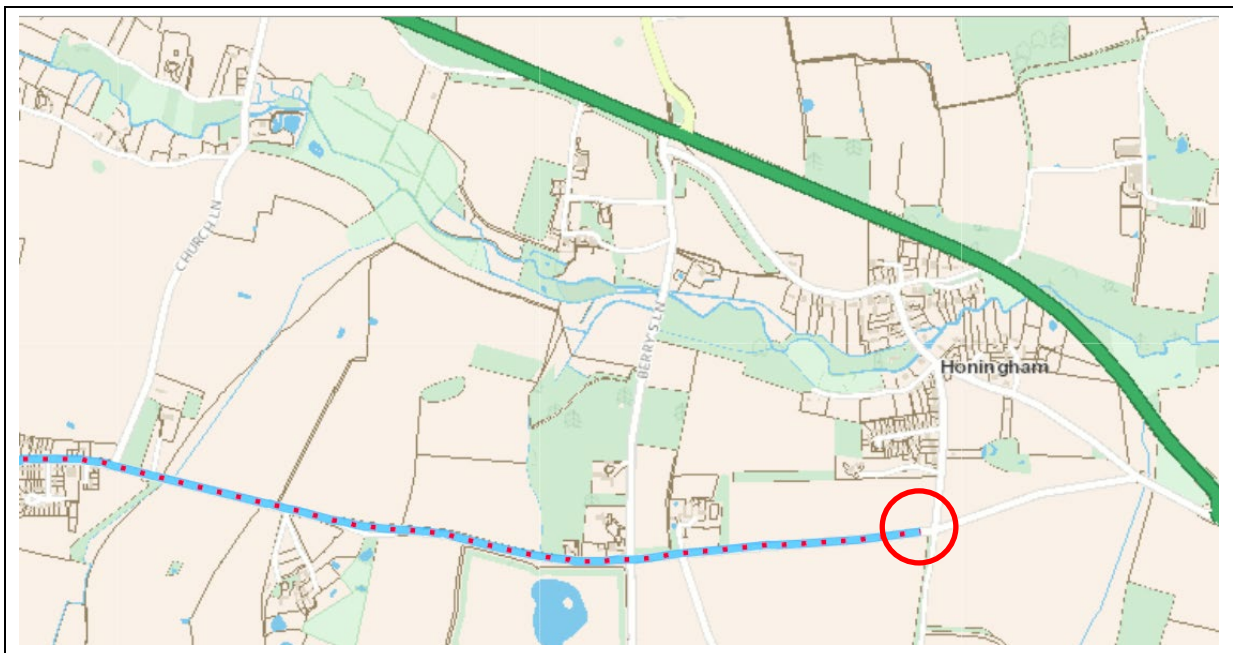


Fig 4.2 – "Honingham, Colton Road" bus stop (on Mattishall Road) for NCC 'School Bus' route for Northgate High School and Dereham Neatherd High School, Dereham

- 4.18 A copy of a map detailing the route of the NCC 'School Bus' that enables Honingham students to travel to the Dereham High Schools is attached at Appendix 7.

Norfolk School Travel Plans

4.19 The NCC Schools website states that all Norfolk Schools have a 'School Travel Plan'. However, the NCC website page about 'School Travel Plans' is currently unavailable, and none of the four aforementioned schools, i.e.:

- St Peter's Church of England Primary Academy, Easton;
- Ormiston Victory Academy, Costessey, Norwich;
- Dereham Neatherd High School; and
- Northgate High School, Dereham;

provide any information about their 'School Travel Plan' on their respective school websites. Thus, it is impossible to discern from the currently publicly available information how many students travel to these schools by specific transport mode (i.e. car, bus, walk cycle et al).

Potential Diversion of NCC 'School Bus' service within Honingham

4.20 The GNLP website 'Evidence Base' 'Appendix B - Tables of Unallocated Sites with reasons for rejection' details why GNLP Site 2176 has been excluded from the GNLP Regulation 19 Pre-submission Draft Plan, as described within Chapter 3 above.

4.21 Essentially, the GNLP Team's rationale for excluding the Appraisal Site from the GNLP Regulation 19 Pre-submission Draft Plan is provided within the final paragraph of their 'Evidence Base' 'Appendix B' 'Reason for Refusal' (cf Fig 3.1 above), i.e.:

"The site was initially preferred for allocation given the potential to divert the school bus route to pick up children but after further consideration this is not considered to be appropriate for such a small scale development therefore the site has been deleted as an allocation."

4.22 Unfortunately, the GNLP 'Evidence Base' does not include any information regarding which existing NCC 'School Bus' route was considered (by the GNLP Team) for potential diversion to Honingham within earlier iterations of the draft GNLP, to benefit future residents of Site 2176.

4.23 However, the information within paras 4.7 – 4.18 above suggests that the potential 'diverted' NCC 'School Bus' route might be any one of the three aforementioned, existing, NCC 'School Bus' routes, i.e.:

- Honingham > St Peter's Church of England Academy (cf para 4.9 above, and Appendix 5);
- Honingham > Dereham High Schools (cf para 4.17 above, and Appendix 7); or
- Bawburgh > Ormiston Victory Academy, Costessey (cf para 4.14 above, and Appendix 6).

- 4.24 NCC, (like all other English County Councils) regularly reviews its '*School Bus*' service provision - on at least, an annual academic year basis. Such a review ensures that NCC continues to deliver the most cost-effective, county-wide, school/college transport provision for the likely quantum of Norfolk primary, secondary, and 16 - 19 years students who will need to use NCC school/college transport within any given academic year.
- 4.25 Of the three aforementioned NCC '*School Bus*' routes (cf para 4.23 above) the most likely candidate for a potential 'diversion' via Honingham, is probably the current Bawburgh to Ormiston Victory Academy, Costessey bus route. Such a new 'NCC '*School Bus*' diversion' would enable Honingham children who attend St Peter's Church of England Academy to transfer to Ormiston Victory Academy (along with their St Peter's Church of England Academy classmates), rather than using existing NCC '*School Bus*' transport by transferring to one of the Dereham High Schools.
- 4.26 NCC's cost benefit analysis of a potential 'diversion' of the current Bawburgh to Ormiston Victory Academy, Costessey NCC '*School Bus*' route via Honingham is likely to include cognisance of at least:
- the number of Honingham students likely to use the 'diverted' NCC '*School Bus*' in any given academic year;
 - whether an appropriate '*School Bus*' route may be devised to ensure that all existing students who use the current Bawburgh Kings Head to Ormiston Victory Academy '*School Bus*' can still access the '*School Bus*' should the route be extended / 'diverted' to collect Honingham students;
 - the number of additional students (other than Honingham residents, and existing '*School Bus*' users) who may be able to access/egress the 'diverted' NCC '*School Bus*' between Honingham and Ormiston Victory Academy, Costessey;
 - additional '*School Bus*' mileage, and associated additional vehicle maintenance costs;
 - additional '*School Bus*' vehicle fuel costs;
 - additional time for the '*School Bus*' journey – compared with the existing maximum journey time (the NCC '*School Bus*' journey time from Bawburgh Kings Head to Ormiston Victory Academy is currently timetabled as 27 minutes);
 - whether the existing Bawburgh to Ormiston Victory Academy, Costessey NCC '*School Bus*' route *should* be extended, or whether a new (completely separate) NCC '*School Bus*' route should be provided to serve Honingham students; and
 - additional '*School Bus*' staff costs.
- 4.27 Whilst the indicative, minimum, potential cost benefit analysis summarised above relates to the potential 'diversion' of the current Bawburgh to Ormiston Victory Academy, Costessey NCC '*School Bus*' route via Honingham, it is likely that NCC would undertake a similar financial review regarding the potential 'diversion' of either of the other two NCC '*School Bus*' routes that currently serve Honingham residents (cf para 4.23 above).

5. GNLP Sustainability Appraisal and Strategic Environmental Assessment

- 5.1 The current GNLP website ‘Evidence Base’ includes a ‘Sustainability Appraisal and Strategic Environmental Assessment’ (SA/SEA) of the GNLP. This report has been written by Lepus Consulting (a Cheltenham based Consultancy) for the GNLP Team.
- 5.2 Volume 3, Appendix D.11 of the SA/SEA details the Sustainability Appraisal and Strategic Environmental Assessment of Easton and Honingham. Relevant extracts of Volume 3 of the SA/SEA are attached at Appendix 8.
- 5.3 The SA/SEA contains some inaccurate assumptions regarding GNLP Sites 2176 and 2176R. The transport-related inaccurate assumptions have been summarised within Fig 5.1 below.

SA/Sea Para Ref	SA/SEA Statement	SA/SEA ‘Impact’	Orari Comment
D.11.1.1 Main Road	The majority of Sites GNLP 2176(18C) and GNLP 2176R are located within 200m of this road (i.e. A47). Therefore, the proposed development at these two sites could potentially expose site end users to higher levels of transport associated air and noise pollution.	Minor Negative Impact on air quality and noise	The SA/SEA does not consider the proposed Highways England realignment of the A47 to the north of the existing A47 within the immediate vicinity of Honingham.
D.11.1.2 Air Pollution	Sites GNLP 2176(18C) and GNLP2176 are proposed for the development of between ten and 99 dwellings. Therefore, the proposed development at these two sites could potentially have a minor negative impact on air pollution in the local area.	Minor Negative Impact on air pollution within the local area	Sites GNLP2176(18C) is proposed for 12 dwellings; and Site GNLP 2176R is proposed for 25 dwellings
D.11.1.1 Main Road	The majority of Sites GNLP 2176(18C) and GNLP 2176R are located within 200m of the A47. The proposed development at these two sites could potentially expose site end users to higher levels of transport associated emissions.	Minor Negative Impact on the health of site end users	The SA/SEA does not consider the proposed Highways England realignment of the A47 to the north of the existing A47 within the immediate vicinity of Honingham.

SA/Sea Para Ref	SA/SEA Statement	SA/SEA 'Impact'	Orari Comment
D.11.10.1 Primary / Secondary School	The closest primary school to Easton and Honingham is Hockering C of E Primary Academy. The closest secondary school is Taverham High School, located approximately 5.7km to the north east. Sites GNLP 2176(18C) and GNLP 2176R are situated outside the target distances to both a primary and secondary school, and therefore, the proposed development at these two sites would be expected to have a major negative impact on site end users' access to both primary and secondary education.	Major Negative Impact on site end users' access to both primary and secondary education.	The SA/SEA demonstrates no cognisance of St Peter's Church of England Primary Academy within Easton, nor of the existing NCC 'School Bus' routes used by existing Honingham residents to access primary and secondary education.

Fig 5.1 –Summary of transport-related inaccurate assumptions within Volume 3, Appendix D.11 of the GNLP 'Sustainability Appraisal and Strategic Environmental Assessment' report

5.4 The inaccurate SA/SEA information summarised within Fig 5.1 above suggests that the GNLP Sustainability Appraisal and Strategic Environmental Assessment of Easton and Honingham does not provide a fair and accurate representation of GNLP Site 2176. Not least, because the SA/SEA authors have failed to demonstrate cognisance of:

- Highways England's proposed A47 North Tuddenham to Easton Improvement Scheme (a copy of an extract of the improvement scheme plan is attached at Appendix 9);
- the existence of St Peter's Church of England Primary Academy, Easton; and
- NCC 'School Bus' routes and services currently used by primary and secondary school students who reside within Easton and Honingham.

6. Rejection of GNLP Site 2176 from the GNLP Regulation 19 *Pre-submission Draft Plan*

- 6.1 The Appraisal Site, GNLP Site 2176, was originally promoted as a potential residential site of circa 3.74ha, capable of accommodating circa 55 dwellings.
- 6.2 Site GNLP 2176 was included within the 2020 GNLP *Stage C Regulation 18 public consultation* as a 'Preferred Site', but for the provision of only 12 dwellings, on a much smaller site footprint of circa 0.76ha. The GNLP 'Policy 2176' (cf Fig 2.1 above) included the 'Notes':
- "GNLP2176: This site is preferred for allocation based on the additional work done on school bus routes."*
- 6.3 Thus, it might be assumed that NCC's 2019 'School Bus' route economic forecasts (utilised to inform the drafting of the 2020 GNLP *Stage C Regulation 18 public consultation*) considered that 12 new dwellings within Honingham would be sufficient to underwrite the 'diversion' of one or more existing 'School Bus' routes, via Honingham.
- 6.4 GNLP Site 2176 has been rejected from the GNLP *Regulation 19 Pre-submission Draft Plan* because NCC no longer wishes to 'divert' a 'School Bus' route via Honingham. The 'Reason for Rejection' includes the following paragraph (cf Fig 3.1 above):
- "The site was initially preferred for allocation given the potential to divert the school bus route to pick up children but after further consideration this is not considered to be appropriate for such a small scale development therefore the site has been deleted as an allocation."*
- 6.5 It is difficult to understand why the GNLP Team have used the potential 'diversion' of a NCC 'School Bus' route to serve Honingham students as the decisive factor for the exclusion of GNLP Site 2176 in the GNLP *Regulation 19 Pre-submission Draft Plan*.
- 6.6 There is no direct correlation between the number of new dwellings within GNLP Site 2176 and the number of potential Honingham school/college students who may need to use NCC's 'School Bus' services in any given future academic year.
- 6.7 Moreover, current Honingham students use the existing NCC 'School Bus' services to attend St Peter's Church of England Primary Academy, Easton, and the Dereham High Schools (cf paras 4.7 – 4.18 above), and there is no publicly available evidence to suggest that these NCC 'School Bus' services might not continue in the future. Thus, it may be assumed that future student residents of GNLP Site 2176 may also be able to use the existing NCC 'School Bus' services.

- 6.8 Given that the GNLP Team and the SA/SEA authors appear not to have appreciated that current Honingham students use existing NCC ‘School Bus’ routes and services to attend local primary and secondary schools (cf para 5.4 above), it is possible that:
- the potential ‘diversion’ of a NCC ‘School Bus’ route via Honingham, that was included within the 2020 GNLP *Stage C Regulation 18 public consultation*, may have been ‘wishful thinking’ (e.g. to enable Honingham students to attend Ormiston Victory Academy, Costessey – cf para 4.25 above) and was based upon a planner’s ‘back of the envelope’ calculations; and
 - the subsequent appropriate NCC cost benefit analysis of a potential ‘diversion’ of existing NCC ‘School Bus’ routes revealed that such a ‘diversion’ was currently not financially viable.
- 6.9 The Bidwells’ ‘*Consultation Response*’ report to the GNLP *Stage C Regulation 18 public consultation* (cf para 2.3 et seq above) demonstrated that the Appraisal Site could accommodate at least 25 dwellings, and that GNLP Site 2176 is suitable, available, viable, achievable, and deliverable within the first five years of the GNLP period.
- 6.10 It is obvious, that the GNLP Team’s ‘Reason for Rejection’ of GNLP Site 2176 (within the GNLP *Regulation 19 Pre-submission Draft Plan*) is non-sensical, because in accordance with its statutory school/college travel responsibilities, NCC will continue to review and amend its ‘School Bus’ service provision for each new academic year, to ensure that the transport needs of any given annual student cohort are cost-effectively accommodated.
- 6.11 Thus, whilst the potential provision of an additional 25 dwellings within GNLP site 2176 may have *no immediate impact* upon any NCC ‘School Bus’ cost benefit analysis relating to the potential ‘diversion’ of an existing NCC ‘School Bus’ route via Honingham, NCC will be able to review its economic forecasts for the most financially viable delivery of ‘School Bus’ services for future Honingham students once the new dwellings within GNLP Site 2176 are occupied, and the actual number of additional Honingham students has been quantified.

7. Summary

- 7.1 Orari Limited has been instructed by Bidwells LLP (Norwich Office) on behalf of The Rampton Property Trust ('The Client') to review a Greater Norwich Local Plan Site (GNLP Site 2176), that is located north of Dereham Road, Honingham, Norfolk, between properties numbered 44 and 46 Dereham Road.
- 7.2 GNLP 2176 (The Appraisal Site) was designated as '*Preferred Site, GNLP Site 2176*' within the GNLP '*Stage C Regulation 18 Draft Plan*' public consultation, that was held between 29th January – 16th March 2020. However, the Appraisal Site has subsequently been removed from the current GNLP *Regulation 19 Pre-submission Draft Plan* that is subject to public consultation between 1st February – 15th March 2021.
- 7.3 This Technical Note report is required to support a submission regarding the Appraisal Site that will be made by Bidwells LLP, on behalf of The Client, in March 2021, in response to the GNLP *Regulation 19 Pre-submission Draft Plan public consultation*.
- 7.4 The purpose of this Technical Note is to determine whether the transportation rationale for excluding the Appraisal Site from the GNLP *Regulation 19 Pre-submission Draft Plan* is appropriate, realistic, and sensible.

The Appraisal Site – GNLP Stage C Regulation 18 Consultation

- 7.5 The Client's Appraisal Site occupies a greenfield site of approximately 1.37 hectares on the northern side of Dereham Road, Honingham Norfolk, and was listed as site: "GNLP 2176" within the (29th January – 16th March 2020) GNLP *Stage C Regulation 18 public consultation* documents.
- 7.6 Bidwells LLP submitted a formal '*Consultation Response*' report regarding the Appraisal Site (on behalf of The Client) in March 2020, in response to the GNLP *Stage C Regulation 18 public consultation*. Bidwells' '*Consultation Response*' report demonstrated that the Appraisal Site could be expanded to accommodate at least 25 dwellings, and that GNLP Site 2176 is suitable, available, viable, achievable, and deliverable within the first five years of the GNLP period.

GNLP Regulation 19 Pre-submission Draft Plan

- 7.7 The GNLP *Regulation 19 Pre-submission Draft Plan* Evidence Base '*Appendix B - Tables of Unallocated Sites with reasons for rejection*' details why the Appraisal Site has been excluded from the GNLP *Regulation 19 Pre-submission Draft Plan*. The key reason why Site 2176 has been rejected is cited as:

"The site was initially preferred for allocation given the potential to divert the school bus route to pick up children but after further consideration this is not considered to be appropriate for such a small scale development therefore the site has been deleted as an allocation."

NCC School Bus Provision for Honingham Residents

- 7.8 NCC's current interpretation of their statutory school/college travel responsibilities is provided within the 2020 / 2021 version of their '*Home to School and College Transport Policy*'. NCC currently provides free 'home to school' transport for Norfolk students aged 5 - 16, provided they meet the following basic criteria:
- aged under 8 years, and living more than 2 miles from school; and
 - aged 8 - 16 years, and living more than 3 miles from school.
- 7.9 NCC also provide 'home to education' travel support for students aged 16 - 19 years, who attend Norfolk, state-funded institutions, e.g.:
- a school sixth form;
 - a sixth form college;
 - a further education college; or
 - a specialist college (e.g. Easton College, and the University Technical College, Norwich).
- 7.10 NCC currently provides two bus services to enable Honingham students to attend local state schools, i.e.:
- a '*School Bus*', with a single (Honingham) bus stop on Berrys Lane, near Ailwyn Hall, to enable Honingham (primary school aged) residents to attend St Peter's Church of England Primary Academy, in Easton; and
 - a '*School Bus*', with a single (Honingham) bus stop on Mattishall Road, near Colton Road, to enable Honingham (secondary school aged) residents to attend Northgate High School and/or Dereham Neatherd High School in Dereham.
- 7.11 The school 'catchment area' of Ormiston Victory Academy, Costessey, Norwich includes St Peter's Church of England Primary Academy, Easton. However, the NCC '*School Bus*' for Ormiston Victory Academy students does not travel via Honingham, and thus, does not enable Honingham (secondary school aged) residents to travel to Ormiston Victory Academy using NCC school transport.
- 7.12 Unfortunately, the GNLP '*Evidence Base*' does not include any information regarding which existing NCC '*School Bus*' route was considered (by the GNLP Team) for potential diversion to Honingham, within earlier iterations of the draft GNLP, to benefit future residents of Site 2176.
- 7.13 The most likely candidate for a potential 'diversion' via Honingham, is probably the current NCC '*School Bus*' for Ormiston Victory Academy students, that starts at '*Bawburgh, Kings Head*', and collects students at various locations within Easton, before travelling to Ormiston Victory Academy. Such a new 'NCC '*School Bus*' 'diversion' would enable Honingham children who attend St Peter's Church of England Academy to transfer to Ormiston Victory Academy (along with their St Peter's Church of England Academy classmates), rather than using existing NCC '*School Bus*' transport by transferring to one of the Dereham High Schools.

- 7.14 NCC's cost benefit analysis of a potential 'diversion' of the current Bawburgh to Ormiston Victory Academy, Costessey NCC 'School Bus' route via Honingham is likely to include cognisance of at least:
- the number of Honingham students likely to use the 'diverted' NCC 'School Bus' in any given academic year;
 - whether an appropriate 'School Bus' route may be devised to ensure that all existing students who use the current Bawburgh Kings Head to Ormiston Victory Academy 'School Bus' can still access the 'School Bus' should the route be extended / 'diverted' to collect Honingham students;
 - the number of additional students (other than Honingham residents, and existing 'School Bus' users) who may be able to access/egress the 'diverted' NCC 'School Bus' between Honingham and Ormiston Victory Academy, Costessey;
 - additional 'School Bus' mileage, and associated additional vehicle maintenance costs;
 - additional 'School Bus' vehicle fuel costs;
 - additional time for the 'School Bus' journey – compared with the existing maximum journey time (the NCC 'School Bus' journey time from Bawburgh Kings Head to Ormiston Victory Academy is currently timetabled as 27 minutes);
 - whether the existing Bawburgh to Ormiston Victory Academy, Costessey NCC 'School Bus' route *should* be extended, or whether a new (completely separate) NCC 'School Bus' route should be provided to serve Honingham students; and
 - additional 'School Bus' staff costs.
- 7.15 Whilst the indicative, minimum, potential cost benefit analysis summarised above relates to the potential 'diversion' of the current Bawburgh to Ormiston Victory Academy, Costessey NCC 'School Bus' route via Honingham, it is likely that NCC would undertake a similar financial review regarding the potential 'diversion' of either of the other two NCC 'School Bus' routes that currently serve Honingham residents (cf para 4.23 above).
- 7.16 Volume 3, Appendix D.11 of the GNLP 'Sustainability Appraisal and Strategic Environmental Assessment' (SA/SEA) details the Sustainability Appraisal and Strategic Environmental Assessment of Easton and Honingham. The SA/SEA contains some inaccurate assumptions regarding GNLP Sites 2176 and 2176R, and thus, does not provide a fair and accurate representation of GNLP Site 2176. Not least, because the SA/SEA authors have failed to demonstrate cognisance of:
- Highways England's proposed A47 North Tuddenham to Easton Improvement Scheme;
 - the existence of St Peter's Church of England Primary Academy, Easton; and
 - NCC 'School Bus' routes and services currently used by primary and secondary school students who reside within Easton and Honingham.

Rejection of GNLP Site 2176 from the GNLP Regulation 19 *Pre-submission Draft Plan*

- 7.17 Site GNLP 2176 was included within the 2020 GNLP *Stage C Regulation 18 public consultation* as a 'Preferred Site', for the provision of only 12 dwellings, on a site footprint of circa 0.76ha. The GNLP 'Policy 2176' (cf Fig 2.1 above) included the 'Note:
- "This site is preferred for allocation based on the additional work done on school bus routes."*
- 7.18 GNLP Site 2176 has been rejected from the GNLP *Regulation 19 Pre-submission Draft Plan* because NCC no longer wishes to 'divert' a 'School Bus' route via Honingham.
- 7.19 It is difficult to understand why the GNLP Team have used the potential 'diversion' of a NCC 'School Bus' route to serve Honingham students as the decisive factor for the exclusion of GNLP Site 2176 in the GNLP *Regulation 19 Pre-submission Draft Plan*, since there is no direct correlation between the number of new dwellings within GNLP Site 2176 and the number of potential Honingham school/college students who may need to use NCC's 'School Bus' services in any given future academic year.
- 7.20 Moreover, current Honingham students use the existing NCC 'School Bus' services to attend St Peter's Church of England Primary Academy, Easton, and the Dereham High Schools (cf paras 4.7 – 4.18 above), and there is no publicly available evidence to suggest that these NCC 'School Bus' services might not continue in the future. Thus, it may be assumed that future student residents of GNLP Site 2176 may also be able to use the existing NCC 'School Bus' services.
- 7.21 The Bidwells' 'Consultation Response' report to the GNLP *Stage C Regulation 18 public consultation* (cf para 2.3 et seq above) demonstrated that the Appraisal Site could accommodate at least 25 dwellings, and that GNLP Site 2176 is suitable, available, viable, achievable, and deliverable within the first five years of the GNLP period.
- 7.22 It is obvious, that the GNLP Team's 'Reason for Rejection' of GNLP Site 2176 (within the GNLP *Regulation 19 Pre-submission Draft Plan*) is non-sensical, because in accordance with its statutory school/college travel responsibilities, NCC will continue to review and amend its 'School Bus' service provision for each new academic year, to ensure that the transport needs of any given annual student cohort are cost-effectively accommodated.
- 7.23 Thus, whilst the potential provision of an additional 25 dwellings within GNLP site 2176 may have *no immediate impact* upon any NCC 'School Bus' cost benefit analysis relating to the potential 'diversion' of an existing NCC 'School Bus' route via Honingham, NCC will be able to review its economic forecasts for the most financially viable delivery of 'School Bus' services for future Honingham students once the new dwellings within GNLP Site 2176 are occupied, and the actual number of additional Honingham students has been quantified.

8. Conclusions

- 8.1 The Bidwells' *'Consultation Response'* report to the GNLP *Stage C Regulation 18 public consultation* (cf para 2.3 et seq above) demonstrated that GNLP Site 2176 could accommodate at least 25 dwellings, and that the site is suitable, available, viable, achievable, and deliverable within the first five years of the GNLP period.
- 8.2 The GNLP Team's *'Reason for Rejection'* of GNLP Site 2176 within the GNLP *Regulation 19 Pre-submission Draft Plan* is non-sensical, because:
- there is no direct correlation between the number of new dwellings within GNLP Site 2176 and the number of potential Honingham school/college students who may need to use NCC's *'School Bus'* services in any given future academic year; and
 - in accordance with its statutory school/college travel responsibilities, NCC will continue to review and amend its *'School Bus'* service provision for each new academic year, to ensure that the transport needs of any given annual student cohort are cost-effectively accommodated.
- 8.3 Thus, whilst the potential provision of an additional 25 dwellings within GNLP site 2176 may have *no immediate impact* upon any NCC *'School Bus'* cost benefit analysis relating to the potential *'diversion'* of an existing NCC *'School Bus'* route via Honingham, NCC will be able to review its economic forecasts for the most financially viable delivery of *'School Bus'* services for future Honingham students once the new dwellings within GNLP Site 2176 are occupied, and the actual number of additional Honingham students has been quantified.

Technical Note 01

Land North of Dereham Road, Honingham, Norfolk.
(Greater Norwich Local Plan Site Ref : GNLP 2176).

The Rampton Property Trust



Appendices

Technical Note 01

Land North of Dereham Road, Honingham, Norfolk.
(Greater Norwich Local Plan Site Ref : GNLP 2176).

The Rampton Property Trust




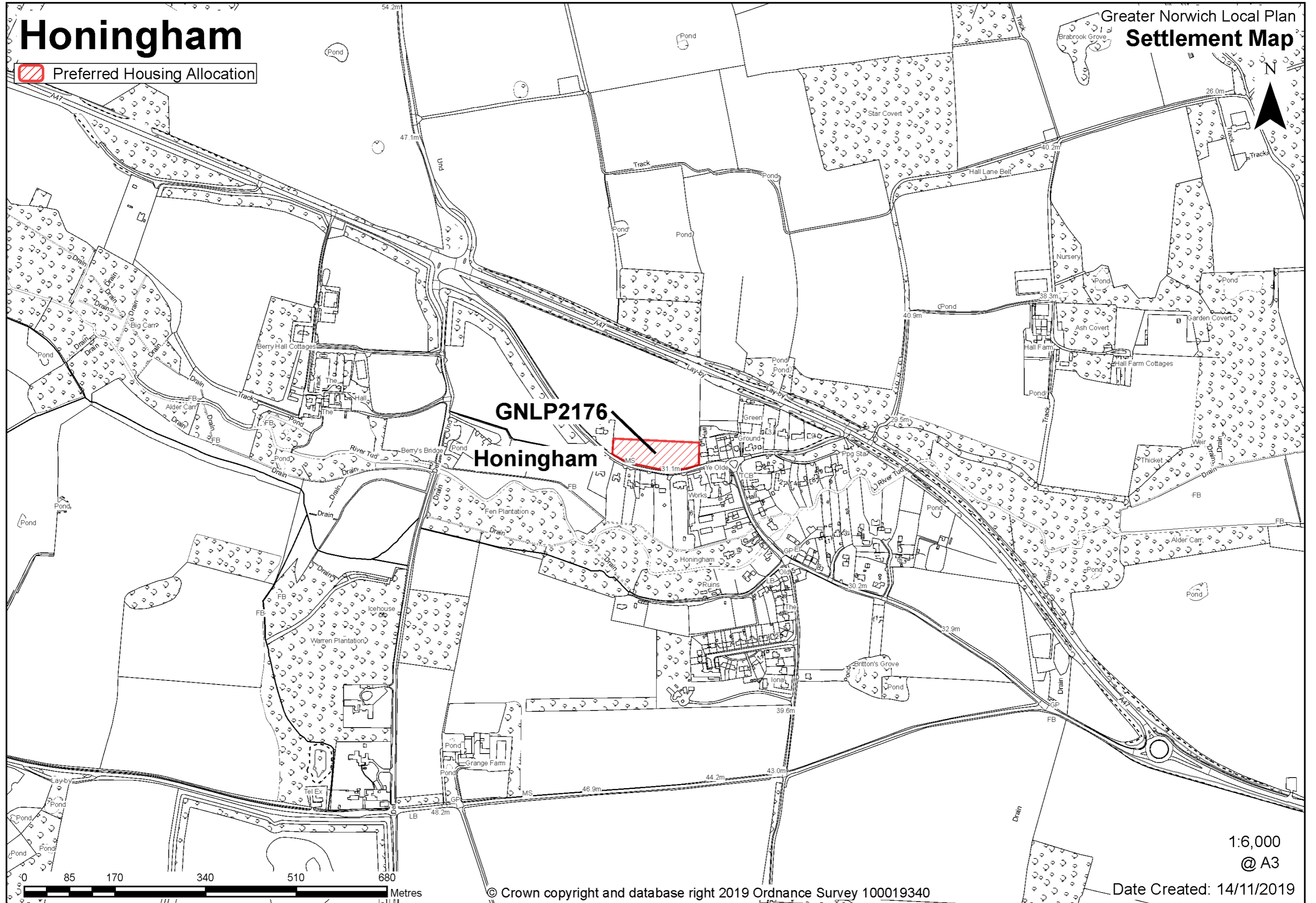
Appendix 1

Site Location Plans

Honingham

Greater Norwich Local Plan Settlement Map

 Preferred Housing Allocation



GNLP2176

Honingham

1:6,000
@ A3

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Date Created: 14/11/2019

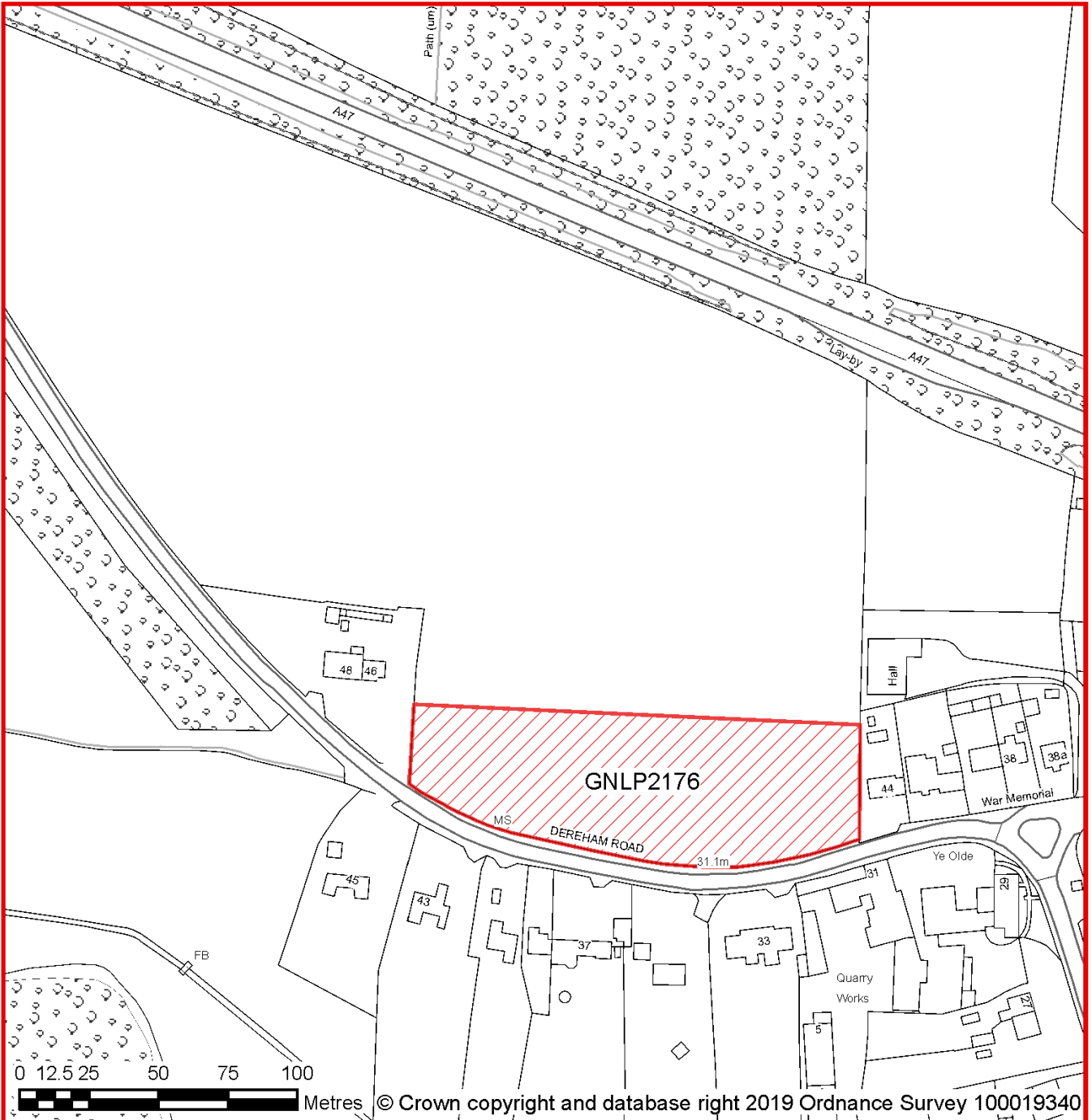
HONINGHAM

Greater Norwich Local Plan
Preferred Site

Site Reference GNL2176
Location North of Dereham Road, Honingham
Allocation Residential development (12 dwellings)
Area 0.76 ha

N
1:2,000
@ A4

Date Created: 14/11/2019



 Preferred Housing Allocation

Appendix 2

Extract from the GNLP Regulation 19 *Pre-submission Draft Plan* **‘Easton and Honingham Booklet’**

Settlement Name:	Easton and Honingham
Settlement Hierarchy:	<p>Easton is identified as an urban fringe settlement in the Greater Norwich Local Plan. There is a major growth allocation, with outline planning permission for development of 893 homes on land to the east, south and west of the village. Proposals include an extended primary school, a new village hall, a small retail store and areas of public open space. Around Easton, defining features are the Royal Norfolk Showground to the east of the village (within Costessey parish), the A47 Southern Bypass that runs to the north of the main built up area, and Easton College to the south. The high-quality sports facilities at the college are conveniently accessible for Easton residents, as are the employment opportunities, retail and leisure facilities at Longwater.</p> <p>Easton Neighbourhood Plan was made in December 2017 and covers the period to 2042. It contains a series of policies that look to shape development within the neighbourhood area. There are policies within the plan that will be of relevance to development and any applications that are submitted for development within the parish should have due regard to those policies.</p> <p>Honingham is a small village immediately south of the A47 Southern Bypass in Broadland district. The River Tud flows through the village and consequently some areas are at fluvial and surface water flood risk. The majority of Honingham parish is rural, but the designation of a Food Enterprise Zone (FEZ) for businesses focused upon food processing and production should be noted. Currently 19 hectares of the FEZ, with a net developable area of approximately 16.5 hectares, benefits from Local Development Order (LDO) status promoting commercial development land on this site in units of varying scale.</p> <p>Easton is located in the south-west sector of the urban fringe along with Costessey, Cringleford, Hethersett and Little Melton. Early work for the 'Towards a Strategy' document gives an indicative new allocation figure of 600 dwellings across all these settlements, particularly identifying scope for uplift within the existing allocation. The potential of a new settlement at Honingham is also mentioned. This site assessment booklet looks in detail at the sites promoted in Easton to determine which are the most suitable to contribute towards the overall allocation figure for the south west urban fringe sector. Any sites preferred for allocation in Honingham will be counted towards the total for Broadland village clusters.</p>

PART 1 - ASSESSMENTS OF SITES INCLUDED IN THE DRAFT LOCAL PLAN REGULATION 18C CONSULTATION (JANUARY – MARCH 2020)

STAGE 1 – COMPLETE LIST OF SITES PROMOTED IN THE SETTLEMENT

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

Address	Site Reference	Area (ha)	Proposal
Easton			
Land off A47	GNLP0456	9.12	Approx. 25 dwellings
Honingham			
Land at Fellows Road	GNLP0411	0.72	Approx. 13 dwellings
Honingham Thorpe	GNLP0415R - D	85.53	Residential (Unspecified Number)
Honingham Thorpe	GNLP0415R - G	10.65	Residential (Unspecified Number)
Honingham Thorpe	GNLP0415 – A - G	360.96	Strategic mixed use development consisting of: GNLP0415-A – residential development 113.12ha; GNLP0415-B – employment 14.37ha; GNLP0415-C – employment 53.87ha; GNLP0415-; GNLP0415-E – country park 81.56ha; and GNLP0415-F – nature reserve 3.5 ha
North of Dereham Road	GNLP2176	3.74	55 dwellings
Total area of land		470.72	

STAGE 2 – HELAA COMPARISON TABLE

RESIDENTIAL/MIXED USE

	Categories													
	Site access	Access to services	Utilities Capacity	Utilities Infrastructure	Contamination/ground stability	Flood Risk	Market attractiveness	Significant landscapes	Sensitive townscapes	Biodiversity & Geodiversity	Historic environment	Open Space and GI	Transport & Roads	Compatibility with neighbouring uses
Site Reference														
Easton														
GNLP0456	Amber	Red	Amber	Green	Green	Amber	Amber	Amber	Green	Amber	Green	Green	Amber	Amber
Honingham														
GNLP0411	Amber	Amber	Amber	Green	Green	Green	Amber	Green	Green	Green	Amber	Green	Amber	Green
GNLP0415 - A	Green	Amber	Amber	Green	Green	Amber	Amber	Amber	Green	Amber	Amber	Green	Amber	Green
GNLP0415R - D	Amber	Amber	Amber	Green	Green	Amber	Amber	Amber	Green	Amber	Amber	Green	Amber	Green
GNLP0415R - G	Amber	Amber	Amber	Green	Green	Green	Amber	Green	Green	Green	Amber	Green	Amber	Green
GNLP2176	Amber	Amber	Amber	Green	Green	Green	Amber	Green	Green	Green	Amber	Green	Amber	Green

STAGE 3 – SUMMARY OF COMMENTS FROM THE REGULATION 18 STAGE A & B CONSULTATIONS

Site Reference	Comments
Easton	
GNLPO456	<p>Norfolk Geodiversity Partnership comments We conditionally object to this site proposal. We note that it includes a gravel pit of geological interest, listed in the Norfolk Geodiversity Audit as site SNF37. It is a notable exposure of the 'cannon-shot' gravels composing the Westlodge Hills and other parts of the Ringland Hills outwash plain system, dating from the Anglian glaciation (Straw, 1973). If development were granted on this site we request that plans be made conditional upon providing adequate geological exposures of the 'cannon-shot' gravels, as part of a nature conservation area for green infrastructure, to conserve the site's geological as well as wildlife interest.</p>
Honingham	
GNLPO411	<p>General comments Impacts on the CWS can be avoided by becoming green space in a larger development and plans would need to include a buffer zone. 0415 should not be allocated. 0411 is a haven for wildlife and the development would spoil the character and views of the village.</p> <p>The site is in a flood plain of the River Tud valley and Mill Lane frequently floods and is bounded by a water meadow. There is natural drainage here into the Tud and this process will be adversely affected. Habitat loss will not be replaced.</p> <p>The access road is very narrow and unsuitable for this site. Mill Lane is single track and widening it would mean taking gardens away from seven properties. Increased traffic would become a risk. Access from Fellowes Road would create further problems as most residents park on the road. Improving permeability is not an important point.</p> <p>The proposal will change the character of the village and remove the charm, wildlife and peace of the village. Wildlife will be detrimentally affected as there are many birds that live in the area. The development will negatively impact historical beauty and community spirit.</p> <p>There are no shops, schools or facilities so a development of this size would not be appropriate. Access is inappropriate and there are also flooding issues.</p>
GNLPO415R - D	General comments

	<p>The roads cannot cope with the traffic already, so more traffic would be detrimental. The Food Hub should be the only development.</p> <p>The vision is based on a holistic approach by delivering a sustainable community predicated on employment, residential and leisure elements. The proposal includes 72 hectares of employment space, 198 hectares of residential development, 81 hectares of Country Park and 3.5 hectares of nature reserve.</p> <p>Historic England comments The effect on locally designated heritage assets should be considered. The impact on undiscovered archaeological interest should be considered. There should be recognition of the need to identify constraints and opportunities.</p>
GNLP2176	<p>General comments</p> <p>Two comments in support of site. Suggestions made the site is suitable, available, achievable and viable, and is deliverable within the first five years of the Greater Norwich Local Plan period. Documents submitted: Flood Risk and Drainage Feasibility Study, Preliminary Ecological Appraisal Report, Archaeological Desk-Based Assessment, Initial design market square analysis and Phase 1 – Transport Strategy.</p> <p>One comment in support of site suggests the site will bring more people in to use local businesses and suggests they would need a bus service and a maybe a new shop and post office. The only thing is the drawings show no area allowance for existing overflow village hall car park arrangements up to the newly erected fence, as agreed with the landowner.</p> <p>Objections raised concerns regarding preservation of rural Norfolk, flood risk, facilities being able to cope, loss of agricultural land, scale of development, lack of public transport, traffic congestion, road safety and loss of habitats for animals. It is suggested the site would be detrimental to the character and appearance of the village. The village has no shop, post office, school, doctors and certainly no bus service.</p> <p>Honingham Parish Council comments Honingham Parish Council object to this site as being wholly unsuitable and inappropriate for a village of this size. This is not a suitable location for such a large number of houses. The services indicated in the report as making this site</p>

	<p>suitable are inaccurate. It will have a detrimental effect on the current village, threatening its character. The impact on the village of Honingham would be significant and the parish council object to this proposal.</p>
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STAGE 4 – DISCUSSION OF SUBMITTED SITES

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

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

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

Sites considered to be reasonable alternatives:

GNLP0415

This is a proposed new settlement and is considered to be a reasonable alternative due to its identification as an alternative/contingency site in the ‘Towards a Strategy’ document.

Comments received relate to lack of services and facilities in the area, continued urbanisation of the area (as Easton is set to grow) and therefore changing the character of the area. Further comments raise links with the Food Hub and raise concern about access onto the A47 and the area being used as a rat run for those wishing not to use the A47. These are noted and will form part of the detailed site assessment.

It would be of a scale to provide facilities on site including a primary school. As such this is shortlisted for further assessment. The following provides some information about each segment of 0415. Note some particular considerations in the list below of

grade 2 agricultural land, small patches of surface water flood risk and some listed buildings nearby.

- GNLP0415 – A - Central bands are affected by surface water flood risk. Away from a settlement boundary. Grade 3 agricultural land. Some listed buildings nearby. Northern part over the road from CWS.
- GNLP0415 – B - Band of surface water flood risk through eastern part of site. Away from a settlement boundary. Grade 3 agricultural land.
- GNLP0415 – C - Small patches of surface water flood risk. Eastern part adjacent to a settlement boundary. Grade 3 agricultural land. There are overhead cables across the site and a historic landfill within it, with the potential for contamination or land instability.
- GNLP0415R – D - Small patches of surface water flood risk. Away from a settlement boundary. Grade 2 agricultural land. Partially within Marlingford & Colton parish
- GNLP0415R – G - Does not seem to be affected by surface water flood risk. Away from a settlement boundary. Grade 3 agricultural land.

GNLP2176

This site is located in Honingham village. It is noted that if the 0415 sites come forward as a new settlement then a new school would be closer to this site, but there is no footway for the entire route along Norwich Road and it does not seem feasible and viable for one to be provided through development. However, although the site is nearly 4km from the primary school in Easton with no safe route to school it is considered to be a reasonable alternative at this stage as it may be possible to re-route the school bus.

Sites not considered to be reasonable alternatives:

GNLP0411

This site is located in Honingham village. It is not considered to be a reasonable alternative as it does not appear feasible to create an access and the site is nearly 4km from the primary school in Easton with no safe route to school. It is noted that if the 0415 sites come forward as a new settlement then a new school would be closer to this site, but there is no footway for the entire route along Norwich Road and it does not seem feasible and viable for one to be provided through development. Although it may be possible to re-route the school bus, the problems achieving a suitable site access make the site unreasonable.

GNLP0456

This site is not considered to be a reasonable alternative due to its location on the opposite side of the A47 to the main part of Easton village. The HELAA assessment indicated that there is no possibility of creating a suitable access and there is no safe route to the primary school in Easton. Small patches of the site are at surface water flood risk, it borders a County Wildlife Site and the site includes a gravel pit of geological interest, listed in the Norfolk Geodiversity Audit as site SNF37. Norfolk

Geodiversity Partnership request that if development were granted on this site plans should be made conditional upon providing adequate geological exposures.

STAGE 5 – SHORTLIST OF REASONABLE ALTERNATIVE SITES FOR FURTHER ASSESSMENT

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

Address	Site Reference	Area (ha)	Proposal
Honingham			
Honingham Thorpe	GNLP0415R - D	85.53	Residential (Unspecified Number)
Honingham Thorpe	GNLP0415R - G	10.65	Residential (Unspecified Number)
Honingham Thorpe	GNLP0415 – A-C & E-F	266.12	Strategic mixed use development consisting of: GNLP0415-A – residential development 113.12ha; GNLP0415-B – employment 14.37ha; GNLP0415-C – employment 53.87ha; GNLP0415-E – country park 81.56ha; and GNLP0415-F – nature reserve 3.5 ha
North of Dereham Road, Honingham	GNLP2176	3.74	55 Dwellings
Total area of land		362.30	

STAGE 6 – DETAILED SITE ASSESSMENTS OF REASONABLE ALTERNATIVE SITES

Site Reference:	GNLP0415R – D
Address:	Honingham Thorpe
Proposal:	Housing, as part of a strategic mixed use development consisting of commercial and residential areas, incorporating district centres composed of retail, community facilities, primary schools, open space, landscaping including wildlife corridors and country park/nature reserve, and associated infrastructure

CURRENT USE OF SITE:	BROWNFIELD/GREENFIELD:
Agricultural interspersed with woodland areas	Greenfield

CONSTRAINTS IDENTIFIED IN THE HELAA
Amber Constraints in HELAA Access, Accessibility to Services, Utilities Capacity, Flood Risk, Market Attractiveness, Significant Landscapes, Biodiversity & Geodiversity, Historic Environment and Transport & Roads.
HELAA Conclusion This site lies to the south of the A and C sites, is partially within Marlingford & Colton parish and is proposed for housing. A small part of the site boundary has been revised in the north-west and south-east corners. The site contains several areas at risk of surface water flooding, which could be avoided, and is in agricultural land class 2. Initial highway evidence has indicated that, as a strategic site, a suitable access could be achieved and any impact on local roads could be mitigated. There is limited access to existing services, but the site is proposed as part of a strategic development which would address this. It is likely that the water supply and sewerage network would need to be upgraded. There are no known constraints from utilities infrastructure. The site would not affect a designated landscape or townscape, or public open space. A number of constraints are identified but subject to being able to overcome these the site is considered suitable for housing use for the land availability assessment, although as the land has already been counted towards the figure in the original HELAA document it must not be double-counted for the purposes of this HELAA addendum and has therefore been marked as unsuitable.

FURTHER COMMENTS
Highways No comments
Development Management No comments

Site Reference:	GNLP0415 F
Address:	Honingham Thorpe - Site F
Proposal:	Nature Reserve Proposed

CURRENT USE OF SITE:	BROWNFIELD/GREENFIELD:
Mainly woodland with agricultural land	Greenfield

CONSTRAINTS IDENTIFIED IN THE HELAA
Amber Constraints in HELAA None
HELAA Conclusion None

FURTHER COMMENTS
<p>Highways No Highways comments</p> <p>Development Management No comments</p> <p>Minerals & Waste Underlain or partially by S&G any future policy matters should include CS16 if allocated</p> <p>Lead Local Flood Authority Strategic housing expansion areas would need specific text to ensure that flood risk and strategic drainage infrastructure is provided at master-planning stage. No site-specific comments.</p>

PLANNING HISTORY:
Not known

BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION
<ul style="list-style-type: none"> • Vision Statement • Concepts • Red Line Plan

Site Reference:	GNLP2176
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Address:	North of Dereham Road, Honingham
Proposal:	Residential development of 55 dwellings

CURRENT USE OF SITE:	BROWNFIELD/GREENFIELD:
Vacant land	Greenfield

CONSTRAINTS IDENTIFIED IN THE HELAA
<p>Amber Constraints in HELAA Access, Access to Services, Utilities Capacity, Market Attractiveness, Historic Environment and Transport & Roads.</p> <p>Red Constraints in HELAA None</p>
<p>HELAA Conclusion This site lies to the south of Dereham Road, well-related to the existing village of Honingham. Initial highway evidence has indicated that a suitable access could be achieved, but there is no access to a school. There is a bus service within 800m and local retail, but few other services, although there is a proposal for a significant development nearby which may provide services. There are listed buildings nearby, the settings of which may be affected, but there are no sensitive townscapes or landscapes and there would be no loss of public open space. A number of constraints are identified, but subject to being able to overcome these the site is considered suitable for the land availability assessment.</p>

FURTHER COMMENTS

<p>Highways No – bus route doesn't pass through Honingham village, a safe walking route to meet it doesn't appear feasible. Could the school bus routes be adjusted to pass through Honingham village?</p> <p>If the site were allocated, it would require 2.0m wide footway and possible widening to a minimum of 5.5m, both for the full extent of the frontage. Improvements to forward visibility would also be required at the frontage. Active frontage required, would serve to strengthen existing 30mph speed limit.</p> <p>Development Management Frontage development would make a natural infill. 10-12 dwellings preferred.</p> <p>Minerals & Waste No comments</p> <p>Lead Local Flood Authority</p>
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Few or no constraints. Standard information required at planning stage. The site has superficial deposits of Diamicton potentially limiting surface water infiltration drainage. The site does not benefit from nearby watercourses or surface water sewers. The site is south of the A47, a major highway. A drainage strategy for the site must incorporate this into the design to ensure there is no impact on current infrastructure. The site is part of a Source Protection Zone 3 and should be taken into consideration when developing a drainage strategy.

PLANNING HISTORY:

Not known

BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION

- No documents

STAGE 7 – SETTLEMENT BASED APPRAISAL OF REASONABLE ALTERNATIVE SITES AND IDENTIFICATION OF PREFERRED SITE/S (WHERE APPROPRIATE) FOR REGULATION 18C DRAFT PLAN CONSULTATION.

Four reasonable alternative sites have been identified in Easton/Honingham cluster at Stage 5 of this booklet (the collection of sites in Easton/Honingham and one in Easton/Costessey). These sites were considered to be worthy of further investigation to look at their potential for allocation as the initial assessment did not flag up any major constraints that would preclude development. These sites have been subject to further discussion with Development Management, Highways, Flood Authority and Children’s Services in order to identify preferred sites for allocation and their comments are recorded under Stage 6 above.

Easton is classed as an Urban Fringe parish in the south west sector. The ‘Towards a Strategy’ document indicates that approx. 600 dwellings are to be allocated in this sector. It is considered that the existing allocation at EAS1 could achieve an uplift of a further 90 dwellings to contribute towards this number.

In addition, site GNLP0415 A-G has been identified for a new settlement as a reasonable alternative site if additional growth is needed.

GNLP2176 has been identified (on a reduced site boundary) for frontage development of 12 dwellings in the village of Honingham. This number will be counted towards the total for Broadland village clusters

Other sites in the cluster (GNLP0456, and GNLP0411) have been dismissed largely due to lack of a safe route to school.

In conclusion there is one carried forward allocation at Easton totalling 1,044 homes. In addition, there is one site identified as a preferred option in Honingham providing for 12 new homes and one additional dwelling with planning permission. This gives a total deliverable housing commitment for **Easton and Honingham** together of 1,057 homes between 2018 – 2038.

Preferred Sites:

Address	Site Reference	Area (Ha)	Proposal	Reason for allocating
Easton and Honingham (See Village clusters table for preferred site in Honingham)				
NO PREFERRED SITES			Uplift in numbers on existing allocation EAS 1 – 90 dwellings	No additional sites are preferred for allocation In Easton. However, it has become apparent via the planning application process that the existing large-scale allocation EAS 1 for approximately 900 dwellings could be uplifted by a further 90 dwellings. Subject to acceptable mitigation measures, an uplift of EAS 1 is the preferred approach.
Honingham (Part of Easton cluster)				
North of Dereham Road, Honingham (Easton cluster)	GNLP2176 (part).	0.76	12 dwellings	This site is preferred for allocation based on the additional work done on school bus routes. The site as promoted is too large, so it is proposed to allocate a smaller area for frontage development only which would make a nature infill development. The local highway authority support subject to provision of an adequate carriageway and footway for the full extent of the frontage.

PART 2 - SUMMARY OF COMMENTS FROM THE REGULATION 18C DRAFT PLAN CONSULTATION

STRATEGY QUESTION: SETTLEMENT/ SITE REFERENCE:	Site GNLP2176 Land North of Dereham Road, Honingham (Preferred Site)
TOTAL NUMBER OF REPRESENTATIONS:	40
SUPPORT/ OBJECT/ COMMENT BREAKDOWN:	4 Support, 34 Object, 2 Comment

RESPONDENT (OR GROUP OF RESPONDENTS)	SUPPORT/ OBJECT/ COMMENT	BRIEF SUMMARY OF COMMENTS	MAIN ISSUES REQUIRING INVESTIGATION	DRAFT GNLP RESPONSE	PROPOSED CHANGE TO PLAN
Anglian Water	Comment	No reference to water efficiency forming part of design unlike other allocation policies. See also comments on Policy 2.	Consistent policy approach to water efficiency needed.	This matter is dealt with under Policy 2 that applies to all sites. It is not necessary to include it in the allocation policy	Site allocation removed
Member of the public	Comment	There would be immense detrimental impact to a village that is currently deprived of utilities, medical and education		Numerous objections were received to this site through the consultation. The	Site allocation removed

		services. No shop, limited bus service and an increase in pollution and narrow roads. An impact on the countryside, birds of prey and hedgerows and removal of a quaint village into a sprawling metropolis.		site was initially preferred for allocation given the potential to divert the school bus route to pick up children but after further consideration and given the level of objections received to the site this is not considered to be appropriate for such a small scale development so it has therefore been agreed to delete the allocation. Honingham has limited services and facilities to support development and there is currently no settlement limit.	
Bidwells	Support	On behalf of the Rampton Property Trust, we strongly support the preferred option. The site is entirely deliverable, and capable of making a significant		Support noted, however numerous objections were received to this site through the consultation. The	Site allocation removed

		<p>contribution towards satisfying the Councils housing needs during the period to 2038. It is recognised that more homes may be accommodated on the site, subject to an acceptable design and layout, as well.</p>		<p>site was initially preferred for allocation given the potential to divert the school bus route to pick up children but after further consideration and given the level of objections received to the site this is not considered to be appropriate for such a small scale development so it has therefore been agreed to delete the allocation. Honingham has limited services and facilities to support development and there is currently no settlement limit.</p>	
Members of the public	Support	<p>Infill, which can do no real harm to the village. Access to Norwich and Dereham will be enhanced once the A47 is improved, so commuting will be no real</p>		<p>Support noted, however numerous objections were received to this site through the consultation. The</p>	<p>Site allocation removed</p>

		<p>issue.</p> <p>Small developments in each village is far preferable to the large scale proposed for the Easton, Colton and Honingham areas. So long as this is a remains as small-scale infill development. It needs to be designed in a sympathetic way to limit its impact on existing properties and to blend in with surrounding area.</p>		<p>site was initially preferred for allocation given the potential to divert the school bus route to pick up children but after further consideration and given the level of objections received to the site this is not considered to be appropriate for such a small scale development so it has therefore been agreed to delete the allocation. Honingham has limited services and facilities to support development and there is currently no settlement limit.</p>	
Various members of the public	Object	<p>There is a lack of facilities, no shop, no Post Office, no School, no Doctors surgery. All these would have to be accessed outside the Village, bus</p>		<p>Numerous objections were received to this site through the consultation. The site was initially</p>	<p>Site allocation removed</p>

		<p>services are limited and cannot be relied upon for commuting. Brown field sites in Norwich are far better placed for this allocation. Few job opportunities so workers would need to commute. This is will lead to more housing, potential effect on wildlife, crime, pressure on roads, drainage. This land should be retained for food production.</p>		<p>preferred for allocation given the potential to divert the school bus route to pick up children but after further consideration and given the level of objections received to the site this is not considered to be appropriate for such a small scale development so it has therefore been agreed to delete the allocation. Honingham has limited services and facilities to support development and there is currently no settlement limit.</p>	
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PART 3 - ASSESSMENT OF NEW & REVISED SITES SUBMITTED DURING THE REGULATION 18C CONSULTATION

STAGE 1 – LIST OF NEW &REVISED SITES PROMOTED IN THE SETTLEMENT

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

Address	Site Reference	Area (ha)	Proposal	Status Reg.18 c
Easton and Honingham				
North of Dereham Road, Honingham	GNLP2176R	1.37	25 dwellings	Preferred Site
TOTAL		1.37		

STAGE 2 – HELAA COMPARISON TABLE

	Categories													
	Site access	Access to services	Utilities Capacity	Utilities Infrastructure	Contamination/ground stability	Flood Risk	Market attractiveness	significant landscapes	Sensitive townscapes	Biodiversity & Geodiversity	Historic environment	Open Space and GI	Transport & Roads	Compatibility with neighbouring uses
Site Reference	Norwich Fringe													
GNLP2176R	Amber	Amber	Amber	Amber	Green	Green	Amber	Green	Green	Green	Amber	Green	Amber	Green

STAGE 3 – SUMMARY OF COMMENTS FROM THE REGULATION 18 STAGE C CONSULTATION

(See part 2 above)

STAGE 4 – DISCUSSION OF NEW & REVISED SITES

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

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

Conclusions in regard to a sites performance against the relevant factors have also been informed by the outcomes of the HELAA, consultation responses received and other relevant evidence

Easton and Honingham

GNLP2176R is a revised greenfield site (to former preferred option) to the north of Dereham Road proposing a reduction from the original site area of 3.7ha to 1.37 ha; and only 25 dwellings instead of 55 as originally suggested. The site was preferred on a much smaller boundary and at a reduced number of dwellings than the original proposal (0.76ha – 12 dwellings) at Regulation 18C, to allow for frontage development only. Therefore, the proposed revision will need to be assessed in this context. As such, the site is well related to the existing village of Honingham with residential development to the east and opposite of the site. Although, the site was considered a preferred option, there are other sites which are more sustainably where access to services and facilities may be less constrained. In conclusion it is considered to be reasonable to shortlist for further assessment at this stage subject to highways comments on the proposed road layout submitted by the promoter and achieving safe access to school, as well as, subject to Development Management on landscape character impact. These comments will be taken account of to inform site suitability conclusions at Regulation 19.

STAGE 5 – SHORTLIST OF REASONABLE ALTERNATIVE NEW & REVISED SITES FOR FURTHER ASSESSMENT

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

Address	Site Reference	Area (ha)	Proposal
Easton and Honingham			
North of Dereham Road, Honingham	GNLP2176R	1.37	Housing
TOTAL		1.37	

STAGE 6 – DETAILED SITE ASSESSMENTS OF REASONABLE ALTERNATIVE NEW & REVISED SITES

Site Reference:	GNLP2176R
Address:	North of Dereham Road, Honingham
Proposal:	Housing 1.37

CURRENT USE OF SITE:	BROWNFIELD/GREENFIELD:
Vacant land	Greenfield

CONSTRAINTS IDENTIFIED IN THE HELAA
<p>Amber Constraints in HELAA Access, Access to Services, Utilities Capacity, Market Attractiveness, Historic Environment and Transport & Roads, compatibility with neighbours</p> <p>Red Constraints in HELAA</p>
<p>HELAA Conclusion This is a revised greenfield site to the north of Dereham Road proposing a reduction from 3.7ha to 1.37 ha; 55 dwellings to 25 dwellings. The site is well related to the existing village of Honingham with residential development to the east and opposite of the site, however the village is very limited in the services as there is no GP, school or shops. Initial highway evidence has indicated that a suitable access could be achieved, but there is no access to a school. There is a bus service within 800m and local retail, but few other services. Transport would be needed to the neighbouring Hockering 2.7km away for school and Mattishall 6km away for a GP. There is a bus stop 800m away though there is no footpath and the bus service will currently only stop here on request. Sewerage infrastructure upgrades are likely to be needed, including enhancement to the water recycling centre. Other considerations are; the site is within Source Protection Zone 3, Grade II listed heritage cottages and war memorial to the east approx. 38-100 meters, few patches of low risk of surface water flooding on Dereham Road, utilities poles on the site, the mature trees to south east of site and the possibility of protected species, Barbastelle Bats, habitats on or near the site. County Wildlife Fen Plantation to the south west approx. 139 meters. There are no concerns over loss of open space or high-quality agricultural land as it is grade 3 and 4. The A47 is approx 170 m to the north where noise is likely to be a constraint. Despite the potential constraints noted, these could be suitably overcome and so the site is considered suitable for the land availability assessment. However, as the site has already been assessed for the purposes of the HELAA it will not contribute any additional capacity without double-counting and has therefore been marked unsuitable.</p>

FURTHER COMMENTS**Highways**

No safe walking/cycling route to catchment primary school at Easton. Bus provision to Easton School does not appear to pass through Honingham village, please confirm what additional work has been carried out re school transport. Site has sufficient frontage to provide acceptable access, would require 2.0m wide footway at frontage with suitable crossings to south side of road. Connect f/w to ex facility to east if possible - potential encroachment at frontage of 44 Dereham Rd. Carriageway widening may also be required to provide a minimum of 5.5m at the frontage. Would require TA & implementation of any agreed measures.

Development Management

Concerned about the lack of facilities at this location and safe access to school and sustainability also there is no settlement limit at this location.

Minerals & Waste

No comments

Lead Local Flood Authority

Few or no constraints. Standard information required at planning stage. The site has superficial deposits of Diamicton potentially limiting surface water infiltration drainage. The site does not benefit from nearby watercourses or surface water sewers. The site is south of the A47, a major highway. A drainage strategy for the site must incorporate this into the design to ensure there is no impact on current infrastructure. The site is part of a Source Protection Zone 3 and should be taken into consideration when developing a drainage strategy.

PLANNING HISTORY:**BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION**

- Flood Risk and Drainage Feasibility Study,
- Preliminary Ecological Appraisal Report,
- Archaeological Desk-Based Assessment,
- Initial design market square analysis and Phase 1 – Transport Strategy.

STAGE 7 – INITIAL CONCLUSIONS ON THE SUITABILITY OF NEW AND REVISED SITES FOR ALLOCATION

The new and revised sites shortlisted at Stage 4 have been subject to further consideration with Development Management, the Local Highway Authority and Lead Local Flood Authority and their comments are recorded under Stage 6 above. Based on their views the following initial conclusions regarding the suitability of the sites for allocation have been drawn.

New and revised sites to be considered for allocation:

None

New and revised sites considered to be unreasonable for allocation:

Address	Site Reference	Area (ha)	Promoted for	Reason for rejection
North of Dereham Road	GNLP2176R	1.37	25 dwellings	<p>This site was originally submitted on a larger boundary to accommodate 55 dwellings. It was considered through work to look at County Council bus routes to school and included as a preferred option in the Regulation 18C consultation on a much smaller boundary for 12 dwellings. A revision to the site was then submitted through the Regulation 18C consultation to increase the site to 1.37ha and 25 dwellings.</p> <p>Numerous objections were received to this site through the Regulation 18C consultation, including rural setting, lack of services and facilities, limited bus service, no safe access to school, highway issues and impact on landscape character.</p>

Address	Site Reference	Area (ha)	Promoted for	Reason for rejection
				<p>The site was initially preferred for allocation given the potential to divert the school bus route to pick up children but after further consideration this is not considered to be appropriate for such a small scale development therefore the site has been deleted as an allocation.</p>

FINAL CONCLUSIONS FOR THE REGULATION 19 VERSION OF THE PLAN

Site assessments prior to the Regulation 18C consultation

Up to the Regulation 18C consultation there were 3 sites promoted for residential/mixed use in the Easton cluster totalling 93 dwellings and 13.58ha of land plus the addition of a new settlement proposal at Honingham Thorpe. The outcome of initial site assessment work (which is detailed in part 1 of this booklet) was to prefer site GNL2176 on a smaller boundary than submitted for 12 dwellings. This site was preferred for allocation based on additional work done on school bus routes and was consulted on through the Regulation 18C consultation. In addition the new settlement proposal at Honingham Thorpe was considered to be a reasonable alternative for consideration through a future review of the plan. Other sites promoted were considered to be unreasonable for allocation as they do not have a safe walking route to school.

Summary of comments from the Regulation 18C draft plan consultation

Through the Regulation 18C consultation a number of comments were received regarding sites in Easton (detailed in part 2 above). The main comments received were a mixture of objections and supports for the allocation of site GNL2176 and comments regarding the new settlement proposal at Honingham Thorpe. All consultation comments were given due consideration and with regard to Honingham Thorpe there are currently no proposals to allocate a new settlement in the local plan, however GNL0415 is being considered within the context of options for a new settlement in the future. With regard to site GNL2176, after careful consideration of the objections received including rural setting, lack of services and facilities, limited bus service, no safe access to school, highway issues and impact on landscape character the selection of this site as a preferred allocation has been re considered. The site was initially preferred for allocation given the potential to divert the school bus route to pick up children but after further consideration this is not considered to be appropriate for such a small scale allocation in a settlement which does not currently have a settlement limit, therefore the site will be deleted as an allocation.

Assessment of new and revised sites submitted through the Regulation 18 C consultation

A revision to site GNL2176 was proposed through the Regulation 18C consultation to increase the size of the allocation up to 25 dwellings and 1.37ha of land. All the new and revised sites were subject to the same process of assessment as the earlier sites (detailed in part 3 of this booklet). The conclusion of this work was that this site revision does not change the view detailed above that the site should be deleted as an allocation.

Sustainability Appraisal

The sustainability performance of each reasonable alternative site has been considered in the selection of sites. The Sustainability Appraisal includes a scoring and assessment narrative on the sustainability performance of each reasonable alternative and recommendations for mitigation measures which have been incorporated in policy requirements as appropriate. The Sustainability Appraisal (which can be found in the evidence base [here](#)) highlighted positive and negative scores for the sites in the Easton cluster. The new settlement proposal GNLP0415 scored a number of double negatives but it is likely that many of these could be addressed through development given the scale of the proposal. Site GNLP2176 in Honingham scored double negatives for health and education reflecting its location distance from basic services and facilities. The SA shows that all the different versions of site GNLP2176 (the original, the smaller site defined at Regulation 18C and the subsequent revision submitted through the consultation) all score more or less the same, other than the smaller versions of the site which score a minor positive for economy. The SA does not change the view that following further consideration site GNLP2176 should not be allocated.

Final conclusion on sites for allocation in the Regulation 19 Plan

Based on all the information contained within this booklet the final conclusion of the site assessment process for Easton and Honingham is not to allocate any new sites in addition to carried forward allocation EAS1.

See tables of allocated and unallocated sites at appendices A and B for a full list of sites promoted with reasons for allocation or rejection.

Appendix 3

Extract of the GNLP ‘Evidence Base Appendix B’ ‘Tables of Unallocated Sites with reasons for rejection’

Appendix B - Urban Fringe – excluding the Norwich City Council area

Unallocated residential sites with reasons for rejection.

(Sites highlighted in grey were shortlisted through the site assessment process as reasonable alternatives and therefore subject to SA)

Address	Site Reference	Area (ha)	Promoted for	Reason for rejection
Colney				
Land at Hall Farm, Watton Road	GNLP0158	2.92	Residential (unspecified number)	This site is not considered suitable for allocation because it is considered to be relatively remote, with a poor relationship to the form and character of existing development and in the river valley. In addition there is no safe walking route to Little Melton Primary School, over 3km away, and due to the distance, it would not be feasible or viable to provide one.
Old Watton Road	GNLP0514	0.59	Residential (unspecified number)	This site is located off the Old Watton Road, adjoining the River Yare in the river valley. Despite its location near to existing housing in Colney it is remote from services and facilities and there is currently no settlement limit. Development in this location would encroach on the open character of the river valley. The site has significant trees, so development would harm landscape character. In addition, the northern section of the site is within flood zone 3 with identified surface water flood issues. There is no safe walking route to Little Melton Primary School over 3km away, and due to the distance, it would not be feasible or viable to provide one. It is

Address	Site Reference	Area (ha)	Promoted for	Reason for rejection
Easton and Honingham				
Land at Fellows Road	GNLP0411	0.72	Approx. 13 dwellings	This site is over 4km to primary school in Easton with no safe walking route therefore it is not considered to be suitable for allocation. This site was re-examined through work looking at County Council bus routes to school but was dismissed as it was considered that vehicular access would be difficult as the proposed access point at Fellows Road is extremely narrow and Mill Lane is also sub-standard
Honingham Thorpe	GNLP0415 A-G	457.14	Strategic mixed use development consisting of residential development, employment, country park and nature reserve	There are currently no proposals to allocate a new settlement in the local plan, however GNLP0415 is being considered within the context of options for a new settlement in the future..
Land off A47	GNLP0456	9.12	Approx. 25 dwellings	This site is not considered to be appropriate for allocation as it is located on the opposite side of the A47 to the main part of Easton village with no safe route to the primary school. The site also includes a gravel pit of geological interest.
North of Dereham Road	GNLP2176	3.74	55 dwellings	This site was originally submitted on a larger boundary to accommodate 55 dwellings. It was considered through work to look at County Council bus routes to school and included as a preferred option in the Regulation 18C consultation on a much smaller boundary for 12 dwellings. A revision to the site was then
	GNLP2176 (18C)	0.76	12 dwellings	
	GNLP2176R	1.37	25 dwellings	

Address	Site Reference	Area (ha)	Promoted for	Reason for rejection
				<p>submitted through the Regulation 18C consultation to increase the site to 1.37ha and 25 dwellings.</p> <p>Numerous objections were received to this site through the Regulation 18C consultation, including rural setting, lack of services and facilities, limited bus service, no safe access to school, highway issues and impact on landscape character.</p> <p>The site was initially preferred for allocation given the potential to divert the school bus route to pick up children but after further consideration this is not considered to be appropriate for such a small scale development therefore the site has been deleted as an allocation.</p>
Hellesdon				
Rear of Heath Crescent	GNLP2173	2.11	35-50 dwellings	<p>This proposal was considered as a reasonable alternative through the Regulation 18C consultation alongside alternative plans for open space use put forward by the Parish Council to allow for further consideration of both proposals. It has been decided not to allocate either site and leave the land as 'white land' within the settlement boundary to be dealt with through the planning or Neighbourhood Plan process. The need for open space in Hellesdon presented by the Parish Council is recognised but there does not seem to</p>

Technical Note 01

Land North of Dereham Road, Honingham, Norfolk.
(Greater Norwich Local Plan Site Ref : GNLP 2176).

The Rampton Property Trust



Appendix 4

Norfolk County Council's *Home to School and College Transport Policy* 2020 / 2021

Home to School and College Transport Policy

2020 / 2021

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1. General Transport Policy

The general policy of the County Council is:

- Free home to school transport is provided for eligible children of statutory school age (5 to 16 years). See S. 2 regarding what makes a child eligible;
- Free transport is provided for eligible children when a child starts school at age 4 years if they will be 5 years old before 1 September;
- For students aged 16 -19 years (or 16 - 25 years for those with an Education, Health and Care Plan that names a post 16 learning establishment) the County Council operates a subsidised post16 travel scheme on existing local bus or train services, on education transport contract vehicles, or on any specialist transport that the County Council deems necessary to meet a student's needs.

The County Council has the power to provide transport support outside of the general policy on a discretionary basis. Such requests will be assessed individually and must fall into the criteria outlined in section 5 of this document.

2. Entitlement to transport for children of statutory school age

2.1 Free transport is provided for children of statutory school age who attend the nearest catchment school or nearest available school for their age and educational needs, provided they meet the distance and age criteria below:

- a. Under 8 years of age and living more than 2 miles from school or
- b. 8 years of age and over and living more than 3 miles from school
- c. Pupils of primary school age (up to the end of year 6) who are entitled to free school meals due to a qualifying benefit or whose parents are in receipt of the maximum level of Working Tax Credit, are eligible for free transport to their nearest catchment or nearest available school if living more than 2 miles away
- d. Pupils of secondary school age (Years 7-11) who are entitled to free school meals or whose parents are in receipt of the maximum level of Working Tax Credit are eligible for free transport to:
 - one of three appropriate schools closest to their home, where this is more than 2 and less than 6 miles away, or
 - the nearest school preferred on grounds of religion or belief where this is more than 2 and less than 15 miles from their home (If Children's Services are unable to confirm that admission to the preferred school has been secured on religion/belief grounds, evidence of regular attendance at an appropriate place of worship

will be required from a person in authority at that place of worship).

- 2.2 For pupils who have an Education, Health & Care Plan transport will be provided, subject to the distance criteria above, to the school named within their Plan as the nearest appropriate school that can meet their assessed needs.

Transport will not be provided to a school named within a Plan as a school of parental preference where a nearer appropriate school has been identified that can meet the child's assessed needs, as this is the responsibility of parents and guardians.

- 2.3 Free transport is also provided for pupils who are unable to walk to school because of mobility problems or a severe medical condition, unless the distance to the establishment attended is such that the applicant could reasonably be expected to make their own way using a wheelchair or other suitable alternative, accompanied as necessary.

Transport support will be provided for as long as the physical mobility disability or severe medical condition exists.

- 2.4 Transport may also be provided if there are associated health and safety issues related to a child's special educational needs or disability of such severity that it means they could not reasonably be expected to make the journey to and from school even if accompanied.

Please note:

- Home to School Transport will only be provided at the standard start and finish times of the school/learning establishment and does not cater for part day arrangements or for extended school opportunities or extended school provision.
- Transport will only be provided to the main site of the school/learning establishment.
- An 'appropriate' school is a school that provides education appropriate to the age, ability and aptitude of a pupil, as determined by Norfolk County Council.
- If the County Council provides a place for a pupil at a Specialist Resource Base (SRB), this will be deemed as their nearest appropriate school for the purpose of assessing transport entitlement and the standard criteria in S.2 will apply. Transport will be provided at the beginning and end of the school day. No midday transfers between schools will be provided.
- If the County Council provides a place for a pupil at a Short Stay School for Norfolk (SSSfN) this will be deemed as their nearest appropriate school for the purpose of assessing transport entitlement

and the standard criteria in S.2 will apply.

- If the County Council provides a place for a pupil at an alternative educational setting this will be deemed as their nearest appropriate school for the purpose of assessing transport entitlement and the standard criteria in S.2 will apply. Transport will be provided at the beginning and end of the school day. No midday transfers between schools/learning establishments will be provided.
- Transport for pupils in Year 11 will cease at 30 June.
- Ages are taken on 1st September in each school year.
- The nearest school is determined by the shortest route by road for schools over the statutory walking distance, or by the shortest route using roads and public rights of way for schools within the statutory walking distance.
- The qualifying distances of 6 or 15 miles, as stated at 2.1 above, will be measured using the shortest route by road.
- The 2 and 3 mile qualifying distances will be measured by the shortest available walking route using roads and public rights of way.
- Public rights of way are determined as any route where access does not constitute trespassing, and includes routes such as bridleways, permissive paths and common land.
- All distances will be measured from the Post Office address point of the home to the nearest pedestrian school gate, using an up to date geographical information software system managed by the local authority to ensure a fair and consistent process for all applicants.
- Parents are required to ensure their children get to and from the nearest vehicle boarding point (see section 11).
- A pupil's home address is the address of their main residence. Where a child lives with separated parents who have shared responsibility, the home address is considered as the one that the child lives at for most of the calendar week. Where a child lives for an equal amount of time with each parent, the home address will be considered as that of the parent who receives child benefit in respect of the child concerned. Evidence of this will be required to support the application.
- Transport support will only be provided from one home address and it is parental responsibility to ensure that a child can get to and from school when residing at an alternative address. The only exception to this is where a court has directed that the child must spend 50% of their time with each parent and when the school is a qualifying school for both addresses under the School Transport Policy as stated above. Evidence of the court order will be required to support the application and Travel and Transport must be advised by the parent/guardian if a

court order ceases to direct residence 50% with each parent.

- We will check full address data for a sample of applicants each year, to ensure this is the pupil's main residence.
- Where transport has been provided in error, transport will continue for at least 6 weeks up to the next natural term / half term break after the error is discovered, in order to allow parents time to make alternative arrangements.
- If at any time there is a change to the infrastructure which may affect a child's entitlement to transport (e.g. a new housing development, a change to the network of walking routes or to the school infrastructure) school transport entitlement will be re-assessed. Following this re-assessment, if a child is no longer entitled to free transport then transport will continue for at least 6 weeks up to the next natural term / half term break, in order to allow parents time to make alternative arrangements.
- If a child is receiving free school transport on low income grounds (entitled to free school meals or whose parents are in receipt of the maximum level of Working Tax Credit), this entitlement will be re-assessed annually to ensure that they continue to meet the criteria for free school transport. If they don't (e.g. if they are no longer entitled to free school meals) then free school transport will cease and it will be the responsibility of parents and guardians to ensure they can get to and from school.
- Transport is not provided for children attending induction, taster or transitional days or sessions before joining the school/establishment.
- Whilst an application is being processed, parents will be responsible for ensuring that their child gets to and from school and the County Council will not refund any costs incurred. Processing an application may take up to 10 working days following receipt of a completed form, with any necessary supporting documents. This time limit cannot be guaranteed for those applying for spare seats under the County Council's discretionary travel scheme or for applications for the new academic year. Passes and transport details are sent by 2nd class post.

See also section 5.2 for information on possible transport support in specific family circumstances where a child would not qualify for transport under the general policy but parents are struggling to ensure attendance at school.

3. Entitlement to transport for Post 16 students

Subsidised transport is available on existing local bus or train services or education transport contract vehicles to students who are eligible for Post 16 transport support. The County Council will endeavour to publicise travel options provided by operators which may be more cost-effective, but cannot guarantee that such information will be comprehensive – it is the responsibility of the applicant to check such information.

Transport services generally operate from defined points or as a “main road” type of service. It is the family’s responsibility to make provision to reach the nearest pick-up point.

To qualify a student must:

- Live in Norfolk
- Live at least three miles from the sixth form, college or other learning establishment as measured by the shortest walking route using roads and public rights of way, unless:
 - i) a student has mobility problems or a severe medical condition which would prevent them walking the distance required
 - ii) a student has associated health and safety issues related to their special educational needs which mean that they could not reasonably be expected to walk the distance required even if accompanied
 - iii) the County Council has assessed against the criteria set in Appendix 2 that there is no available walking route under 3 miles
- Be under 19 years old at 1st September (or 25 years for those with an Education, Health and Care Plan that names a post 16 learning establishment). Transport will be provided up to the end of the course year in which the student reaches the age of 19 or 25
- Be attending a full time course i.e. a minimum of 540 hours per year of supervised study (approximately 14 hrs/week)
- Be studying a course of further education, not an HND, HNC or degree course
- Be attending a state-funded:
 - a. school sixth form
 - b. sixth form college
 - c. further education college
 - d. specialist college (for courses available in that specialism only)
 - e. training provider (funded by the Education Funding Agency) offering a specialist course
- Travel on a core route determined by the County Council. Transport will not be agreed to any alternative college, sixth form college, sixth form or other learning establishment, even if the qualification or course is not available at the designated core route establishment

Information on core routes is available by calling 0344 800 8020, or at www.norfolk.gov.uk/post16transport

Students can live and travel from outside the core route area but will only receive transport support from Norfolk County Council once they are on a core route.

For specialist courses delivered at Easton College (i.e. land-based or animal care) transport support will be given to any student who qualifies under the general criteria from anywhere in Norfolk.

For post 16 specialist courses delivered only at the University Technical College Norfolk transport support will be given to any student who qualifies under the general criteria from anywhere in Norfolk.

Please note:

- Transport support will not be agreed to any alternative establishment even if the course is not available at one of the student's core route establishments, unless the County Council determines that both of the core route establishments cannot meet a student's specific needs.
- If a student wishes to attend a non-core route establishment, subsidised transport support will be provided once the student is on the core route to that establishment. Families will need to make their own arrangements and fund any transport needed to enable the student to get to the core route.
- Transport support will be provided for standard academic terms only and at the start and end of a standard college/sixth form day and will not include any evening or weekend provision. The start and finish times are agreed between the County Council and the learning establishments in advance and the transport is arranged to meet these times only. Access to courses outside of these times will have to be discussed directly with the establishments attended.
- Transport support is based on a student travelling to the main college/sixth form site. Transport to any satellite sites is the responsibility of the learning establishment concerned and students/parents should contact the learning establishment direct to discuss access arrangements.
- A financial contribution is payable towards transport costs, with concessions available for low income families receiving a qualifying benefit. See section 9 for further information. Further financial support may be available from the establishment as part of the Government Bursary Funding.
- No financial contribution towards transport will be required for students who have an Education, Health and Care Plan and who are in years 15 and above. Free transport will continue for these students up the end of the year in which they become 25 years old, as long as they continue to have an Education, Health and Care Plan.
- No travel assistance is provided for work placements or workplace apprenticeships.
- Transport is not provided for students attending induction, taster or transitional days or sessions before joining the college/sixth form.

- The 3 mile qualifying distance will be measured by the shortest available route using roads and public rights of way, measured from the Post Office address point of the home to the nearest pedestrian gate of the establishment, using an up to date geographical information software system managed by the local authority to ensure a fair and consistent process for all applicants.
- Public rights of way are determined as any route where access does not constitute trespassing, and include routes such as bridleways, permissive paths and common land.
- Norfolk County Council does not provide transport support for Post 16 students attending denominational establishments on faith grounds.
- Parents are required to ensure the student can get to and from the nearest vehicle boarding point (see section 11).
- Transport support will only be provided from one home address and it is parental responsibility to ensure that a child can get to and from sixth form/college when residing at an alternative address.
- Students are asked to make applications no later than the end of July. Applications made after this date may not be processed in time for the first day of term in September. Any travel assistance offered is for one academic year only and students will need to re-apply for transport assistance annually. If paying daily, confirmation that a student is continuing to attend must be received termly.
- The County Council has the right to terminate transport arrangements immediately if any payment due is not made within the appropriate timescales.
- Whilst an application is being processed, the student/family will be responsible for their own transport arrangements. The County Council will not refund any costs incurred. Processing an application may take up to 10 working days following receipt of a completed form, with any necessary supporting documents. These time limits cannot be guaranteed for applications for the new academic year. 10 working days must then be allowed after the date of payment for the dispatch of a travel pass or confirmation of travel arrangements. Passes and transport details will be sent by 2nd class post.

For full details please go to www.norfolk.gov.uk/post16transport

4. How transport is provided

Transport will be provided in the most economically advantageous way for the County Council. This means that most journeys will be provided using local bus or train services, or contracted school buses.

The County Council will assist with journeys within the approved limits but does not guarantee to secure specific services to and from school, sixth form

or college for the duration of attendance there. The final decision rests with the Council.

The County Council will make every effort to ensure that the services operate satisfactorily, but will not provide reimbursement for any days when the transport does not operate or for days when a student does not use the service.

Transport may also be provided in smaller vehicles if it has been assessed that the pupil/student has any difficulty or disability that prevents them from travelling safely using bus or train services, for example

- any significant mobility difficulties (e.g. physical inability to board a bus)
- any significant sensory or communication difficulties
- if the pupil/student is “at risk” to themselves or others in using public transport or school buses independently.

All pupils/students will be expected to undertake travel independence training to enable them to progress to using public transport or school buses unless they are assessed, by the County Council, as being unlikely to benefit from such training.

The County Council operates the TITAN travel training programme and details of the programme can be obtained from school SEN Co-ordinators (SENCOs) or from the travel training team on 01603 223391 or email titan.norfolk@norfolk.gov.uk The County Council will withdraw any special transport provision if students or families choose not to take part in the travel training programme or to comply with reasonable arrangements recommended by TITAN representatives.

For students with special educational needs who are progressing to Post16 education a review of transport needs will be undertaken in Year 11. All transport requirements will be referred to the TITAN travel training team and part of the assessment of transport needs will include the potential for the student to travel on public services or contract buses following travel independence training.

The County Council's TITAN travel training programme for Post16 students includes a summer 'Buddy' scheme. The Buddy scheme is based on young people, employed and trained by the County Council, working with young people referred onto the scheme to help familiarise them with their new journeys as part of their transfer to Post16 education.

Any young person assessed as being suitable for travel training is expected to willingly participate. The County Council will withdraw specialist transport if students or families choose not to take part in the travel training programme or assessment.

See Appendix 1 for more information on transport journeys.

5. Other transport assistance outside the general policy

Pupils who do not qualify under the County Council's general policy for free transport may receive assistance with transport under certain circumstances such as:

5.1 When a school reorganisation takes place

The County Council will consider whether transport provision should be made available to pupils affected by any schools' reorganisation including:

- School closures
- Opening of new schools
- Changes made by Norfolk County Council to school catchment areas
- Any other major re-organisation of education provision within schools.

Where transport provision is offered this will only apply to pupils directly affected by these changes at the time they are made.

Arrangements will differ depending on the specific situation at the time. All parents of those pupils deemed by the County Council to be directly affected will be notified of the proposed arrangements prior to the changes being implemented. The level and duration of any transport assistance will be determined by the County Council.

5.2 Specific family circumstances

5.2.1. Transport support may be given on a temporary basis (for a period of up to 6 weeks, to the end of the next term or half-term) if the child is subject to an emergency move of home beyond the family's control.

Support will generally only be considered if all of the following criteria are met:

- the pupil was attending their nearest appropriate school for their previous address;
- the family is in receipt of maximum working tax credit or a benefit which would entitle a pupil to free school meals, or third party evidence of extreme financial hardship is provided; and
- all other means of ensuring attendance have been exhausted.

5.2.2 Transport support may also be given if the child is too young or vulnerable to walk to school unaccompanied and parents are unable to accompany them due to their physical mobility difficulty or other severe medical condition.

If there are two or more adults living in the family home they must all be able to demonstrate that they are not able to get the child to school, including in the explanation what other means of ensuring attendance they have explored.

5.2.3 If a child in Year 11 is subject to an emergency move of home beyond the family's control, transport support may be given to the end of Year 11 if Children's Services Admissions confirm that there is no nearer provision than the school currently attended that is able to accommodate the child.

5.2.4 Third party professional evidence must be provided in all cases and any associated costs must be met by the applicant.

Whilst an application is undergoing the assessment stage, parents will be responsible for ensuring that their child gets to school. The County Council will not backdate decisions and will not refund any costs incurred prior to the point of the decision being given to the parent. Depending upon the complexity of the situation, the assessment may take up to 20 working days following receipt of all supporting evidence. All efforts are made to complete assessments as quickly as possible and most applications are assessed within 10 working days.

5.3 Unavailable walking routes

The criteria for the assessment of walking routes is at Appendix 2.

If a route to school is assessed against these criteria as being unavailable for walking, the County Council will provide free transport for children attending their nearest catchment or nearest appropriate school/establishment.

Whilst a route is undergoing the assessment stage, parents will be responsible for ensuring that their child gets to and from school.

Unavailable walking routes will be reviewed on a regular basis and if any changes to a route mean that it is then assessed as available according to the criteria, free transport will be withdrawn and it will become the parent's responsibility to get their child to and from school.

Similarly, if an alternative route to school is identified which is available according to the criteria and also within the qualifying distance, free transport will be withdrawn and it will become the parent's responsibility to get their child to and from school.

In both instances the County Council will give at least six weeks' notice of the withdrawal of free transport, up to the next natural term / half term break, to allow time for parents to make alternative arrangements.

Appeals against walking route decisions can be made by following the appeals procedure detailed in section 13 of this document.

5.4 School full situations

If the nearest catchment or nearest appropriate school is full at the time of application to the County Council for a school place, transport will be provided to an alternative school, as defined by the County Council, in accordance with the general policy (*note eligibility criteria in section 2*). This is normally the next nearest school. This arrangement will continue until the end of the pupil's current phase of schooling e.g. primary, secondary.

As an exception to policy, younger siblings of children accommodated in a primary phase school under a school full situation will be entitled to free transport to the same school, in accordance with the general policy, on condition that there are places available within the appropriate year group and that there is no additional cost to providing the transport.

5.5 Authorised school transfers

The County Council will only consider providing transport support for pupils transferring schools before the natural end of their current phase of schooling where the transfer is managed by the County Council e.g. pupils at risk of exclusion.

Any pupil moving schools due to the alleged failure of the school attended to address parental concerns, e.g. bullying, will not be considered for transport support from the County Council. The County Council expects all schools to appropriately manage any reported issues and incidents. Any parent who is not satisfied with the school intervention should take this up with the governing body of the school concerned via the school complaints procedure.

The only exception to this will be where the current school confirms in writing that there is no further action that can be taken to resolve the situation and external agencies have been involved fully in this process. The next nearest school will then be deemed the nearest appropriate school and transport support will be provided subject to the criteria in section 2.

5.6 Allocation of spare seats for pupils/students

Pupils/students who are not eligible for free transport may be able to purchase spare seats on contracted vehicles transporting eligible pupils.

If there are more applications for spare seats than there are places available, the allocation of seats will be made in the following order:

- Pupils with an Education, Health & Care Plan
- Pupils looked after by the Local Authority
- Young carers (evidence of their caring responsibility will need to be provided by a third party)
- Pupils living within the qualifying walking distance (priority based on distance with the pupil living furthest away given highest priority)
- Pupils attending a school of parental preference. It is not necessary for such pupils to be resident in Norfolk but priority will be given to those who are, and then to those living nearest to the school
- Post16 students not entitled under the general policy

Priority will be given to those who received transport in the previous academic year.

Ten working days must be allowed after the date of payment for the dispatch of a travel pass or confirmation of travel arrangements.

Applications for spare seats will only be considered once we have allocated all eligible children to transport and are confident that spare seats are available. This decision is unlikely to be before the start of the school term in September and parents applying for a spare seat should have their own arrangements in place in case a seat is not available.

There is a charge for using a spare seat, which is a contribution towards the whole cost of transport. The annual charge varies depending on

circumstances and is paid in three instalments. All current charges are on our website at www.norfolk.gov.uk/schooltransport

If during the school year the seat is needed for an eligible pupil, the discretionary place can be withdrawn at a week's notice. If the place is withdrawn before half term a pro-rata refund will be made of half the contribution paid.

6. Transport Grants for Cycling

The County Council wishes to support cycling to school as a 'healthy and green' alternative to motorised vehicle travel and a cycling allowance of £200 per year is available, reduced to pro-rata amounts for applications made after October half-term.

The grant of £200 per year is available for any pupil or student who is eligible for travel assistance under Sections 2 & 3. This grant is payable instead of a travel pass or any other transport provision.

Each application for this grant is individually assessed with distance and age being taken into consideration before it is agreed that a cycle allowance can be awarded. However parents are ultimately responsible for ensuring that their child can safely cycle to and from school.

Acceptance of the cycle grant is a commitment for a full academic year, therefore anyone applying for this grant must consider how they will travel when they feel that adverse weather conditions make cycling difficult. The County Council will not provide alternative transport in such circumstances.

Once the grant has been paid parents are responsible for the cycle and any insurance, as Norfolk County Council will not accept responsibility for loss, damage or theft.

New applications for a cycle allowance are not accepted for the current academic year after the last day of the spring term, i.e. at Easter.

7. Fuel Allowances

In some cases parents will provide their own transport to and from school/college instead of the County Council making the necessary transport arrangements. These arrangements are only agreed if contracted or public transport is not available and if it is the most cost effective option.

The level of allowance is based on the mileage for two return journeys each day and on the condition that the driver is acting as a volunteer.

The current allowance payable is 50p/mile, as recommended by HMRC when carrying a passenger.

Example: Where a school is 5 miles from home the calculation will be
2 return journeys = distance (5 miles) x 4 = 20 miles
20 miles x 50p = £10.00 per day

Post16 students are still required to pay a contribution towards transport costs and the appropriate level of contribution will be deducted from any fuel allowance the family are entitled to.

A fuel allowance may also be payable to Post16 students who are driving themselves to sixth form/college, but will only be paid where no contracted or public transport is available and when this is the most cost effective option. The rate in these cases is 45p/mile, as recommended by HMRC, and will only be paid for 1 return journey each day.

Example: Where a college is 5 miles from home the calculation will be
1 return journey = distance (5 miles) x 2 = 10 miles
10 miles x 45p = £4.50 per day
Over 180 college days, annual amount = £810
Less a parental contribution (e.g. £552) = £258

If the family/student have been allocated a mobility vehicle for the pupil/student that requires transport, the mileage allowance will be 11p/mile, in line with HMRC rates. The financial contribution is still required for Post16 students.

Allowances are paid monthly in arrears on receipt of a claim form authorised by the establishment to confirm attendance.

8. Moped Loan Scheme

The County Council operates a moped loan scheme for Post16 students who are not able to access public transport or other contracted school transport for their journey. All applications are assessed individually and the County Council retains the right not to support cases where there is reason to believe that:

- This is not a suitable mode for a particular journey
- An applicant is not suitable for this mode of travel
- The journey in question is served by other transport arrangements.

The cost to the family of participating in this scheme is exactly the same as the student contribution applicable to any other form of transport under the Post16 Transport Policy. If the financial contribution is not paid by the due dates, the moped will be confiscated with immediate effect.

9. Payment of contributions towards the cost of transport

Financial contributions towards transport for young people who are not entitled to free transport are determined annually. These rates, along with payment options, are published on the County Council website at www.norfolk.gov.uk/schooltransport and www.norfolk.gov.uk/post16transport. Alternatively this information can be obtained from the County Council on 0344 800 8020.

All payments will be dealt with as promptly as possible but 10 working days must be allowed after the date of a payment for the dispatch of a travel pass or confirmation of travel arrangements. Please note that passes and transport details will be sent by 2nd class post.

Refunds of the financial contribution will be issued as follows:

- If the travel pass is returned or the travel arrangements are cancelled before the start of term in September, we will give a full refund
- If travel passes are returned or the travel arrangements are cancelled during the year we will give a pro-rata refund based on the amount paid less the time the travel pass/arrangement has been used, to the nearest full half-term, less a £10 administration fee
- No refunds are given for those selecting the post16 six-instalment payment option
- For the period following May half-term, refunds will only be given if the travel pass is returned and received by the County Council, or the transport arrangements cancelled, by 31 May
- No refund will be given if the pass has been posted back but not received by the County Council, unless proof of posting can be supplied.

Refunds will not be given for any day the transport does not operate.

We do not offer any refunds on travel costs incurred while waiting for travel arrangements to be made or the travel pass to arrive. Any request for a refund for bus or train tickets will be at the discretion of the County Council, e.g. if there was a significant delay in issuing the pass or the pass issued was incorrect and/or unusable.

10. Travelling times

The County Council will seek to provide single journeys, assessed using the door to door time, that do not exceed

- 45 minutes at primary school age
- 75 minutes at secondary school age and above.

These times are a guideline only and the efficiency of the transport provision has to be the over-riding, principle factor when organising transport.

However, where the average daily travelling time over a week would be more than 1 hour 30 minutes for primary age pupils or more than 2 hours 30 minutes for secondary age pupils, bespoke transport arrangements will be considered to see if a shorter journey can be offered within available resources.

If the travelling time is within these guidelines but it is considered that the pupil/student cannot cope with the length of the journey, appropriate medical or other justifiable evidence from a third party professional must be provided before any changes can be considered.

11. Transport boarding points

Boarding points for children of statutory school age are provided as near as possible to home. This is usually no more than 1 mile away from home for children of primary school age and no more than 1.5 miles for children of

secondary school age. Parents are required to ensure their children get to and from the nearest boarding point.

Set-down points are provided as near as possible to school. For primary age pupils this will be within the school grounds or just outside the school gate; for high school students this will be no more than 1 mile from the school.

There is no maximum distance to a vehicle boarding point or set-down point for Post16 students.

Children should be at the boarding point 10 minutes before the stated departure time and should wait at the bus stop for 30 minutes after the stated departure time in case their school transport is delayed. If children are left to wait on their own it is a parent/guardian's responsibility to ensure that their children know what to do if their transport does not turn up or if they are refused travel because they do not have a valid travel pass.

Children are the responsibility of parents before they board the vehicle and after they alight at the end of the day.

Children of primary school age (Years R–6) and children with special needs should be collected from school transport by an appropriate adult, e.g. a parent/guardian, and parents should ensure that they or someone else can be at the drop-off point. If there is no adult present to collect a child then the child will not be left, which may mean that the school transport continues its route with the child on board whilst the parent/guardian is contacted.

12. Behaviour

All children should behave in an appropriate manner while waiting for school transport and while travelling on home to school/college transport.

Any unacceptable behaviour may result in a temporary withdrawal of transport arrangements, for up to two months, during which time it will be the responsibility of parents/guardians to ensure that their children get to and from their place of learning.

Children should comply with any instructions from drivers or passenger assistants, particularly in the event of a breakdown or a road incident. Non-compliance with instructions will be regarded as unacceptable behaviour.

Transport will only be reinstated for banned pupils when they have demonstrated, to the satisfaction of the County Council, that they are willing and able to behave appropriately.

In cases of gross or persistent misconduct a permanent ban from school transport may be imposed.

Please note that CCTV is now in operation on many vehicles.

Please see Appendix 3 for the full Behaviour Policy and Procedure.

13. Appeals Procedure

The County Council operates an appeals procedure for parents/carers who wish to challenge a decision about their child's eligibility for transport, the transport arrangements offered, distance measurements or the availability of a walking route. The appeals procedure is as follows:

13.1 Following the original decision, a parent/carer has 20 working days to make a written request asking for a review of the decision.

13.2 The written request should be sent to

Commissioning & Client Services Manager
Travel & Transport, Norfolk County Council
County Hall, Norwich NR1 2DH

and should detail why the parent/guardian believes the decision should be reviewed, giving details of any personal and/or family circumstances they believe should be considered as part of the review.

13.3 The decision will be reviewed within 20 working days and parents/guardians will receive a detailed written notification of the outcome of the review.

13.4 If parents/guardians still believe that policy has not been applied correctly and they would like a further review of the decision, they have 20 working days to make a written request to escalate the matter to stage two of the process, setting out any additional relevant information to their case.

13.5 The appeal will be reviewed within 40 working days by a panel of 3 senior officers in Children's Services led by the Head of School Admissions Service, to which parents are invited to attend and speak, if they wish to do so.

13.6 The final decision of the County Council will be sent to the parent/guardian within 5 working days and will include contact information for the Local Government Ombudsman if a parent believes a further independent review of their case is necessary.

13.7 The Ombudsman will not usually consider cases unless they have been through the full appeals process of the County Council, and will only consider cases if complainants believe that the County Council has failed to comply with the procedural rules or if there are any other irregularities in the way the appeal has been handled.

13.8 For Post16 transport the appeals process should be followed as set out above, but following the final decision of the County Council parents may complain to the Secretary of State if they are still dissatisfied with the outcome of their appeal.

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### Journey Information

#### **A 1: Transport Procurement**

Transport will be procured in accordance with the Public Contract Regulations, the County Council's Contract Standing Orders, and the requirements of any relevant UK legislation.

All contracts for the provision of passenger transport services will be reviewed at least every five years to ensure best value for money and efficiency of the overall provision of transport. This means that transport is very likely to change during a child's time at school.

#### **A 2: Arrival and Departure Times**

Transport will be arranged to arrive up to 15 minutes before or after school and schools should make any necessary arrangements to supervise pupils for these periods.

Occasionally it may not be possible to arrange transport within these time limits and in these instances the County Council will liaise with schools to ensure that appropriate supervision arrangements are made.

#### **A 3: Seatbelts and vehicle loading**

In accordance with the seating capacity regulations, a seat for each pupil will be provided. On vehicles without seat belts or on local bus services the 3:2 seating rule may be used to accommodate small numbers of pupils above the seating capacity available.

Seatbelts and other forms of child restraint will be provided where they are required by law. Children are responsible for putting on their own seatbelt.

#### **A 4: Mixed Loading**

All age groups may be mixed on the same vehicle. However primary age pupils will be transported separately from secondary age pupils wherever possible, subject to there being no additional cost.

#### **A 5: Drivers and Passenger Assistants**

Drivers and passenger assistants are employed in accordance with the Conditions of Contract and vetted in accordance with Home Office guidelines. Passenger assistants, in addition to the driver, are provided as follows:

- on vehicles carrying pupils with special needs if a risk assessment of the journey or a specific child indicates that one is required
- on vehicles where the driver cannot gain access to the passenger compartment without leaving the vehicle or where the driver does not have control of the vehicle doors from his driving position
- on vehicles carrying 30 or more pupils, all under 9 years old, travelling on journeys of at least 30 minutes duration

- on other vehicles where a specific need is identified.

## **A 6: Travel Passes**

Travel passes are the property of Norfolk County Council and are subject to the conditions set in this Home to School and College Transport Policy and those of transport operators. The County Council must be notified by the parent/guardian if a student leaves school, sixth form or college before the expiry date of the travel pass so that it can be cancelled.

Travel passes are Smartcards and are valid for one journey to school/college and one journey home each day during standard academic terms only. Pupils should present their Smartcard each time they board the vehicle, by placing it on the electronic ticket machine.

High school and Post16 students without a valid travel pass will be refused travel or asked to pay the appropriate fare if the service accepts fare-paying passengers.

Primary age pupils on a contracted service will be allowed to travel for five days without a travel pass to give them time to get a new one.

Lost and damaged passes (i.e. ones that no longer work on the electronic ticket machine) should be replaced. There is a charge of £10 for a replacement pass to cover the administration costs. Temporary passes which are valid for 2 weeks are available from high schools, to allow time for the payment and issue of a replacement pass.

Fraudulent use of a travel pass will result in it being confiscated and, for pupils travelling under the County Council's Discretionary or Post16 Travel Schemes, transport will be withdrawn.

## **A 7: Other Users**

Other persons may be given permission to travel on contracted transport e.g. staff, parents helping at the school, short term exchange students\*. Such persons should obtain permission from the County Council and will only be authorised to travel providing:

- there are spare seats available,
- there are no additional costs involved, and
- a relevant DBS check has been undertaken, where applicable.

School staff using the services are expected to supervise the pupils whilst travelling.

\*Exchange students travelling for more than one half term must apply through the normal application process

## Appendix 2

### Criteria for home to school walking route assessments

#### Introduction

All roads and footpaths can be considered as being potentially hazardous for pedestrians, whether in a rural or urban setting. Free transport cannot be provided for this reason alone. For pupils living within the qualifying distances of their nearest catchment or nearest appropriate school, the County Council will look at the physical nature of the route and the age of the child before it will consider providing free transport.

For the council to provide free transport, the route must have special factors that make it particularly hazardous and therefore unavailable to walk or cycle along in reasonable safety, even where a child is accompanied by a parent or other responsible adult.

#### What can make a route unavailable?

##### Roads and footpaths alongside roads

A route could be considered unavailable as a walking route, even to a child accompanied by an adult, if a **combination** of the following factors exists:

- There is no footpath or roadside strip;
- There is no verge by the side of the road that can be used to step onto to avoid passing vehicles;
- Where there is no path or verge, the road is less than 5.5 metres wide **and** has a traffic count of more than 240 vehicles and 12 large vehicles per hour;
- Visibility is impaired by sharp bends, banks, hedges or other obstacles;
- There is a history of road accidents involving pedestrians along the route;
- Where there are no crossing facilities, there are insufficient gaps in traffic to enable a safe crossing.

These criteria are based on Road Safety GB guidelines. A sufficient number of gaps in traffic across two lanes is determined as four gaps of 4-6 seconds in each 5 minute period.

Drivers are expected to comply with the speed limits. Where they do not, the local police should be asked to take appropriate action.

##### Public rights of way

Public rights of way are determined as any route where access does not constitute trespassing, and include routes such as bridleways, public byways, permissive paths and common land. These routes are generally considered as available walking routes, however a route could be considered unavailable

as a walking route, even to a child accompanied by an adult, if an element of the route poses a significant level of risk that cannot be reduced by any reasonable adjustments, e.g. if there is a deep fast-flowing river adjacent to an exposed footpath, where it would be impossible to get out of the river should an incident occur.

### **What does not make a route unavailable?**

The following are examples of factors that are not considered as part of a route assessment:

- it is isolated and there is perceived to be a moral danger;
- the route is muddy or soft underfoot;
- it will be dark at the time of walking;
- there is a need to cross a railway line at a designated crossing point;
- there are short lengths of road where there is no verge;
- there are short lengths of road within the village/urban environment where there is no verge or footpath;
- there are other variable conditions e.g. inclement weather or possible flooding

since in these instances it is the responsibility of parents/guardians to decide whether to accompany their child to school or to make alternative arrangements. Parents are also expected to provide protective clothing or other equipment as necessary.

In all cases it is expected that pupils, students and members of the public behave reasonably and lawfully.

If a route is considered unavailable free transport will be provided until there is a significant change, e.g. if a footpath is created, when the route would be reassessed. Free transport is not provided if there is an alternative walking route to school, also within the qualifying distance, which is assessed as being available.

Free transport may be provided if the route is only available if the child is accompanied (normally for primary-age children only) and parents can satisfy the council that no adult is available to accompany the child, e.g. they have a younger child in a pram or pushchair and the route cannot then be walked in reasonable safety. However, we would expect all reasonable alternatives to have been explored by parents/carers before confirming that transport can be provided. Free transport is not provided if the child cannot be accompanied due to parents' work commitments.

When children from the same family attend different local schools in the area, e.g. infant and junior schools, and they do not qualify for free transport, then it is expected that parents will make any local arrangements they consider necessary for their children to be accompanied to and from different schools or to use any available transport services. Free transport will not therefore be provided.

## Appendix 3

### **Behaviour Policy and Procedure**

This procedure should be adopted for all school journeys operated under the Contract, but it does not affect the statutory powers of drivers and conductors given to them under the Public Passenger Vehicles Act 1981.

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#### **Supervision**

1. The Conditions of Contract for the Provision of Passenger Transport states:  
'The contractor shall for the purpose of safeguarding the pupils against accidents or injuries, ensure that they are supervised both during the journey and when boarding and alighting from the vehicle.'
2. In order to maintain good behaviour, supervision should normally require no more than a verbal instruction from the driver whose authority is vested in his legal responsibility for the vehicle. Where a passenger assistant is employed on the vehicle it will be the passenger assistant's responsibility, in the first instance, to issue any verbal instructions as a result of misbehaviour.
3. In the event of misbehaviour contractors' employees should not remove pupils from the vehicle or refuse to allow them to board except when the vehicle is at the school that the pupils attend. As a result of unacceptable behaviour and regardless of the provocations, on no account are the Contractor's employees to use actual or threatened physical force. If drivers' or passenger assistants' instructions are ignored and bad behaviour persists, or if the seriousness of the misbehaviour warrants it, the appropriate disciplinary actions outlined below should be taken.

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#### **Disciplinary Procedure**

4. There are three stages to the procedure:
  - 4.1 Initial Warning – a verbal instruction or warning
  - 4.2 Written Warning
  - 4.3 Exclusion from transport

Travel & Transport have discretion to override earlier stages in the procedure if the seriousness of the incident warrants this.

Where reference is made to the Headteacher, this can also refer to a member of staff with delegated responsibility for pupil behaviour on school transport.

#### **5. Initial Warning**

For minor incidents of misbehaviour the driver or passenger assistant should identify the culprit(s) and report the incident to the Headteacher for any action considered necessary, which will often prevent escalation to stages 4.2 and 4.3 of this procedure. The driver must also report these instances to his/her employer to record for future reference. Where primary age or special needs pupils are concerned, the Contractor will also inform the Council.



## 6. **Written Warning**

For repeated unacceptable behaviour or any single serious incident:

6.1 The driver or passenger assistant (if any) will report the details and name(s) of the culprit(s) as soon as possible to the Headteacher and Contractor;

6.2 The Contractor will send a written report, including any recorded details of the Initial Warning, to Travel & Transport, who will inform the Headteacher;

6.3 Travel & Transport, after consultation with the Headteacher, will write to the parents, with copies to the Headteacher and Contractor, seeking the help of the parents and warning them that any further incidents of unacceptable behaviour could result in the exclusion of their child from the vehicle.

## 7. **Exclusion from transport**

In general, exclusion from transport is used following completion of the Written Warning stage. When further incidents of bad behaviour occur:

7.1 The Driver is to report the details and name(s) of the culprit(s) as soon as possible to the Headteacher and Contractor;

7.2 The Contractor must advise Travel & Transport of the details by telephone and then confirm it in writing, referring to the previous Written Warning;

7.3 Travel & Transport, after consultation with the Headteacher, will write to the parents notifying them that their child will be excluded from the transport for a specified period (normally up to five school days on the first exclusion) giving them five days' notice to make alternative arrangements. This letter will be copied to the Headteacher and the Contractor.

## 8. **Immediate exclusion from transport**

Exceptionally there may be an incident of such a serious nature that it is necessary to exclude a pupil from transport without warning, for example:

- violent behaviour
- wanton damage to the vehicle
- gross verbal abuse of the driver or passenger assistant
- actions which compromise the safety of the vehicle

In such cases:

8.1 The Contractor must immediately telephone details to Travel & Transport. After consultation with the Headteacher, Travel & Transport

will issue a verbal instruction for the commencement and duration of the exclusion to the Contractor, the pupil and the parent(s);

8.2 Contractors and Headteachers must not act independently; only the Council should authorise the exclusion of a pupil from transport;

8.3 The exclusion should commence as soon as possible after the incident, preferably from the next journey but not partway through an existing journey, unless the pupil has been arrested by the Police. The details of the exclusion will be confirmed in writing to the parents with copies to the Contractor and Headteacher.

## 9. **The role of schools in addressing poor behaviour on transport**

The Department for Education expects each school to promote appropriate standards of behaviour by pupils on their journey to and from school through rewarding any positive behaviour and using sanctions to address poor behaviour.

Headteachers are required to determine what measures should be taken to promote self-discipline among pupils; and encourage positive behaviour and respect for others, including the prevention of bullying. The Act makes it clear that Headteachers must make and publish rules, and decide on penalties for unacceptable behaviour.

The Act also empowers Headteachers to take action to address unacceptable behaviour even when this takes place outside the school premises and when pupils are not under the legal control of the school, but when it is reasonable to do so. In the Department's view, this would include behaviour on school buses, or otherwise on the route to and from school, whether or not the pupils are in school uniform.

## 10. **Vandalism**

Parents/guardians may be invoiced to recover the cost of repair due to vandalism.

## 11. **Smoking**

For incidents of smoking on transport there will be a mandatory minimum travel ban of one week. This includes smoking e-cigs or similar devices.

## 12. **Mobile Phones**

The use of mobile phones or other electronic devices for taking photographs or filming is prohibited on all vehicles.

# Appendix 5

## Map – Norfolk County Council’s ‘School Bus’ route to St Peter’s Church of England Primary Academy Easton

# Extract from Norfolk County Council's website page re 'School Bus Times'

<http://schooltravel.norfolk.gov.uk/schoolbustimes/default.aspx>

## Bus Route for St Peter's Church of England Primary Academy, Easton

**School bus times**

Easton - St. Peter's C of E ... Bus1

**Bus No** : Bus1 (WNC/22155/2Z)  
**Stops** : 8  
**Tel** : 01553 776971  
**Operator** : [West Norfolk Community Transport](#)

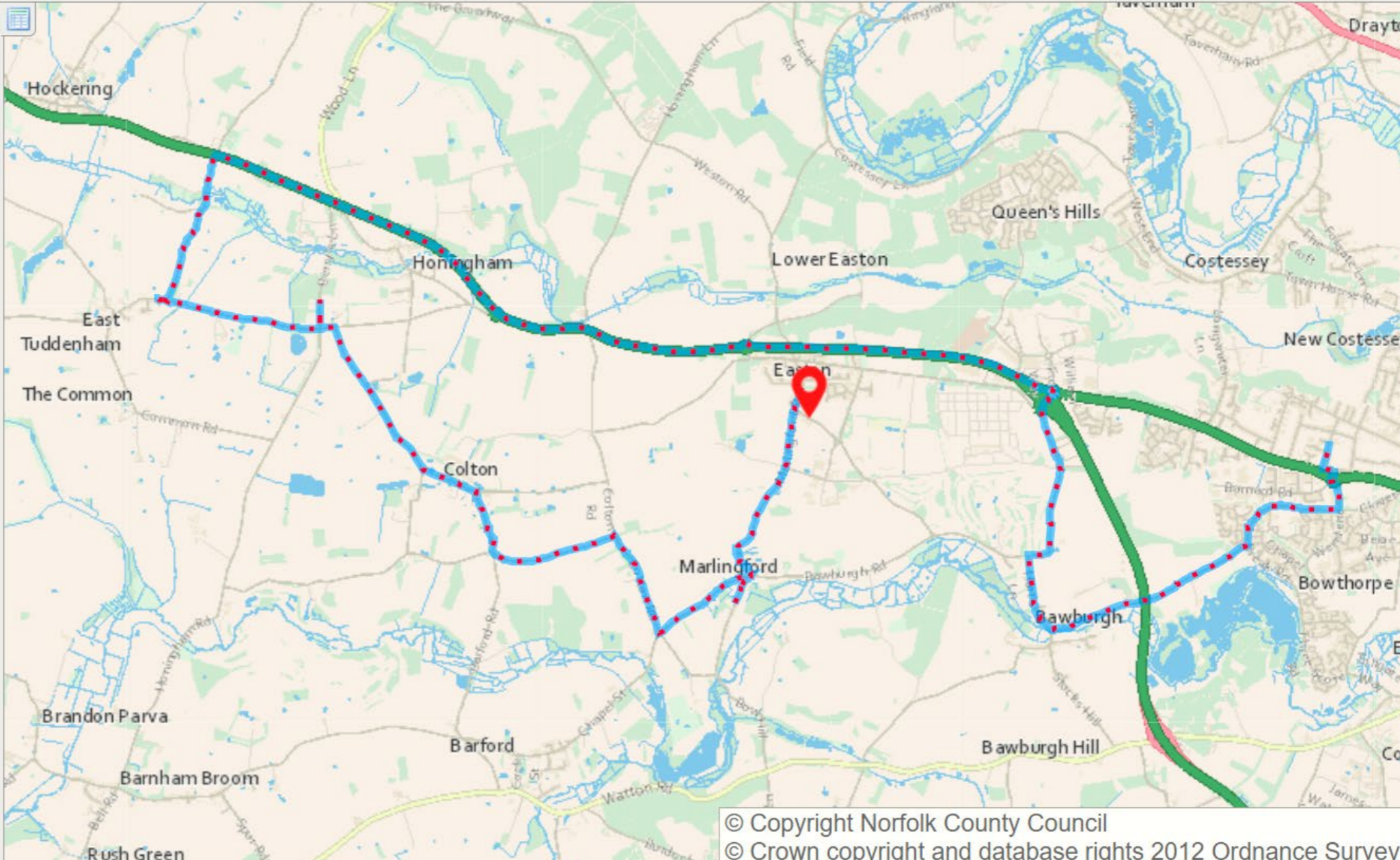
**4. East Tuddenham, Village Hall**  
Pickup : 0830  
Drop off : 1545

**5. Honingham, Berrys Lane, Ailwyn Hall**  
Pickup : 0835  
Drop off : 1540

**6. Colton, Marlingford Road**  
Pickup : 0840  
Drop off : 1535

**7. Marlingford, Mill Road**  
Pickup : 0845  
Drop off : 1530

**8. Easton St Peters Primary School**  
Pickup : 0855  
Drop off : 1520



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# Extract from Norfolk County Council's website page re 'School Bus Times'

<http://schooltravel.norfolk.gov.uk/schoolbustimes/default.aspx>

## Location of School Bus Stop for St Peter's Church of England Primary Academy, Easton

### School bus times

Easton - St. Peter's C of E ...

Bus1

Bus No : Bus1 (WNC/22155/2Z)  
Stops : 8  
Tel : 01553 776971  
Operator : [West Norfolk Community Transport](#)

#### 4. East Tuddenham, Village Hall

Pickup : 0830  
Drop off : 1545

#### 5. Honingham, Berrys Lane, Ailwyn Hall

Pickup : 0835  
Drop off : 1540

#### 6. Colton, Marlingford Road

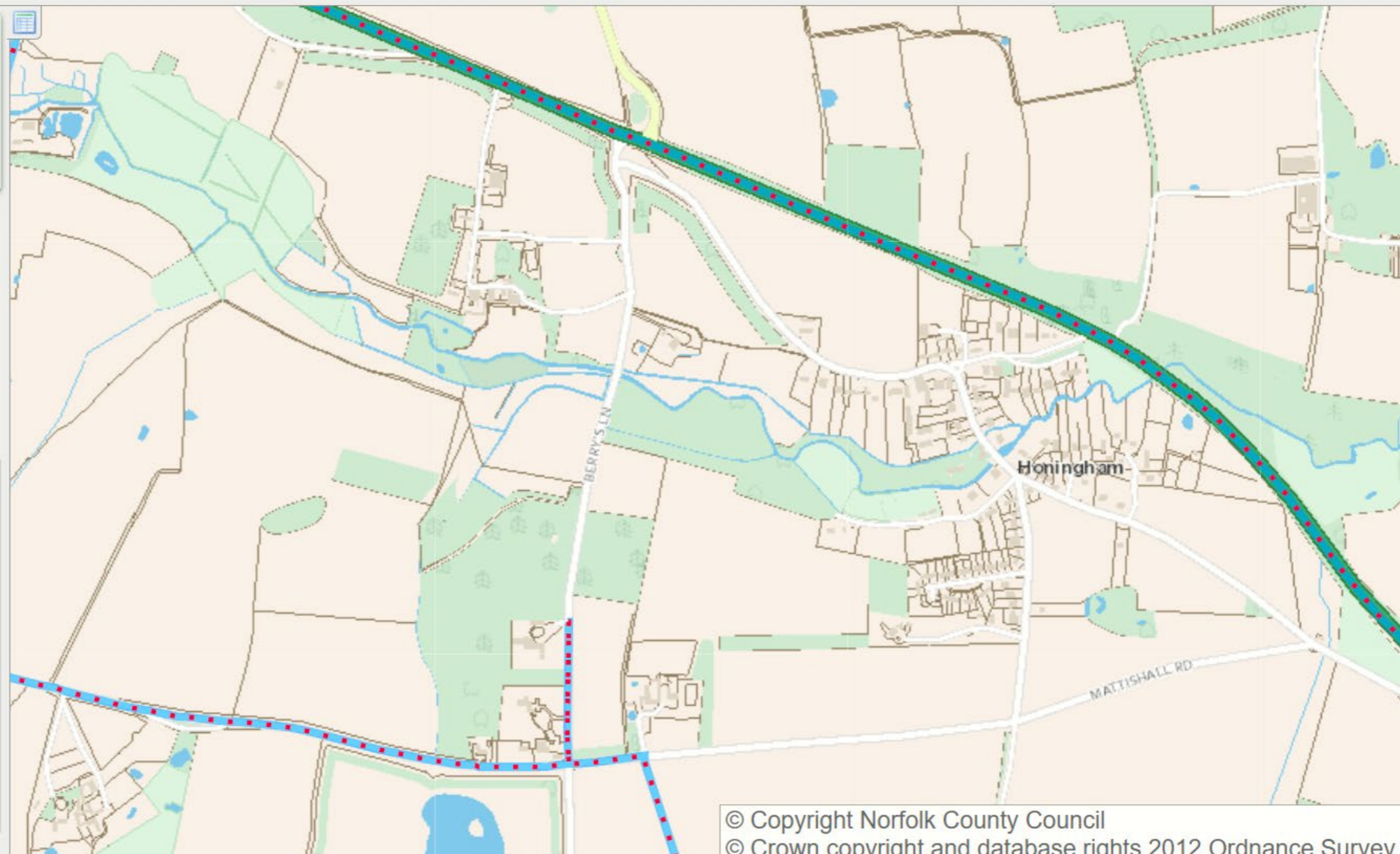
Pickup : 0840  
Drop off : 1535

#### 7. Marlingford, Mill Road

Pickup : 0845  
Drop off : 1530

#### 8. Easton St Peters Primary School

Pickup : 0855  
Drop off : 1520



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# Appendix 6

## Map – Norfolk County Council’s ‘School Bus’ route to Ormiston Victory Academy Costessey, Norwich

# Extract from Norfolk County Council's website page re 'School Bus Times'

(<http://schooltravel.norfolk.gov.uk/schoolbustimes/default.aspx>)

## Bus Route for Ormiston Victory Academy, Costessey, Norwich

### School bus times

Costessey - Ormiston Victo...

Bus1

Bus No : Bus1 (DOL/31953/8)  
Stops : 6  
Tel : 01603 400400  
Operator : [Dolphin Autos](#)

#### 1. Bawburgh, Kings Head

Pickup : 0758  
Drop off : 1532

#### 2. Bawburgh, Harts Lane

Pickup : 0800  
Drop off : 1530

#### 3. Marlingford, Mill Road

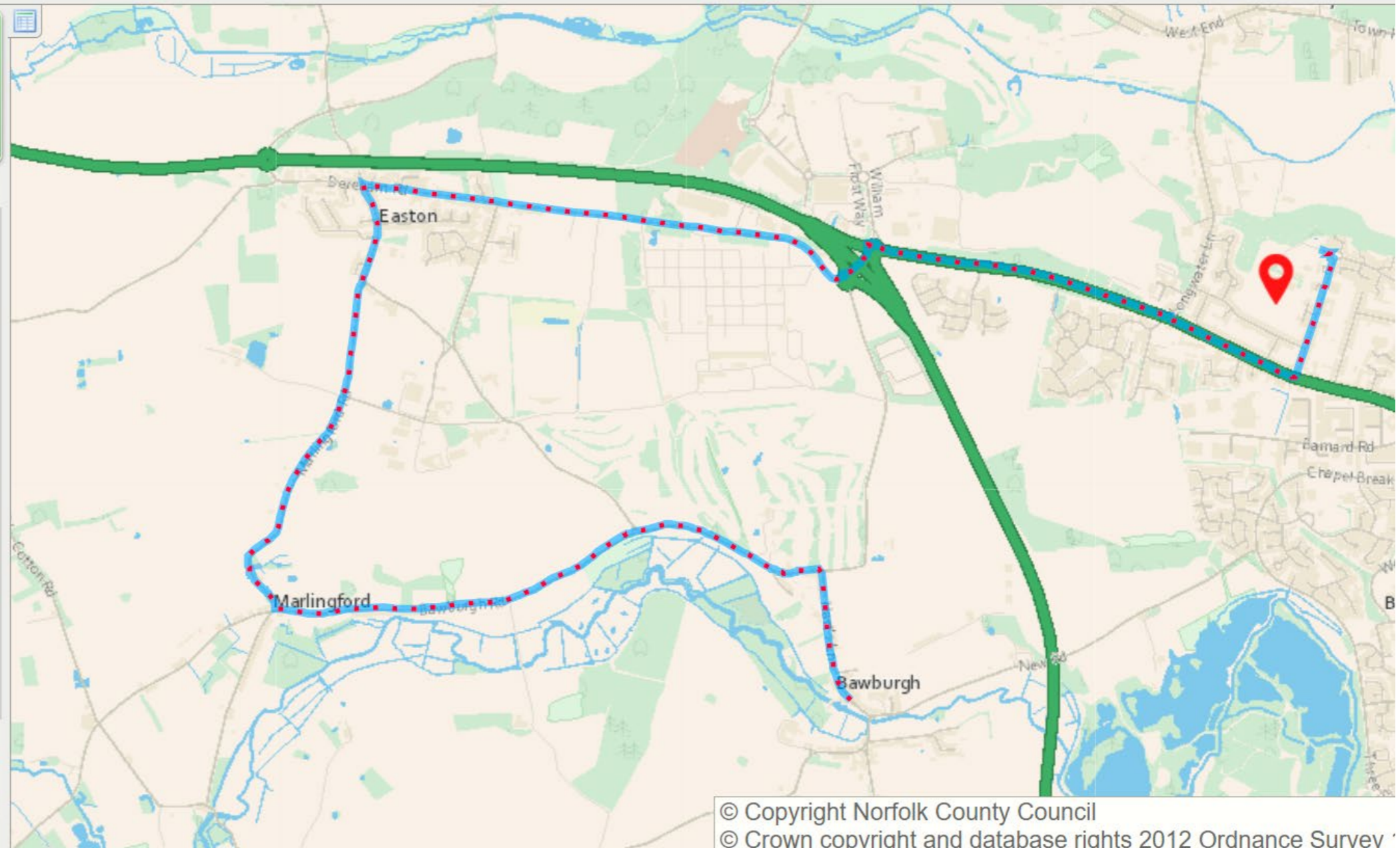
Pickup : 0805  
Drop off : 1525

#### 4. Easton Guest House

Pickup : 0810  
Drop off : 1520

#### 5. Easton, Bawburgh Road/Dereham Road Bus Shelter

Pickup : 0813  
Drop off : 1517



# Appendix 7

## **Map – Norfolk County Council’s ‘School Bus’ route to Dereham Neatherd High School, Dereham and Northgate High School, Dereham**



# Extract from Norfolk County Council's website page re 'School Bus Times'

(<http://schooltravel.norfolk.gov.uk/schoolbustimes/default.aspx>)

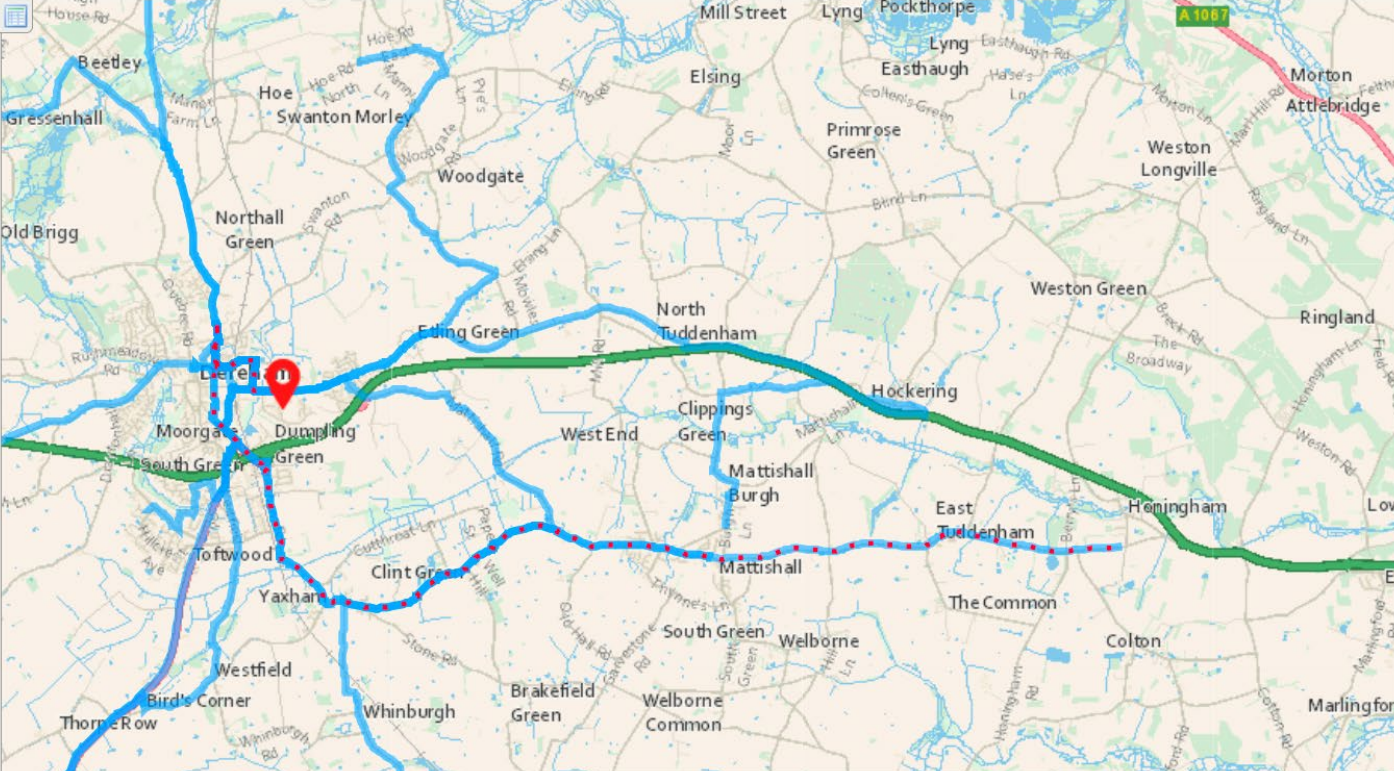
## Bus Route for Northgate High School and Neatherd High School, Dereham

**School bus times**

Dereham - Dereham Neath... Bus1

**Bus No** : Bus1 (DOL/34734/0)  
**Stops** : 12  
**Tel** : 01603 400400  
**Operator** : Dolphin Autos

- 1. Honingham, Colton Road**  
Pickup : 0750  
Drop off : 1628
- 2. East Tuddenham, Pump**  
Pickup : 0755  
Drop off : 1623
- 3. Mattishall, opp Methodist Church**  
Pickup : 0802  
Drop off : 1616
- 4. Mattishall, opp Evangelical Church**  
Pickup : 0804  
Drop off : 1614
- 5. Mattishall, Rayners Way**  
Pickup : 0806  
Drop off : 1612



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# Extract from Norfolk County Council's website page re 'School Bus Times'

(<http://schooltravel.norfolk.gov.uk/schoolbustimes/default.aspx>)

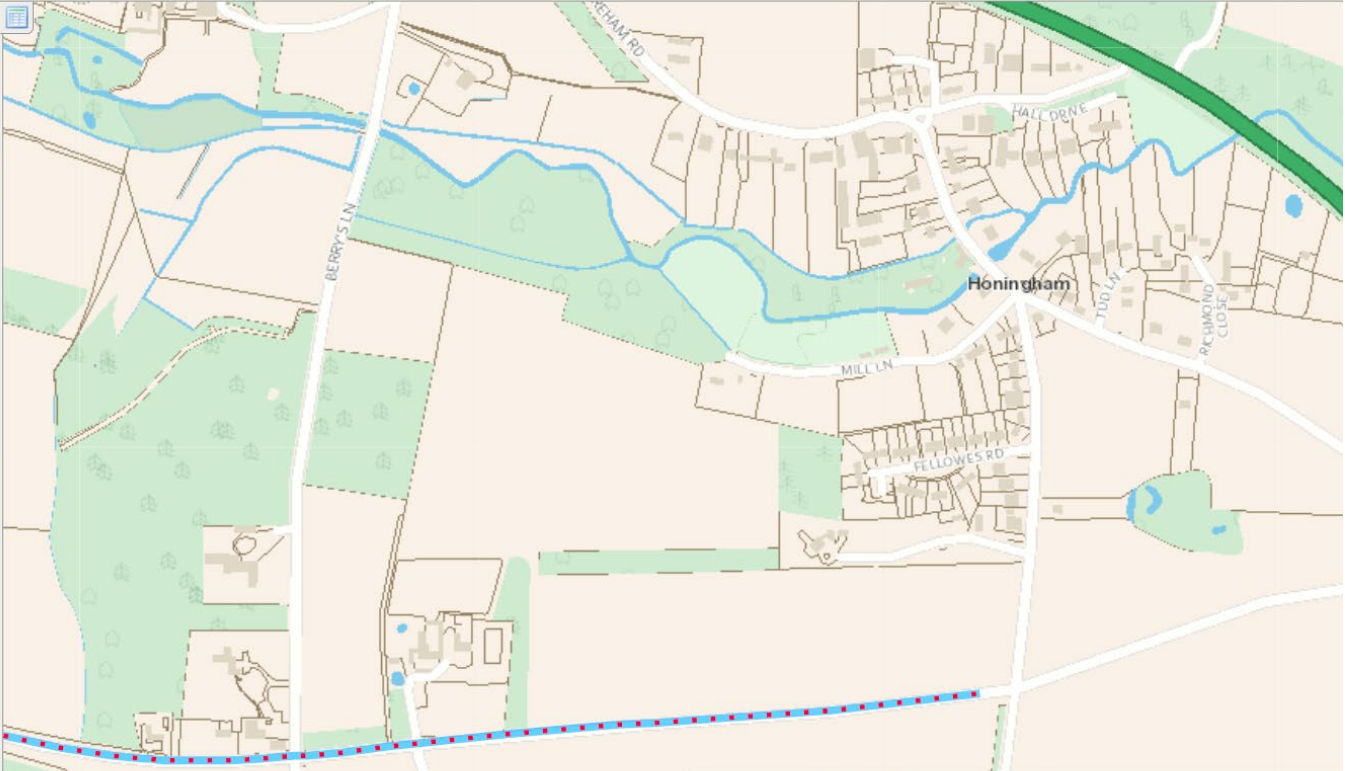
## Location of School Bus Stop for Dereham High Schools

**School bus times**

Dereham - Dereham Neath... Bus1

**Bus No** : Bus1 (DOL/34734/0)  
**Stops** : 12  
**Tel** : 01603 400400  
**Operator** : Dolphin Autos

- 1. Honingham, Colton Road**  
Pickup : 0750  
Drop off : 1628
- 2. East Tuddenham, Pump**  
Pickup : 0755  
Drop off : 1623
- 3. Mattishall, opp Methodist Church**  
Pickup : 0802  
Drop off : 1616
- 4. Mattishall, opp Evangelical Church**  
Pickup : 0804  
Drop off : 1614
- 5. Mattishall, Rayners Way**  
Pickup : 0806  
Drop off : 1612



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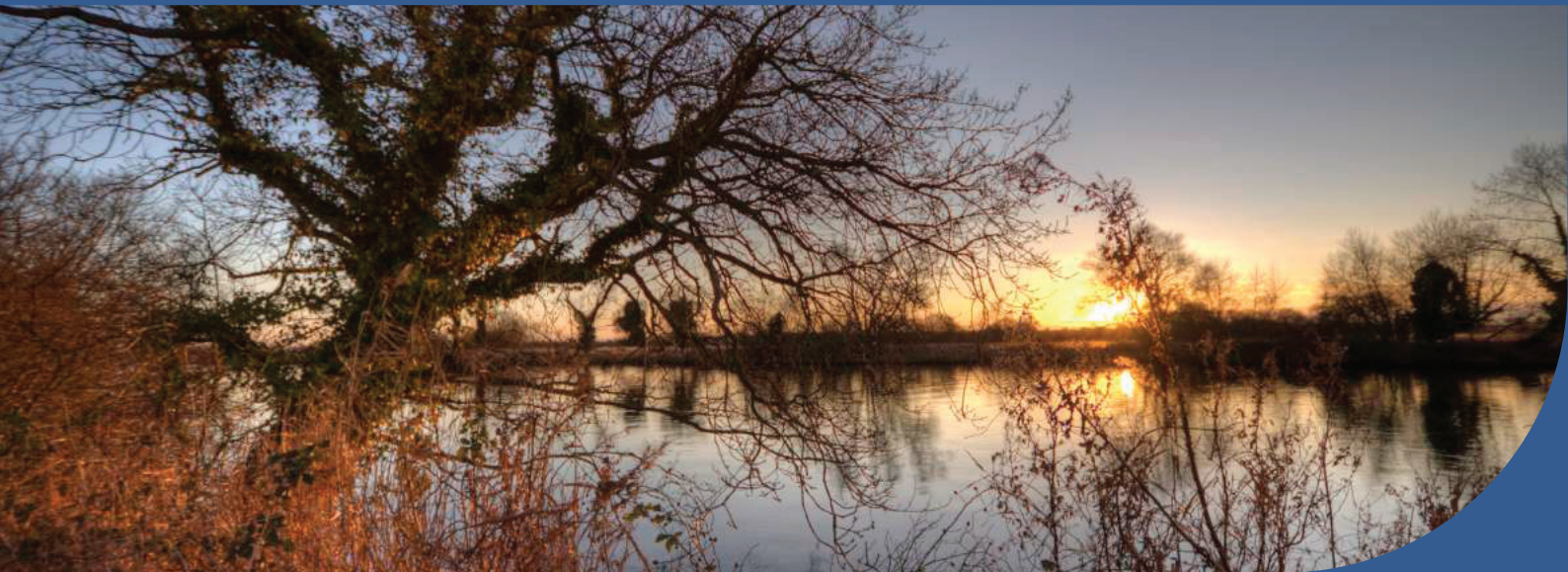
# Appendix 8

## Extract from Volume 3 of GNLP Sustainability Appraisal and Strategic Environmental Assessment

# Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan

## **Volume 3 of 3: Appendices**

January 2021



**LEPUS** CONSULTING  
LANDSCAPE, ECOLOGY, PLANNING & URBAN SUSTAINABILITY

# Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan

## Volume 3 of 3: Appendices

|              |                                                                                                               |
|--------------|---------------------------------------------------------------------------------------------------------------|
| LC-663       | Document Control Box                                                                                          |
| Client       | Greater Norwich Development Partnership                                                                       |
| Report Title | Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan: Appendices |
| Filename     | LC-663_Vol_3of3_Appendices_3_250121LB.docx                                                                    |
| Date         | January 2021                                                                                                  |
| Author       | LB                                                                                                            |
| Reviewed     | CW                                                                                                            |
| Approved     | ND                                                                                                            |

Front cover: River Yare at Strumpshaw Fen by Peter Munks

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# Appendices

**Appendix A** – SA Framework

**Appendix B** – Policy Plans and Programmes Review

**Appendix C** – Strategic Policy Assessments

**Appendix D** – Additional Reasonable Alternative Site Assessments

**Appendix E** – Reasonable Alternative Site Post-Mitigation Assessments

**Appendix F** – Site Policy Assessments

**Appendix G** – Reasons for Selection and Rejection of Reasonable Alternative Sites

## Appendix A: SA Framework

| Theme                                                                 | Over-arching Objective                                                                                                | Decision making criteria for site allocations and general policies                                                                                                                                                                                                                                                                                                                                                                                                                                             | Suggested indicators                                                                                                                                                                                                                                            | Suggested targets                                                   |
|-----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| <b>Air Quality and Noise (ref: SA1)</b>                               | Minimise air, noise and light pollution to improve wellbeing.                                                         | <ul style="list-style-type: none"> <li>Will it have a significant impact on AQMAs in Norwich city central and Hoveton?</li> <li>Will it minimise impact on air quality?</li> <li>Will it minimise the impact of light and noise pollution?</li> </ul>                                                                                                                                                                                                                                                          | Concentration of selected air pollutants:<br>a) NO <sub>2</sub><br>b) PM <sub>10</sub> (particulate matter)                                                                                                                                                     | Decrease                                                            |
| <b>Climate Change Mitigation and Adaptation (ref: SA2)</b>            | Continue to reduce carbon emissions, adapting to and mitigating against the effects of climate change.                | <ul style="list-style-type: none"> <li>Will it minimise CO<sub>2</sub> emissions?</li> <li>Will it support decentralised and renewable energy generation?</li> <li>Will it minimise the risk of fluvial or surface water flooding?</li> </ul>                                                                                                                                                                                                                                                                  | CO <sub>2</sub> emissions per capita                                                                                                                                                                                                                            | Reduction in emissions                                              |
|                                                                       |                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Sustainable and renewable energy capacity permitted by type                                                                                                                                                                                                     | Year on year permitted capacity increase                            |
|                                                                       |                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence or water quality grounds                                                                                                                        | Zero                                                                |
| <b>Biodiversity, Geodiversity and Green Infrastructure (ref: SA3)</b> | Protect and enhance the area's biodiversity and geodiversity assets and expand the provision of green infrastructure. | <ul style="list-style-type: none"> <li>Will it minimise impact on designated sites and important species and habitats?</li> <li>Could it provide opportunities for bio- or geo-diversity enhancement?</li> <li>Could it contribute to green infrastructure networks?</li> <li>Will it help minimise the impact on air quality at designated sites?</li> <li>Will it ensure that current ecological networks are not compromised and future improvements in habitat connectivity are not prejudiced?</li> </ul> | Net change in Local Sites in "Positive Conservation Management"                                                                                                                                                                                                 | Year on year improvements                                           |
|                                                                       |                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Percentage of SSSIs in:<br>a) favourable condition;<br>b) unfavourable recovering;<br>c) unfavourable no change;<br>d) unfavourable declining; or<br>e) destroyed/ part destroyed.                                                                              | 95% of SSSIs in 'favourable' or 'unfavourable recovering' condition |
|                                                                       |                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Number of Planning Approvals granted contrary to the advice of Natural England or Norfolk Wildlife Trust (on behalf of the County Wildlife Partnership) or the Broads Authority on the basis of adverse impact on site of acknowledged biodiversity importance. | None                                                                |
|                                                                       |                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Percentage of allocated residential development sites, or sites permitted for                                                                                                                                                                                   | Minimise                                                            |

| Theme                                 | Over-arching Objective                                                                          | Decision making criteria for site allocations and general polices                                                                                                                                                                                                                                                            | Suggested indicators                                                                                                                                                                                      | Suggested targets                                                          |
|---------------------------------------|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
|                                       |                                                                                                 |                                                                                                                                                                                                                                                                                                                              | development of 10 or more homes, that have access to a semi-natural green space of at least 2ha within 400m.                                                                                              |                                                                            |
|                                       |                                                                                                 |                                                                                                                                                                                                                                                                                                                              | Length of new greenway (defined as a shared use, car-free off-road route for a range of users and journey purposes) provided as a consequence of a planning condition, S106 obligation or CIL investment. | Increase                                                                   |
|                                       |                                                                                                 |                                                                                                                                                                                                                                                                                                                              | Total hectares of accessible public open space (cumulative) provided as a consequence of a planning condition, S106 obligation or CIL investment within the plan period                                   | Equal to or above current local plan requirements.                         |
| Landscape (ref: SA4)                  | Promote efficient use of land, while respecting the variety of landscape types in the area.     | <ul style="list-style-type: none"> <li>Will it minimise impact on the landscape character of the area, including the setting of the Broads?</li> <li>Will it enable development of previously developed land?</li> <li>Will it make efficient use of land?</li> </ul>                                                        | Percentage of new and converted dwellings on Previously Developed Land                                                                                                                                    | 18% to 2026 (based on JCS housing allocations, update in line with GNLP)   |
|                                       |                                                                                                 |                                                                                                                                                                                                                                                                                                                              | Number of Planning Approvals granted contrary to the advice of the Broads Authority on the basis of adverse impact on the Broads Landscape                                                                | None                                                                       |
| Housing (ref: SA5)                    | Ensure that everyone has good quality housing of the right size and tenure to meet their needs. | <ul style="list-style-type: none"> <li>Will it ensure delivery of housing to meet needs in appropriate locations?</li> <li>Will it deliver affordable housing and other tenures to meet needs?</li> <li>Will it ensure a variety in the size and design of dwellings, to meet a range of circumstances and needs?</li> </ul> | Net housing completions                                                                                                                                                                                   | Meet or exceed annual trajectory requirements                              |
|                                       |                                                                                                 |                                                                                                                                                                                                                                                                                                                              | Affordable housing completions                                                                                                                                                                            | tbc                                                                        |
|                                       |                                                                                                 |                                                                                                                                                                                                                                                                                                                              | House completions by bedroom number, based on the proportions set out in the most recent Sub-regional Housing Market Assessment                                                                           | Figures within 10% tolerance of the Housing Market Assessment Requirements |
|                                       |                                                                                                 |                                                                                                                                                                                                                                                                                                                              | Starter Homes completions                                                                                                                                                                                 | 20% of homes delivered are starter homes                                   |
| Population and Communities (ref: SA6) | Maintain and improve the quality of life of residents.                                          | <ul style="list-style-type: none"> <li>Will it enhance existing, or provide new community facilities?</li> </ul>                                                                                                                                                                                                             | No indicators for provision of community facilities have been identified                                                                                                                                  |                                                                            |



| Theme                                               | Over-arching Objective                                                                                                                                               | Decision making criteria for site allocations and general policies                                                                                                                                                                                                                                                                                                          | Suggested indicators                                                                                                                                                 | Suggested targets                                                                                                              |
|-----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
|                                                     |                                                                                                                                                                      | <ul style="list-style-type: none"> <li>Will promote integration with existing communities?</li> </ul>                                                                                                                                                                                                                                                                       |                                                                                                                                                                      |                                                                                                                                |
| <b>Deprivation (ref: SA7)</b>                       | To reduce deprivation.                                                                                                                                               | <ul style="list-style-type: none"> <li>Will it help to reduce deprivation?</li> </ul>                                                                                                                                                                                                                                                                                       | Indicator and targets from IMD to be identified                                                                                                                      |                                                                                                                                |
| <b>Health (ref: SA8)</b>                            | To promote access to health facilities and promote healthy lifestyles.                                                                                               | <ul style="list-style-type: none"> <li>Will it maximise access to health services, taking into account the needs of an ageing population?</li> <li>Will it promote healthy lifestyles?</li> <li>Will it avoid impact on the quality and extent of existing assets, such as formal and informal footpaths?</li> </ul>                                                        | Percentage of physically active adults                                                                                                                               | Increase percentage annually or achieve percentage above England average                                                       |
|                                                     |                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                             | Indicator and target for access to health facilities to be identified                                                                                                |                                                                                                                                |
| <b>Crime (ref: SA9)</b>                             | To reduce crime and the fear of crime.                                                                                                                               | <ul style="list-style-type: none"> <li>Will it help design out crime from new development?</li> </ul>                                                                                                                                                                                                                                                                       | Indicator and target for crime reduction to be identified                                                                                                            |                                                                                                                                |
| <b>Education (ref: SA10)</b>                        | To improve skills and education.                                                                                                                                     | <ul style="list-style-type: none"> <li>Will it enable access to education and skills training?</li> </ul>                                                                                                                                                                                                                                                                   | Indicator and target for access to education facilities to be identified                                                                                             |                                                                                                                                |
| <b>Economy (ref: SA11)</b>                          | Encourage economic development covering a range of sectors and skill levels to improve employment opportunities for residents and maintain and enhance town centres. | <ul style="list-style-type: none"> <li>Will it promote Greater Norwich as a regional economic centre?</li> <li>Will it promote employment land provision to support existing and future growth sectors?</li> <li>Will it promote a range of employment opportunities?</li> <li>Will it promote vibrant town centres?</li> <li>Will it promote the rural economy?</li> </ul> | Amount of land developed for employment by type                                                                                                                      | 118ha B1 & 111ha B2 / B8 2007 to 2026 (split into five-year tranches, based on JCS targets - update in line with GNLP targets) |
|                                                     |                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                             | Annual count of jobs by BRES across the Plan area                                                                                                                    | Measure against GNLP annualised jobs targets (2,222 p.a in JCS.)                                                               |
|                                                     |                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                             | Employment rate of economically active population                                                                                                                    | Increase                                                                                                                       |
|                                                     |                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                             | Percentage of workforce employed in higher occupations                                                                                                               | Annual increase of 1%                                                                                                          |
| <b>Transport and Access to Services (ref: SA12)</b> | Reduce the need to travel and promote the use of sustainable transport modes.                                                                                        | <ul style="list-style-type: none"> <li>Does it reduce the need to travel?</li> <li>Does it promote sustainable transport use?</li> <li>Does it promote access to local services?</li> <li>Does it promote road safety?</li> </ul>                                                                                                                                           | Percentage of residents who travel to work:<br>a) By private motor vehicle;<br>b) By public transport;<br>c) By foot or cycle; or<br>d) Work at, or mainly at, home. | Decrease in a), increase in b), c) and d).                                                                                     |

| Theme                                                             | Over-arching Objective                                                                                                                                                                                        | Decision making criteria for site allocations and general polices                                                                                                                                                                                                                                                                                                                                                                            | Suggested indicators                                                                                                                                                                          | Suggested targets                                                                                                                                           |
|-------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                   |                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>Does it promote strategic access to and within the area?</li> </ul>                                                                                                                                                                                                                                                                                                                                   | IMD Access to services and housing                                                                                                                                                            | Increase the number of LSOAs in the least deprived 50% on the IMD for access to housing and services                                                        |
| <b>Historic Environment (ref: SA13)</b>                           | Conserve and enhance the historic environment, heritage assets and their setting, other local examples of cultural heritage, preserving the character and diversity of the area's historic built environment. | <ul style="list-style-type: none"> <li>Does it enable the protection and enhancement of heritage assets, including their setting?</li> <li>Does it provide opportunities to reveal and conserve archaeological assets?</li> <li>Could it benefit heritage assets currently 'at risk'?</li> </ul>                                                                                                                                             | Percentage of Conservation Areas with appraisals                                                                                                                                              | Year on year increase                                                                                                                                       |
|                                                                   |                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                              | Heritage at risk – number and percentage of <ul style="list-style-type: none"> <li>a) Listed buildings; and</li> <li>b) Scheduled Ancient Monuments.</li> </ul> on Buildings at Risk register | Year on year reduction                                                                                                                                      |
| <b>Natural Resources, Waste and Contaminated Land (ref: SA14)</b> | Minimise waste generation, promote recycling and avoid the sterilisation of mineral resources.<br>Remediate contaminated land and minimise the use of the best and most versatile agricultural land.          | <ul style="list-style-type: none"> <li>Does it contribute to the minimisation of waste production and to recycling?</li> <li>Does it safeguard existing and planned mineral and waste operations?</li> <li>Will it help to remediate contaminated land?</li> <li>Does it avoid loss of the best and most versatile agricultural land (grades 1-3a)?</li> <li>Will there be adequate provision for waste and recycling facilities?</li> </ul> | Number of planning permissions granted on non-allocated sites on class 1, 2 or 3a agricultural land                                                                                           | Zero                                                                                                                                                        |
|                                                                   |                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                              | Percentage of land allocated for development, or subject to an extant planning permission of 5 or more dwellings that is identified as Grade I or II agricultural land value.                 | Minimise                                                                                                                                                    |
|                                                                   |                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                              | Minerals and waste indicators and targets tbc                                                                                                                                                 |                                                                                                                                                             |
|                                                                   |                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                              | No indicators for contaminated land have been identified                                                                                                                                      |                                                                                                                                                             |
| <b>Water (ref: SA15)</b>                                          | Maintain and enhance water quality and ensure the most efficient use of water.                                                                                                                                | <ul style="list-style-type: none"> <li>Will it maximise water efficiency?</li> <li>Will it minimise impact on water quality?</li> <li>Will it impact on water discharges that affect designated sites?</li> <li>Will it contribute to achieving the River Basin Management Plan actions and objectives?</li> </ul>                                                                                                                           | Water efficiency in new homes                                                                                                                                                                 | All new housing schemes to achieve water efficiency standard of 110 litres/person/day (lpd)<br>No indicators for water infrastructure have been identified. |
|                                                                   |                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                              | See also flood section (Number of planning permissions contrary to the advice of the Environment Agency on either flood defence or water quality grounds)                                     |                                                                                                                                                             |

## D.11 Easton and Honingham

### Easton and Honingham Cluster

This cluster contains four additional sites situated close to Easton and Honingham, to the south west of Broadland District and the north west of South Norfolk District.

| HELAA site number | Name of HELAA site                       | Site use       | Area (ha) | Housing number (if applicable) |
|-------------------|------------------------------------------|----------------|-----------|--------------------------------|
| GNLPO415R-E       | Honingham Thorpe New settlement proposal | Country Park   | 70.53     | N/A                            |
| GNLPO415R-F       | Honingham Thorpe New settlement proposal | Nature Reserve | 3.45      | N/A                            |
| GNLNP2176(18C)    | North of Dereham Road, Honingham         | Residential    | 0.76      | 12                             |
| GNLNP2176R        | North of Dereham Road, Honingham         | Residential    | 1.37      | 34*                            |

| Site Reference | SA Objective        |                                        |                                 |           |         |                          |             |        |       |           |         |                                |                      |                                              |       |
|----------------|---------------------|----------------------------------------|---------------------------------|-----------|---------|--------------------------|-------------|--------|-------|-----------|---------|--------------------------------|----------------------|----------------------------------------------|-------|
|                | 1                   | 2                                      | 3                               | 4         | 5       | 6                        | 7           | 8      | 9     | 10        | 11      | 12                             | 13                   | 14                                           | 15    |
|                | Air Quality & Noise | Climate Change Mitigation & Adaptation | Biodiversity, Geodiversity & GI | Landscape | Housing | Population & Communities | Deprivation | Health | Crime | Education | Economy | Transport & Access to Services | Historic environment | Natural resources, waste & contaminated land | Water |
| GNLPO415R-E    | 0                   | 0                                      | +                               | +         | 0       | 0                        | 0           | +      | 0     | 0         | 0       | 0                              | 0                    | 0                                            | 0     |
| GNLPO415R-F    | 0                   | 0                                      | +                               | +         | 0       | 0                        | 0           | +      | 0     | 0         | 0       | 0                              | 0                    | 0                                            | 0     |
| GNLNP2126(18C) | -                   | +                                      | -                               | -         | +       | -                        | 0           | --     | 0     | --        | +       | -                              | -                    | -                                            | -     |
| GNLNP2126R     | -                   | +                                      | -                               | -         | +       | -                        | 0           | --     | 0     | --        | +       | -                              | -                    | -                                            | -     |

### D.11.1 SA Objective 1 – Air Quality and Noise

D.11.1.1 **Main Road:** The A47 passes to the north of Easton and Honingham. The majority of Sites GNLNP2176(18C) and GNLNP2176R are located within 200m of this road. Therefore, the proposed development at these two sites could potentially expose site end users to higher levels of transport associated air and noise pollution. Traffic using the A47 would be expected to have a minor negative impact on air quality and noise at these sites.

D.11.1.2 **Air Pollution:** Sites GNLNP2176(18C) and GNLNP2176R are proposed for the development of between ten and 99 dwellings. Therefore, the proposed development at these two sites could potentially have a minor negative impact on air pollution in the local area. Sites GNLPO415R-E and GNLPO415R-F are proposed for a country park and nature reserve;

therefore, development at these two sites would be expected to have a negligible impact on local air pollution.

## D.11.2 SA Objective 2 – Climate Change Mitigation and Adaptation

D.11.2.1 **Fluvial Flooding:** A large area in the north of Site GNLP0415R-F and the south west of Site GNLP0415R-E are located within Flood Zone 2, 3a and 3b. These two sites are proposed for the development of a country park and a nature reserve, and therefore, would be expected to have a negligible impact on fluvial flooding. Sites GNLP2176(18C) and GNLP2176R are located wholly within Flood Zone 1. Therefore, a minor positive impact would be expected at these two sites, as the proposed development would be likely to locate site end users away from areas at risk of fluvial flooding.

D.11.2.2 **Surface Water Flooding:** A significant proportion of Sites GNLP0415R-F and GNLP0415R-E coincide with areas determined to be at low, medium and high risk of surface water flooding. These two sites are proposed for the development of a country park and a nature reserve, and therefore, would be expected to have a negligible impact on surface water flooding.

## D.11.3 SA Objective 3 – Biodiversity, Geodiversity and Green Infrastructure

D.11.3.1 **Natura 2000:** Sites GNLP2176(18C) and GNLP2176R are located within 5km west of the 'River Wensum' SAC. A minor negative impact would be expected as a result of the proposed development at these two sites, due to the increased risk of development related threats and pressures on these European designated sites.

D.11.3.2 **Biodiversity Assets:** Sites GNLP0415R-F and a proportion of Site GNLP0415R-E are located within 5km east of 'Norfolk Valley Fens' SAC. Site GNLP0415R-E coincides with 'Colton Wood' ancient woodland. Sites GNLP0415R-E and GNLP0415-F coincide with sections of 'Yare Valley' CWS. Site GNLP0415R-E coincides with several stands of deciduous woodland priority habitat and an area of coastal and floodplain grazing marsh priority habitat. A large proportion of Site GNLP0415R-F coincides with lowland fens priority habitat. Site GNLP0415R-E is proposed for a country park, and Site GNLP0415R-F is proposed for a nature reserve. It is assumed that any built development at these two sites would avoid these biodiversity assets, and that appropriate measures would be put in place to manage any increase in visitor numbers to these sites, particularly at 'Colton Wood'. Overall, a minor positive impact on biodiversity would be expected at Sites GNLP0415R-E and GNLP0415R-F.

## D.11.4 SA Objective 4 – Landscape

D.11.4.1 **Country Park:** Site GNLP0415R-E is proposed for the development of a new country park. Therefore, this would be expected to result in a minor positive impact on the landscape and site end users' enjoyment of recreation in a countryside environment.

D.11.4.2 **Landscape Character:** Sites GNLP2176(18C) and GNLP2176R are located within the LCA 'Weston Green Tributary Farmland'. Some key characteristics of this LCA include mature blocks of woodland, grazing marsh, the landscape setting of churches and characteristic views across the peaceful landscape. Sites GNLP2176(18C) and GNLP2176R comprise arable farmland adjacent to the existing settlement of Honingham. Therefore, the proposed development at these two sites could potentially be discordant with these key characteristics and would be expected to have a minor negative impact on the local landscape character. Site GNLP0415R-E and the majority of Site GNLP0415R-E are located within the LCA 'Yare/Tiffey Rural River Valley'. Some key characteristics of this LCA include the pastoral valley floor with blocks of woodland, avenues of poplars and tranquil rural character with small villages around river crossings. Part of Site GNLP0415R-E is located within the LCA 'Easton Fringe Farmland'. Some key characteristics of this LCA include arable and pastoral farmland, urban fringe settlement, and recreational uses. Sites GNLP0415R-E and GNLP0415R-F comprise arable farmland, pasture and woodland. The proposed development of a country park at Site GNLP0415R-E and a nature reserve at Site GNLP0415R-F could potentially enhance the local landscape character, and therefore, a minor positive impact would be expected at these two sites.

D.11.4.3 **Views from the PRoW Network:** Sites GNLP2176(18C) and GNLP2176R are located adjacent to a PRoW. The proposed development at these two sites could potentially alter the views experienced by users of the PRoW network; therefore, a minor negative impact on the local landscape would be expected. Sites GNLP0415R-E and GNLP0415R-F coincide with a PRoW. These two sites are proposed for a country park and a nature reserve. As such, it is assumed that the PRoWs would be incorporated into the development, and the proposed development at Sites GNLP0415R-E and GNLP0415R-F could potentially enhance views from the PRoW network. A minor positive impact would be anticipated at these two sites.

D.11.4.4 **Views for Local Residents:** Sites GNLP2176(18C) and GNLP2176R are located adjacent to the existing settlement of Honingham. The proposed development at these two sites would be likely to alter views experienced by local residents of surrounding dwellings to some extent. Therefore, a minor negative impact on the local landscape would be expected.

## D.11.5 SA Objective 5 – Housing

D.11.5.1 **Net Gain:** Sites GNLP2176(18C) and GNLP2176R are proposed for residential development of 99 dwellings or less; therefore, a minor positive impact on housing provision would be

expected at these two sites. Sites GNLPO415R-E and GNLPO415R-F are proposed for non-residential end uses, and therefore the proposed development would not be anticipated to result in a net change in housing. A negligible impact on housing provision would be expected at these two sites.

## D.11.6 SA Objective 6 – Population and Communities

D.11.6.1 **Local Services:** The nearest local services to Easton and Honingham are Marks and Spencer Foodhall and Sainsbury's, located in Longwater Retail Park. Sites GNL2176(18C) and GNL2176R are located outside the target distance to these shops. The proposed development at these two sites could potentially have a minor negative impact on the access of site end users to local services. Sites GNLPO415R-E and GNLPO415R-F are proposed for a country park and nature reserve, and therefore, these two sites would be expected to have a negligible impact in relation to access to services.

D.11.6.2 **Local Landscape Designations:** Sites GNL2176(18C) and GNL2176 are located within 600m of Honingham Village Hall Recreation Ground. The proposed development at these two sites would be likely to provide site end users with good access to these local features, and as such, result in a minor positive impact on opportunities for integration with the local community.

## D.11.7 SA Objective 7 – Deprivation

D.11.7.1 See **Box 4.7**.

## D.11.8 SA Objective 8 – Health

D.11.8.1 **Green Network:** Sites GNL2176(18C) and GNL2176R are located within 600m of the PRoW network and public greenspaces, including playing fields and religious grounds. Therefore, a minor positive impact would be expected at these two sites, as the proposed development would be likely to provide site end users with good access to outdoor space and a diverse range of natural habitats, which is known to have physical and mental health benefits.

D.11.8.2 **Main Road:** The majority of Sites GNL2176(18C) and GNL2176R are located within 200m of the A47. The proposed development at these two sites could potentially expose site end users to higher levels of traffic associated emissions, which would be likely to have a minor negative impact on the health of site end users.

D.11.8.3 **AQMA:** Sites GNL2176(18C) and GNL2176R are located over 200m from the nearest AQMA, and therefore, a minor positive impact would be expected for the health and wellbeing of site end users.

D.11.8.4 **NHS Hospital/GP Surgery:** The closest hospital with an A&E department to Easton and Honingham is Norfolk and Norwich University Hospital, located approximately 9km south east of the cluster. The closest GP surgeries to this cluster are Beechcroft Surgery, Mattishall Surgery and Hethersett Surgery. The proposed development at Sites GNL2176(18C) and GNL2176R could potentially restrict the access of site end users to both of these essential health facilities. Therefore, minor negative impacts would be expected.

D.11.8.5 **Leisure Centre:** The closest leisure facility to Easton and Honingham is Wymondham Leisure Centre, located approximately 8km south of the cluster. Sites GNL2176(18C) and GNL2176R are located outside the target distance to this leisure facility, and therefore, a minor negative impact on the health and wellbeing of site end users would be expected.

D.11.8.6 As Sites GNL2176(18C) and GNL2176R are located outside the target distance to an NHS hospital, GP surgery and leisure centre, the proposed development at these four sites would be expected to have a major negative impact on the health and wellbeing of site end users.

D.11.8.7 Sites GNL2176(18C) and GNL2176R are proposed for a country park and a nature reserve. Therefore, these sites have not been assessed in terms of access to healthcare facilities, main roads or AQMAs. The proposed development at Sites GNL2176(18C) and GNL2176R would be expected to contribute towards Greater Norwich's network of multi-functional green infrastructure, and as such, would provide access to outdoor space with opportunities for exercise and recreation. A minor positive impact on health would therefore be expected at these two sites.

## D.11.9 SA Objective 9 – Crime

D.11.9.1 See **Box 4.9**.

## D.11.10 SA Objective 10 – Education

D.11.10.1 **Primary/Secondary School:** The closest primary school to Easton and Honingham is Hockering C of E Primary Academy. The closest secondary school is Taverham High School, located approximately 5.7km to the north east. Sites GNL2176(18C) and GNL2176R are situated outside the target distances to both a primary and secondary school, and therefore, the proposed development at these two sites would be expected to have a major negative impact on site end users' access to both primary and secondary education.

## D.11.11 SA Objective 11 – Economy

D.11.11.1 **Primary Employment Location:** The closest primary employment location to the Easton and Honingham cluster is Longwater Retail Park, located approximately 5km to the east of Honingham. This location would be expected to provide a range of employment

opportunities for site end users. Sites **GNLP2176(18C)** and **GNLP2176R** are located within the target distance, and therefore, the proposed development at these two sites would be expected to have a minor positive impact on the local economy.

### D.11.12 SA Objective 12 – Transport and Access to Services

D.11.12.1 **Bus Stop:** Sites **GNLP2176(18C)** and **GNLP2176R** are located wholly or partially outside the target distance to a bus stop providing regular services. Therefore, the proposed development at these two sites could potentially have a minor negative impact on site end users' access to bus services.

D.11.12.2 **Railway Station:** The closest railway station to Easton and Honingham is Wymondham Railway Station, located approximately 10km to the south of the cluster. This is outside the target distance, and therefore, the proposed development at Sites **GNLP2176(18C)** and **GNLP2176R** would be likely to have a minor negative impact on site end users' access to rail services.

D.11.12.3 **Pedestrian Access:** Sites **GNLP2176(18C)** and **GNLP2176R** are well connected to the existing footpath network. The proposed development at these two sites would be expected to have a minor positive impact on site end users' access to the PRoW network and opportunities to travel by foot.

D.11.12.4 **Road Network:** Sites **GNLP2176(18C)** and **GNLP2176R** are well connected to the existing road network. The proposed development would therefore be expected to provide site end users with good access to existing roads, resulting in a minor positive impact on accessibility.

D.11.12.5 Sites **GNLP0415R-E** and **GNLP0415R-F** are proposed for a country park and nature reserve, and therefore, these two sites have not been assessed in terms of transport and access to services.

### D.11.13 SA Objective 13 – Historic Environment

D.11.13.1 **Grade II Listed Buildings:** Sites **GNLP2176(18C)** and **GNLP2176R** are located approximately 40m from the Grade II Listed Building '39, 40 and 41, The Street' and 70m from 'Honingham and East Tuddenham War Memorial'. The proposed development at these two sites could potentially alter the setting of these Listed Buildings, and therefore, a minor negative impact on the local historic environment would be expected.

### D.11.14 SA Objective 14 – Natural Resources, Waste and Contaminated Land

D.11.14.1 **Previously Developed Land:** All sites in this cluster comprise previously undeveloped land. The proposed development at Sites **GNLP2176(18C)** and **GNLP2176R** would be likely to result



in a minor negative impact on natural resources due to the loss of less than 20ha of previously undeveloped land. Sites GNLP0415R-E and GNLP0415R-F are proposed for a country park and nature reserve, and therefore, a negligible impact on loss of soil would be expected at these two sites.

D.11.14.2 **ALC:** Sites GNLP2176(18C) and GNLP2176R are partially situated on ALC Grade 3 and partially on Grade 4 land. ALC Grade 3 could potentially be some of Greater Norwich's BMV land. Therefore, a minor negative impact would be expected as a result of the proposed development at these two sites, due to the loss of this important natural resource.

### D.11.15 SA Objective 15 – Water

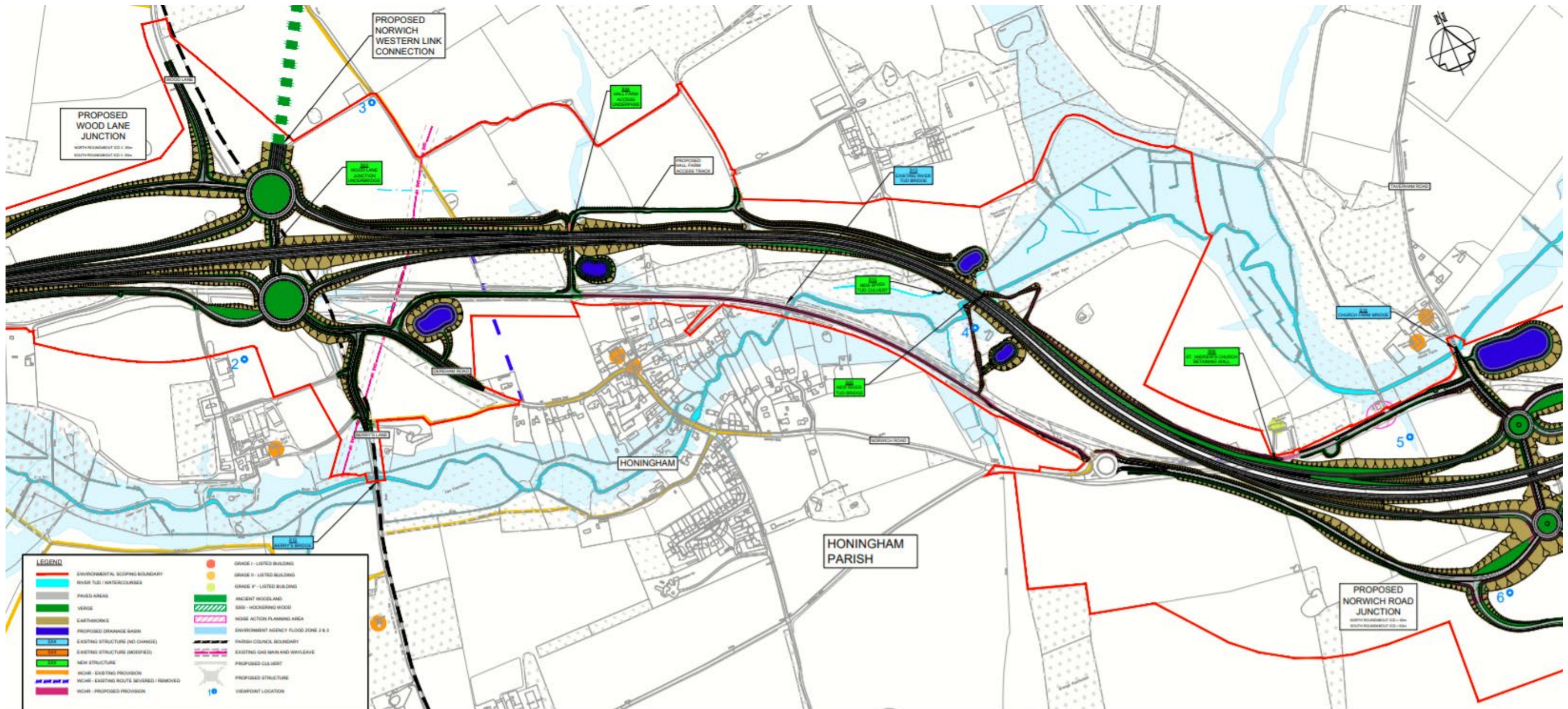
D.11.15.1 **SPZ:** All sites in this cluster coincide with the catchment (Zone III) of a groundwater SPZ. The proposed development at Sites GNLP2176(18C) and GNLP2176R could potentially increase the risk of groundwater contamination within this SPZ, and therefore, result in a minor negative impact on local groundwater resources. Sites GNLP0415R-E and GNLP0415R-F are proposed for a country park and nature reserve, and therefore, a negligible impact on groundwater pollution would be expected at these two sites.

D.11.15.2 **Watercourse:** Sites GNLP0415R-E and GNLP0415R-F are located adjacent to the River Yare. Site GNLP2176(18C) and the majority of Site GNLP2176R are located within 200m of the River Tud. The proposed development at Sites GNLP2176(18C) and GNLP2176R could potentially increase the risk of contamination of the River Tud, and therefore, a minor negative impact would be expected at these two sites. Sites GNLP0415R-E and GNLP0415R-F are proposed for a country park and nature reserve, and therefore, a negligible impact on water pollution would be expected at these two sites.

# Appendix 9

## **Extract of plan detailing Highways England's proposed A47 North Tuddenham to Easton Improvement Scheme**

# Extract from Highways England's April 2020 Public Consultation Scheme Plan for their proposed A47 North Tuddenham to Easton Improvement Scheme





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