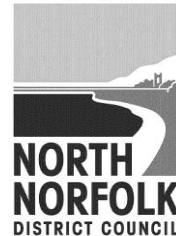


# Planning Policy & Built Heritage Working Party



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12 April 2018

A meeting of **Planning Policy & Built Heritage Working Party** will be held in the **Council Chamber** at the Council Offices, Holt Road, Cromer on **Monday 23 April 2018 at 10.00 am.**

At the discretion of the Chairman, a short break will be taken after the meeting has been running for approximately one and a half hours.

Members of the public who wish to ask a question or speak on an agenda item are requested to arrive at least 15 minutes before the start of the meeting. It will not always be possible to accommodate requests after that time. This is to allow time for the Committee Chair to rearrange the order of items on the agenda for the convenience of members of the public. Further information on the procedure for public speaking can be obtained [here](#) or from Democratic Services, Tel: 01263 516010, Email: [democraticservices@north-norfolk.gov.uk](mailto:democraticservices@north-norfolk.gov.uk)

Anyone attending this meeting may take photographs, film or audio-record the proceedings and report on the meeting. Anyone wishing to do so must inform the Chairman. If you are a member of the public and you wish to speak on an item on the agenda, please be aware that you may be filmed or photographed.

**Emma Denny**  
**Democratic Services Manager**

To: Mrs S Arnold, Mrs S Bütikofer, Mrs A Fitch-Tillett, Ms V Gay, Mrs A Green, Mrs P Grove-Jones, Mr N Pearce, Ms M Prior, Mr J Punchard, Mr R Reynolds, Mr S Shaw, Mrs V Uprichard

All other Members of the Council for information.

Members of the Management Team, appropriate Officers, Press and Public



**If you have any special requirements in order to attend this meeting,  
please let us know in advance**

If you would like any document in large print, audio, Braille, alternative format or in a different language please contact us

**Heads of Paid Service:** Nick Baker and Steve Blatch  
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# AGENDA

## 1. APOLOGIES FOR ABSENCE

To receive apologies for absence, if any.

## 2. PUBLIC QUESTIONS

## 3. MINUTES

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To approve as a correct record the Minutes of a meeting of the Working Party held on 19 March 2018.

## 4. ITEMS OF URGENT BUSINESS

To determine any other items of business which the Chairman decides should be considered as a matter of urgency pursuant to Section 100B(4)(b) of the Local Government Act 1972.

## 5. DECLARATIONS OF INTEREST

Members are asked at this stage to declare any interests that they may have in any of the following items on the agenda. The Code of Conduct for Members requires that declarations include the nature of the interest and whether it is a disclosable pecuniary interest.

## 6. UPDATE ON MATTERS FROM THE PREVIOUS MEETING (IF ANY)

## 7. LOCAL PLAN - IDENTIFICATION OF PROVISIONAL HOUSING SITES IN BLAKENEY, BRISTON AND FAKENHAM FOR INCLUSION WITHIN THE EMERGING FIRST DRAFT LOCAL PLAN. (CONSULTATION VERSION) Page 12

(Appendix 1 – page 27; Appendix 2 – page 30; Appendix 3 - page 60; Appendix 4 – page 80)

Summary: The purpose of this report is to identify the provisional potential housing site allocations in Blakeney, Briston and Fakenham that are proposed to be included as preferred options within the First Draft Plan (Reg. 18) and which will be subject to public consultation early next year. The report also updates previous work around site selection in Hoveton.

Recommendations:

- **Members consider the contents of this report and confirm the provisional preferred housing sites to be included within the First Draft Local Plan.**
- **The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

Cabinet Member(s)	Ward(s) affected
All Members	All Wards
Contact Officers, telephone number and email: Jodie Rhymes, 01263 516304, <a href="mailto:jodie.rhymes@north-norfolk.gov.uk">jodie.rhymes@north-norfolk.gov.uk</a> Stuart Harrison, 01263 516308, <a href="mailto:stuart.harrison@north-norfolk.gov.uk">stuart.harrison@north-norfolk.gov.uk</a>	

**8. EXCLUSION OF PRESS AND PUBLIC**

To pass the following resolution (if necessary):

“That under Section 100A(4) of the Local Government Act 1972 the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A (as amended) to the Act.”

**9. TO CONSIDER ANY EXEMPT MATTERS ARISING FROM CONSIDERATION OF THE PUBLIC BUSINESS OF THE AGENDA**

**19 MARCH 2018**

Minutes of a meeting of the **PLANNING POLICY & BUILT HERITAGE WORKING PARTY** held in the Council Chamber, Council Offices, Holt Road, Cromer at 10.00 am when there were present:

Councillors

Mrs S Arnold (Chairman)

Mrs A Fitch-Tillett  
Ms V Gay  
Mrs A Green

Ms M Prior  
R Reynolds  
Mrs V Uprichard

Ms K Ward

Observers:

Mrs A Claussen-Reynolds  
N Dixon  
N Pearce  
B Smith

Officers

Mr M Ashwell – Planning Policy Manager  
Mr I Withington – Planning Policy Team Leader  
Mr S Harrison – Planning Policy Officer

**66. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Mrs P Grove-Jones and S Shaw.

**67. PUBLIC QUESTIONS**

None.

**68. MINUTES**

The Minutes of the meeting held on 19 February 2018 were approved as a correct record and signed by the Chairman.

**69. ITEMS OF URGENT BUSINESS**

There were no items of urgent business.

**70. DECLARATIONS OF INTEREST**

None.

## 71. PLANNING POLICY UPDATE

The Planning Policy Manager updated the Working Party in relation to the work of the Planning Policy Team (with a particular focus on the review of the Local Plan) and on recent changes to planning policy and legislation.

The Planning Policy Manager reported on the current position with regard to the evidence which was required to prepare the new local plan. Much of the evidence had now been prepared and published. Other work had been commissioned or was in progress and would be reported to the Working Party in due course.

Councillor Mrs A Fitch-Tillett asked if the Strategic Flood Risk Assessment should be broadened to include coastal erosion risk. The Planning Policy Manager explained that coastal erosion was not part of this study but would be addressed separately.

In response to questions by Councillor Ms V Gay regarding the purpose of the District Wide Viability Assessment, the Planning Policy Manager explained that it was intended to test different types of sites, and not the individual sites themselves, to provide evidence that the plan in its entirety could be delivered. It indicated how much money would be available but did not specify what the money would be spent on.

The Planning Policy Manager stated that the Government had suggested that viability work done at the allocations stage would not need to be revisited when planning applications were made, to ensure that developers were committed to the benefits they offered when putting their sites forward for allocation.

Councillor R Reynolds considered that the current Design Guide was very good and questioned the need for a new Guide.

Councillor Ms V Gay shared Councillor Reynolds' concerns and added that the current Design Guide had been produced with a group of Members.

Councillor Ms K Ward stated that new materials had come into use since the current Design Guide was published, such as Corten Steel, and there was no guidance when considering their use.

The Planning Policy Team Leader explained that there had also been significant changes in national policy and the Design Guide needed to be updated with new codes etc.

The Planning Policy Manager stated that the Conservation and Design Officer was writing the Design Guide and he would ask him to attend the next meeting.

Councillor N Dixon referred to the Visitor Pressure Study and considered that there was a need to consider carefully the impact of development on the characteristics which attracted visitors to the area, which could have a negative effect on tourism.

In response to a question by Councillor Mrs A Fitch-Tillett, the Planning Policy Manager confirmed that the Norfolk Coast Partnership had carried out initial survey work on the Visitor Pressure Study. Councillor Mrs Fitch-Tillett added that the Marine Partnership had carried out a large amount of work on the Council's behalf.

The Planning Policy Manager reported that the report incorrectly stated that the Settlement Profiles had published. They had been prepared but were not yet published.

Councillor N Dixon referred to the Infrastructure Position Statement. He asked what the position was with regard to surface water drainage and propensity for flooding.

The Planning Policy Manager stated that the Lead Local Flood Authority had prepared surface water management plans for various parts of the District. If there were specific problems with sites, they would either not be allocated or be allocated subject to measures to alleviate the problems.

Councillor R Reynolds asked if the Habitat Regulation Assessment would look at routing of birds, badgers, small animals etc. The Planning Policy Manager confirmed that it would.

The Planning Policy Manager explained that issues relating to construction, e.g. energy efficiency, would fall under the Building Control Regulations.

Councillor R Reynolds asked for confirmation as to whether or not non-compliance with Building Control Regulations was an offence.

Councillor B Smith reported that he had heard an interesting discussion on the revised NPPF on the radio, stating that planning should be community led and not dictated by developers. The Chairman stated that a transcript of the discussion would be obtained if possible.

Councillor Ms K Ward stated that it had been reported at a recent meeting in her ward that there were some firms acting on behalf of developers to find plots of land to develop.

The Planning Policy Manager reported that despite detailed responses to consultation, the Government had now published a revised housing methodology which would increase the number of new dwellings to be provided in North Norfolk to 10,000+. Work on the new Local Plan had to date assumed a figure of 8,000-9,000 new dwellings. A report would be brought to a future meeting of the Working Party to consider whether to adopt the new methodology or if there were reasons to depart from it. However, there would be a significant risk to the Plan at examination. Historic delivery rates could provide evidence that the development industry may not be able to deliver that number and there was little point in setting an undeliverable target.

Councillor N Dixon asked if failure to deliver a higher number would result in a higher buffer being applied.

The Planning Policy Manager explained that the five-year land supply test had been softened in the new methodology. A full evidence-based report would be brought to the Working Party.

Councillor Ms V Gay stated that there would need to be clear recommendations regardless of the Council's decision.

Councillor Mrs V Uprichard reported that, according to a recent television report, the whole of East Anglia was failing to deliver. The number of homes which had not been delivered was quite high. She stated that North Norfolk had done well at providing second homes. She suggested that MPs should be pressed to talk to the Government and propose measures to help.

The Chairman stated that North Norfolk had delivered better than other Norfolk Authorities.

Councillor R Reynolds stated that care was needed that the housing number which was set for the future did not cause difficulties for the Authority or the developers. He considered that Section 106 was working well but that the Community Infrastructure Levy (CIL) could be a major risk.

In answer to a question by Councillor B Smith, the Planning Policy Manager explained that the Local Enterprise Partnership did not establish a housing target for North Norfolk. It received funding from the Government and Local Authorities could bid for a share of the money to fund infrastructure etc.

The Working Party discussed the revised timetable for production of the Local Plan.

The Planning Policy Manager explained that the Plan production was currently around a year behind the original timetable and there was a need to progress. Developers had expressed concerns at the lack of progress and there were risks to the five-year land supply. Changes to the process had not been helpful and there had been staffing issues. However, the team was now fully resourced.

Councillor Ms M Prior asked if HO1 was likely to be progressed. It had permission but had not been developed.

The Planning Policy Manager explained that the five-year land supply position was mainly dependent on sites which were still under construction. There were a significant number of houses in reserve. There were concerns regarding the Fakenham site and a need for greater understanding as to why the Holt site had not progressed.

A representative of the developer of HO1 was present to observe the meeting. At the Chairman's invitation, he explained that the developer was awaiting discharge of conditions relating to foul water drainage but this was being held up by the drainage authority.

Councillor R Reynolds asked the Planning Policy Manager if he was confident that the proposed revised timetable could be met.

The Planning Policy Manager stated that he was dependent on retaining current resources to deliver the Plan. There was some room in the timetable. There was an issue around having to get Cabinet sign-off of Working Party decisions, and he was hoping that decision-making powers would be delegated to the Working Party to enable work to progress more quickly.

Councillor Ms K Ward stated that additional funds had been put into the budget to build more resilience in the team and asked what was needed to ensure that the timetable was delivered.

The Planning Policy Manager understood that the Working Party wanted more rigour in the timetable and if there was a requirement for resources he would do everything possible to ensure the timetable was delivered.

It was proposed by Councillor R Reynolds, seconded by Councillor Mrs A Fitch-Tillett and

**RESOLVED** unanimously

**That the revised timetable for Local Plan production is published.**

The Chairman thanked the Planning Policy team for their work.

**72. LOCAL PLAN - IDENTIFICATION OF SITES FOR INCLUSION WITHIN THE FIRST DRAFT LOCAL PLAN**

The Planning Policy Manager presented a report outlining the sites at Hoveton, Ludham, Mundesley and Stalham which were proposed to be included as preferred options within the First Draft Plan (Reg 18). A list of sites which were not preferred, and the reasons for their dismissal, was also included. The preferred sites, and those which had been dismissed, would be included in a public consultation document. He referred to uncertainties around the revision of the NPPF relating to housing numbers and a possible requirement to allocate smaller sites which could require the sites to be revisited prior to publication of the consultation document.

The Planning Policy Manager stated that it was not intended to publish sustainability appraisals in future Working Party reports, but these would be publicly available on the Council's website.

The Working Party discussed the Officer's recommendations.

Hoveton

The Chairman stated that a preference had been expressed at the site visits for HV06 to extend to the rear of the already developed site.

The Planning Policy Manager explained that the preferred site (HV01) could include land for expansion of the school and could be made as large as necessary.

The Chairman stated that there was potential to move the primary school adjacent to the high school to create an education campus.

Councillor N Dixon, the local Member, stated that the preferred site was the obvious choice and would be easy to accept. However, he considered that it would not be a good idea to reserve land for the school when it was not known what the school might need. He considered that HV06 could be enlarged to provide the required capacity. He disagreed with the Officer's assessment that HV06 would extend into open countryside beyond the confines of the village as any development on the field would extend into open countryside and the village had already extended beyond the site. He stated that the Parish Council had expressed a preference for HV06. He considered that HV01 and HV06 should be put forward as options for consultation.

The Planning Policy Manager advised the Working Party that if two options were put forward without indicating which was the preferred option, it would introduce a further layer of consultation.

Councillor N Dixon considered that it was better to take longer and make the right decision.

Councillor Ms K Ward asked if further information could be sought regarding the requirements for the school.



Councillor N Dixon explained that it could be 15-20 years before there was certainty around the education needs for the site. There had been no desire to move the primary school but it needed a great deal of investment to bring it up to standard. However, if the land were allocated for residential it would close that option.

The Planning Policy Officer explained that all sites, including HV06, had been put forward by their landowners. The owner of HV06 had put forward the parcel of land with an indication of the number of dwellings which could be accommodated. The landowner's agreement would be needed to extend the site.

It was proposed by Councillor Mrs A Fitch-Tillett, seconded by Councillor R Reynolds and

## **RESOLVED**

**That consideration of sites in Hoveton for inclusion in the first draft Local Plan be deferred to obtain further information to include the availability of additional land in conjunction with HV06 and future education requirements.**

### Ludham

The Planning Policy Manager explained that the preferred sites had both been included in the current Plan but had not been developed. There was potential to extend one of the sites if necessary.

It was proposed by Councillor Ms K Ward, seconded by Councillor Mrs A Fitch-Tillett and

## **RESOLVED**

**That sites LUD01/A and LUD06/A be rolled forward for inclusion as preferred sites in the first draft Local Plan.**

### Mundesley

Councillor B Smith, the local Member, stated that the site identified as the preferred site had been rejected when the current Plan was drawn up due to its proximity to the farm and would be likely to result in complaints if the site were developed. He considered that MUN03 was preferable to the proposed site and that other sites were also more sustainable. The proposed site currently brought the open countryside into the village and this would be lost if it were developed. He stated that the Working Party had only viewed two sites, and had stopped short of the proposed site and had not viewed the farm buildings. He requested that the other sites be revisited before making a decision.

The Planning Policy Manager stated that it would be very difficult to make a case for sites on the edge of the village, rather than in the village itself. The other sites had been dismissed as they were not well related to the fabric of the village and did not compare favourably with the identified site.

Councillor Smith stated that there was a parcel of land owned by the Parish Council at the far end of the village.

In answer to a question by Councillor Ms V Gay, the Planning Policy Manager confirmed that both the proposed site and MUN03 would be large enough to accommodate the required number of dwellings.

Councillor Smith considered that insufficient consideration had been given to the other sites and reiterated his request for further consideration of those sites.

It was proposed by Councillor Mrs S Arnold, seconded by Councillor R Reynolds and

## **RESOLVED**

**That site MUN04/A be identified as the preferred site for inclusion in the first draft Local Plan.**

### Stalham

Councillor N Dixon did not support the proposed sites. He stated that the site which had been allocated in the current plan was not popular locally, and considered that the proposed sites would also not be popular locally. He disagreed with the Highway Authority's views with regard to the road network. Stalham was currently served by two access points from the A149 and a third through Sutton and he considered that an additional access point to the A149 was needed. He considered that the proposed site would exacerbate the current problems and would not provide development of sufficient scale to deliver the necessary infrastructure improvements. He suggested that development to the north-west of the town would help to deliver a further access point onto the A149, with possibly a roundabout in the long term.

The Planning Policy Manager explained that several hundred dwellings would be needed to deliver the suggested highway network improvements. He considered that development of that scale would alter Stalham in such a way that it would undermine its role, function and character. He considered that 100-150 dwellings would be deliverable with minimum impact on the existing infrastructure.

Councillor N Dixon questioned the degree of consultation with local representatives and the local community. He had not been involved in any debate.

The Planning Policy Manager explained that Town Council workshops had been held and he had not sensed an opinion in favour of such large scale growth. The Town Council had always taken the view that the site at Stepping Stone Lane was preferable and were not in favour of the recommended site.

Councillor Ms K Ward proposed that the preferred sites go forward for consultation but with an additional question on the basis that if an additional exit onto the A149 was desired, the level of growth proposed would not deliver it.

Councillor Ms M Prior supported Councillor Ms Ward and stated that all Town Councils had had the same opportunity to discuss the matter at several meetings.

The Planning Policy Manager advised that the consultation should identify the preferred options and the other options which had been considered, with opinion also being sought on an alternative scenario which provided greater growth.

It was proposed by Councillor Ms K Ward, seconded by Councillor Ms M Prior and

**RESOLVED** by 5 votes to 1 with 1 abstention

**That sites ST19/A and ST23 be identified as preferred sites for inclusion in the first draft Local Plan, with consultation also on an alternative scenario which would provide greater growth to deliver highway infrastructure improvements.**

The Planning Policy Manager requested delegated authority to agree the final policy wording and content of the consultation document. The final document would come back before the Working Party prior to publication.

It was proposed by Councillor R Reynolds, seconded by Councillor Ms K Ward and

**RESOLVED**

**That the final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

The meeting closed at 12.30 pm.

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CHAIRMAN

**LOCAL PLAN - IDENTIFICATION OF PROVISIONAL HOUSING SITES IN BLAKENEY, BRISTON AND FAKENHAM FOR INCLUSION WITHIN THE EMERGING FIRST DRAFT LOCAL PLAN. (CONSULTATION VERSION)**

Summary: The purpose of this report is to identify the provisional potential housing site allocations in Blakeney, Briston and Fakenham that are proposed to be included as preferred options within the First Draft Plan (Reg. 18) and which will be subject to public consultation early next year. The report also updates previous work around site selection in Hoveton.

- Recommendations:
- **Members consider the contents of this report and confirm the provisional preferred housing sites to be included within the First Draft Local Plan.**
  - **The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

Cabinet Member(s)	Ward(s) affected
All Members	All Wards
Contact Officers, telephone number and email: Jodie Rhymes, 01263 516304, jodie.rhymes@north-norfolk.gov.uk Stuart Harrison, 01263 516308, stuart.harrison@north-norfolk.gov.uk	

**1. Introduction**

1.1 The new Local Plan will allocate land for housing, employment and mixed use developments over the plan period 2016 to 2036. This current phase of site assessment is considering whether a site is suitable to be allocated for *housing* and does not consider, at this stage, whether a site may also be suitable for employment and/or mixed use. All other uses will be considered separately later in the site assessment process.

1.2 Therefore, the preferred options identified at this stage are to be considered provisional pending further assessment of the other uses. Once all uses have been assessed then there will a consolidated list of preferred sites that details all uses on a preferred option site.

1.3 Work is continuing on assessing potential sites for allocation in relation to the emerging spatial strategy and officers are bringing recommendations on preferred option sites to Members of the Working Party over the next few months. This report sets out the appraisals for the second set of settlements; Fakenham, Briston and Blakeney and updates previous discussions on sites in Hoveton making recommendations of initial preferred sites in each settlement to be included within the consultation Draft Plan.

1.4 The approach to the settlement hierarchy and the high-level distribution of housing (and other development) was presented to the Working Party meeting on 19<sup>th</sup> February 2018. The Site Assessment follows the methodology previously presented in February 2018 and summarised below in section 2. This report detailed the approach and criteria that are to be applied in order to assess and compare the suitability of sites for allocation within the new Local Plan.

1.5 The approximate quantity of housing growth being sought in each of the selected settlements is as outlined in Table 1 below. These figures should be regarded as approximates as previously advised the final scale of development both in the District as a whole and within individual settlements will need to be kept under review due to government proposals around assessing overall housing requirements.

**Table 1: Approximate Scale of growth in suggested Selected Settlements.**

<b>Settlement</b>	<b>Settlement hierarchy</b>	<b>Emerging Growth options (approx. dwellings)</b>
<b>North Walsham</b>	Large Growth Town	1,500 to 1,900
<b>Fakenham</b>	Large Growth Town	600 to 700
<b>Cromer</b>	Large Growth Town	500 to 700
<b>Holt</b>	Small Growth Town	300 to 400
<b>Hoveton</b>	Small Growth Town	100 to 150
<b>Sheringham</b>	Small Growth Town	100 to 150
<b>Stalham</b>	Small Growth Town	100 to 150
<b>Wells</b>	Small Growth Town	100 to 150
<b>Briston</b>	Service Village	Up to 50
<b>Mundesley</b>	Service Village	Up to 50
<b>Blakeney</b>	Service Village	Up to 30
<b>Ludham</b>	Service Village	Up to 30

Summary table of 'Selected Settlements' settlement hierarchy as detailed to Working Party - 19<sup>th</sup> February 2018.

1.6 Currently it is anticipated that the new Local Plan will need to provide for between 9,000 and 10,000 dwellings of which it is likely to be necessary to allocate new development sites for between 3,500 and 4,500 dwellings. It is proposed that the majority of this growth will be focussed on the proposed '*Selected Settlements*' in the settlement hierarchy as these are the locations where development would be more sustainable. Outside of the selected settlements, small-scale growth is likely to be permitted via small-scale infill, rural exceptions, and building conversions.

1.7 Landowners and agents have put a number of sites forward for consideration, over the past couple of years, potential sites were identified in the Housing and Economic Land Availability Assessment (HELAA). The HELAA considered over 500 sites across the district and provided a snap shot in time of the available capacity in the district to accommodate growth. The HELAA does not determine whether a site should be allocated or granted planning permission. This more detailed site assessment focusses on sites in the suggested selected settlements, screens out smaller sites (of less than 0.25 hectares) and rules out sites with absolute constraints.

1.8 Over 210 remaining sites are to be assessed through the site assessment and sustainability appraisal processes. All of the potential options are subject to a detailed appraisal process based on site assessment criteria considering suitability, availability and deliverability and subject to a detailed and thorough sustainability appraisal considering social, economic and environmental impacts.

1.9 The First Draft Plan (regulation 18) is programmed for public consultation for a six-week period commencing at the beginning of 2019. This draft plan will identify the preferred sites for residential, employment and other development and will include details of 'non-preferred sites' / reasonable alternatives that are not considered as suitable for development at that time.

1.10 The following background information will be presented alongside each site assessment:

- An overview settlement map showing the preferred and alternatives sites that have been considered
- A pro forma for each of the preferred sites setting out details of the site together with the policy requirements, which would be applied in the event of the site being allocated
- A summary table setting out the alternative sites considered with a site assessment including the reasons for discounting them
- Sustainability Appraisal for all sites considered.

## 2. Site Selection Methodology

2.1 The site assessment methodology follows the process advocated in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance. The assessment involves the following:

- **Stage 1: Screening out sites that don't meet given selection criteria** - This excludes sites from further consideration which are outside the selected settlements, subject to absolute constraints such as those being within a non-selected settlement, coastal erosions zone or within flood risk zone 3. This stage also removes sites that are not capable of delivering 5 or more dwellings, or are less than 0.25 hectares (or 500m<sup>2</sup> of commercial floor space) as the Council are unlikely to allocate such small sites for development.
- **Stage 2a: Applying Sustainability Appraisal (SA) process:** This measures each site against measurable site assessment criteria based on the SA Objectives and SA Framework
- **Stage 2b: Considering further site suitability criteria:** Sites are assessed against further suitability criteria considering the wider issues, policy context and evidence. The assessments are informed by engagement with relevant consultees such as the Highway Authority and Anglian Water.
- **Stage 2c: Considering Availability and Deliverability:** Sites are assessed against further availability and deliverability criteria considering whether suitable sites can actually be delivered during the plan period.

2.2 In addition, the emerging and final Site Allocations DPD documents will be subject to further consideration to assess any impacts in terms of the Habitat Regulations and equalities impacts.

## 3. Sustainability Appraisal

3.1 Sustainability Appraisal (SA) is a tool that is used to inform decision making by identifying at an early stage the potential social, economic and environmental impacts of proposed allocations, plans and strategies. It provides a tool for assessing the relative merits of alternative options to help inform a decision on a preferred option.

The SA uses a detailed assessment framework that assesses sites as having likely positive or adverse Impacts against the identified SA indices.

3.2 A RAG rating system identifies those sites with most dark green (++) contributing significantly towards the Sustainability Objectives and considered the most suitable, and those sites pink (--) which are considered to contribute least. An element of planning judgement is required to assess the sites in terms of their sustainability. Different weight may be given to each of the indices reflecting the characteristics of the sites being assessed. The final SA will form part of the consultation process.

**Table 2: Sustainability Appraisal scoring framework**

	<b>Existing SA wording</b>	<b>New emerging wording</b>
++	<i>Contributes significantly towards Sustainability Objectives</i>	Likely strong positive effect
+	<i>Contributes moderately towards Sustainability Objectives</i>	Likely positive effect
0	<i>Neutral impact</i>	Neutral/no effect
~		Mixed effects
-	<i>Detracts moderately from Sustainability Objectives</i>	Likely adverse effect
--	<i>Detracts significantly from Sustainability Objectives</i>	Likely strong adverse effect
?	<i>Uncertain effect</i>	Uncertain effect

#### 4. Detailed Site Assessment

4.1 All 210+ sites were assessed against the same criteria and included an assessment of the impact on utilities, highways issues, flooding and a range of other considerations as detailed in the table below. Using a RAG scoring system, supplemented by detailed notes, the site appraisal framework identifies those sites which are considered most suitable for development, and furthermore, those sites which can be delivered in the plan period. A Summary of the provisional site assessments and emerging site proformas are contained in **Appendix 2 and Appendix 4**.

**Table 3: Site Assessment framework**

Access to Site	Transport and Roads	Sustainable Transport	Impact on utilities infrastructure	Utilities Capacity
Contamination and ground stability	Flood Risk	Landscape Impact	Townscape	Biodiversity and Geodiversity
Historic Environment	Loss of other beneficial use	Compatibility with Neighbouring / Adjoining Uses	Other known constraints	Deliverability

4.2 Once a preferred site has been identified, it is then subject a specific draft policy, which details what the Council would expect to be delivered or accounted for when the site is developed. The site policy also identifies an approximate range for the proposed number of dwellings on the site. The final allocated number of dwellings will be informed by further information, evidence and the consideration of the emerging strategy and policy work.

4.3 Where there are specific development considerations arising from the findings of the site assessment or evidence base studies, these are included within the text of the policy. Initial policy wording/ requirements for the preferred sites have been proposed based on our understanding of key issues that have emerged through technical assessment work at this time.

- 4.4 There will be a need for further detailed work in relation to highways, utilities and other infrastructure to inform the draft policy wording for the preferred option sites. This information will be collected over the coming months on the preferred sites before the finalisation of any policy and inform the first draft plan consultation.
- 4.5 In a situation where insufficient preferred sites can be identified, to achieve the emerging growth target, then other sites discounted at this point will need to be brought back for consideration before the draft plan is consulted on. In a situation where it is still not possible to achieve these individual targets within any selected settlement, then it will be necessary to reduce the targets in these locations and seek to make further provision elsewhere.

## **5. Provisional Site Recommendations**

- 5.1 The remainder of this report sets out officer recommendations and justification for the selection of sites as preferred sites to allocate and the reasons for discounting the alternative sites.
- 5.2 All of the potential options have been subject to initial and iterative sustainability appraisal and to a detailed appraisal process based on site assessment criteria considering suitability, availability and deliverability. Maps of the potential sites are included in **appendix 1**. Detailed provisional proformas for the emerging preferred sites are attached in **appendix 4** while detailed assessment summary in of the alternatives considered is contained in **appendix 2**. A summary of the emerging SA is attached in **appendix 3**.
- 5.3 The site appraisal and allocation process will consider a range of uses that have been put forward or are considered required for a particular site. This will include whether a site may be more suitable for employment or have a mixed-use allocation. Other land uses such as retail, health provision and educational uses may also be allocated as part of the site allocation process. The majority of sites put to the working party will remain as housing only, however, some allocations will evolve and include other uses. These will be brought to Working Party as required.

## **6. Blakeney**

- 6.1 Blakeney is identified as a 'Service Village' in the emerging settlement strategy and modest allocations of up to 30 dwellings will be identified. The opportunities for allocations in Blakeney are limited as there are few sites within the existing development boundary, much of which is designated as a Conservation Area. The areas that are undeveloped provide important green spaces and recreation areas that are an essential part of the character of the village.
- 6.2 Expansion of the village beyond its existing boundaries raises concerns in relation to landscape impact within the Norfolk Coast Area of Outstanding Natural Beauty. Despite these concerns it is considered important to take the opportunity to allocate a new site in order to increase the supply

### **6.3 Recommended as provisional Preferred Sites**

- 6.4 There are three sites close to the Langham Road, which are broadly similar in many respects. BLA01, BLA09 & BLA04 are all well located to village services and, in the main, are acceptable to highway as long as the highway access is gained off Langham Road. On balance BLA04 is the preferred site as it mirrors the recent Avocet View development and has a less sensitive landscape setting, although,



careful consideration to the design and setting will still be require given its location in the AONB on the edge of the village.

**Table 4: Blakeney Preferred Site**

Site Ref	Site Name	Proposal
BLA04	Land East of Langham Road	Considered suitable to be allocated for residential development for approximately 30 on a 1.5 ha site.

## 6.5 Sites not preferred

6.6 As stated above, sites BLA01 & BLA09 are not preferred based on their more sensitive landscape setting, in particular it is considered that they would have a greater impact on the setting of the village against the coast. Access from Morston Road for Site BLA01 is also subject to a Highways objection. A number of the sites also have poor highways arrangements and two sites BLA07 & BLA11 are designated Open Land.

**Table 5: Blakeney sites not preferred**

Site Ref	Site Name	No of dwellings proposed	Reason
BLA01	Land South of Morston Road	85	Highways Access onto the Morston Road is considered unsuitable. Site BLA04 adequately delivers the quantum of development required. Therefore, on balance, this site is not preferred.
BLA02	Land Adjacent Blakeney Downs House, Morston Road	22	Highways Access onto the Morston Road is considered unsuitable and the site is remote from village services. The site is not considered a sustainable location for development and is considered unsuitable for development. Furthermore, site BLA04 adequately delivers the quantum of development required.
BLA05	Land West Of Saxlingham Road	26	Highways Access is considered unsuitable. The site is considered unsuitable for development. Furthermore, site BLA04 adequately delivers the quantum of development required.
BLA06	Land East Of Saxlingham Road	16	Highways Access is considered unsuitable. The site is considered unsuitable for development. Furthermore, site BLA04 adequately delivers the quantum of development required.
BLA07	Land off Langham Road	30	The site is unsuitable for development as it forms part of the important open space in the heart of the village. Furthermore, site BLA04 adequately delivers the quantum of development required.
BLA08	Land North of Morston Road		The site is not considered a sustainable location for development and is considered unsuitable for development. The site would have a detrimental impact on the landscape setting of Blakeney. Furthermore, site BLA04 adequately delivers the quantum of development required.
BLA09	Land West of Langham Road	85	The site may be considered suitable although would require a sensitive approach to the landscape setting. Site BLA04 adequately delivers the quantum of development required and this site is considered marginally less favourable, therefore, on balance, this site is not preferred.

BLA11	Land at 39 New Road	2	The site is unsuitable for development as it forms part of the important open space in the heart of the village. Furthermore, site BLA04 adequately delivers the quantum of development required.
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## 7 Briston

7.1 Briston is identified as a Service Village in the emerging settlement strategy and modest allocations of up to 50 dwellings will be identified. Briston has no significant landscape designations or other significant constraints.

### 7.2 Recommended as provisional Preferred Sites

7.3 Both of the preferred sites identified are located on either side of the primary school and are well located to village services and bus services. Site BRI 02 is a previously allocated site, however, there is some uncertainty over availability and this will be investigated over the coming months.

**Table 6: Briston Preferred Sites**

Site Ref	Site Name	Proposal
BRI 01	Land east of Astley Primary School	Considered suitable to be allocated for approximately 30 to 40 dwellings.
BRI 02	Land west of Astley Primary School	Considered suitable to be allocated for approximately 30 to 50 dwellings.

### 7.4 Sites not preferred

7.5 There were 20 sites put forward in Briston and the majority were not considered as preferred options due to highway concerns and/or they were remote from the village services with no safe pedestrian connections. Sites BR 03 and BR 25 were considered suitable as they are well located to village services, however, on balance, they were assessed to be less suitable than those sites identified as preferred options. These sites may be re-assessed in the coming months if the council looks for delivery of smaller parcels of land to deliver less than 15 houses.

**Table 7: Briston sites not preferred**

Site Ref	Site Name	No of dwellings proposed	Reason
BRI 03	Land At The Lanes	41	Although this site is suitable for development, sites BR01 & BR02 adequately deliver the quantum of development required. Therefore, on balance, this site is not preferred. This site may be considered if smaller sites are required.
BRI 04	Land At Holt Road, Opposite Horseshoe Common	17	Highways Access is considered unsuitable and the site is remote from village services. Pedestrian access to the school would have to cross the Fakenham-Norwich road. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.
BRI 05	Land At Norwich Road (Old Vicarage To	29	Highways Access is considered unsuitable and the site is remote from village services. Therefore, the site is not considered a sustainable location for development and is considered

	Horseshoe Lane)		unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.
BRI 07	Lawn Farm	711	Highways Access is considered unsuitable and is a large scale development that is not required in Briston. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.
BRI 08	Land At Mill Road (Springfield To Horseshoe Lane)	9	Highways access is considered unsuitable. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.
BRI 10	Land To The South Of Playing Field	133	Highways Access is considered unsuitable. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.
BRI 11	Land to The North Of Craymere Beck Road	50	Highways Access is considered unsuitable and the site is remote from village services. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.
BRI 12	Land at Craymere Road	16	Highways Access is considered unsuitable and the site is remote from village services. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.
BRI 13	Land At Craymere Road (Site 8)	15	Highways Access is considered unsuitable and the site is remote from village services. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.
BRI 17/1	Land at Reepham Road	15	Highways Access is considered unsuitable and the site is remote from village services. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.
BRI 17/2	Land at Reepham Road	34	Highways Access is considered unsuitable and the site is remote from village services. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.

BRI 17/3	Land at Reepham Road Scrap Yard	77	Highways Access is considered unsuitable and the site is remote from village services. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.
BRI 20	Land at Reepham Road	57	Highways Access is considered unsuitable and the site is remote from village services. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.
BRI 23	Land At Reepham Road	13	Highways Access is considered unsuitable and the site is remote from village services. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.
BRI 25	Land South Of Woodfield (Coal Yard)	19	Although this site is suitable for development, sites BR01 & BR02 adequately deliver the quantum of development required. Therefore, on balance, this site is not preferred. This site may be considered if smaller sites have to be found
BRI 26	Land At The Loke	36	Highways Access is considered unsuitable. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.
BRI 28	Land at West End	4	Highways Access is considered unsuitable and the site is remote from village services. Pedestrian access to the school would have to cross the Fakenham-Norwich road. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.
BRI 29	Land East of Holt Road	200	Highways Access is considered unsuitable and the site is remote from village services. Pedestrian access to the school would have to cross the Fakenham-Norwich road. Therefore, the site is not considered a sustainable location for development and is considered unsuitable for development. Sites BR01 & BR02 adequately deliver the quantum of development required.

## 8 Fakenham

8.1 In the emerging strategy, Fakenham is identified as an area where large growth is planned as it has the full range of services that are found in a Large Growth Town.

The River Wensum is a significant constraint to growth at the south of the town as there is a large area liable to flooding and is a SSSI.

8.2 Fakenham has an existing allocated site to the north of the town for approximately 800 – 900 dwellings. It is proposed that residential allocations of around 600 to 700 dwellings are identified in Fakenham *in addition* to the existing allocation.

8.3 A number of sites have been put forward for consideration including sites within the settlement boundary and green field sites surrounding the settlement. Within the existing designated town boundary, there are likely to be some opportunities for the redevelopment of sites, but these will not be sufficient to accommodate the proposed level of development. Therefore, the green field sites surrounding the settlement will need to be considered to accommodate the future growth.

#### 8.4 Recommended as provisional Preferred Sites

8.5 Three sites have been identified as preferred sites within Fakenham, F01/B (Land North of Rudham Stile Lane), F03 (Land at Junction of A148 and B1146) and F10 (Land South of Barons Close). F01/B is a large site and if allocated could provide the majority of the housing required for Fakenham. F01/B includes sites F01/2, F01/3 and F01/4 that have been put forward for consideration separately by two different landowners and includes Fakenham Rugby Club and sport pitches. The site forms part of the larger F01 site, which was allocated previously for growth beyond 2021 for mixed use development. At this time, it is considered that further information is required around the deliverability of the site, including setting out the specific infrastructure requirements in order to inform a detailed policy. In order to facilitate such an allocation the rugby club would need to be relocated. Both F03 and F10 sites are smaller and are well positioned near to services and facilities within Fakenham. Site F10 has also put forward a large area of open space, which could provide links to the river Wensum, and community park.

The preferred sites for Fakenham are summarised in the table below and the detailed draft policy for each site can be seen at **Appendix 4**.

**Table 8: Fakenham Preferred Sites**

Site Ref	Site Name	Proposal
F01/B (includes sites F01/2, F01/3 & F01/4.	Land North of Rudham Stile Lane	Considered suitable to be allocated for residential development for up to 560 dwellings with appropriate highway works.
F03	Land at Junction of A148 and B1146	Considered suitable to be allocated for residential development for approximately up to 65 dwellings.
F10	Land South of Barons Close	Considered suitable to be allocated for residential development for approximately 35-55 dwellings with a significant area of public open space leading down to the River Wensum valley.

#### 8.6 Sites not preferred:

8.7 There were 27 sites put forward for Fakenham, including 4 sites in Sculthorpe Parish and 2 sites in Hempton Parish. The majority of sites were not considered as preferred options due to highway concerns, being remote from the town services, having an adverse impact on landscape or being located in an area of flood risk.

8.8 A number of the sites fall within the settlement boundary of Fakenham and are currently designated for an non-residential use, these include sites:

- F06/1 designated as Open Land.
- F04 designated as a Retail Opportunity Site.
- F11 ,F12 and F17 designated as Employment Land.
- H0705 designated as an Education / Formal Recreation Area.

8.9 Each site has been considered in terms of their suitability for residential development and will be assessed separately to whether their existing designation should be upheld. If it is then considered that the site is appropriate for residential development, then the site should be included within the designated residential area rather than the site being allocated.

**Table 9: Fakenham sites not Preferred**

Site Ref	Site Name	No of dwellings proposed	Reason
F02	Land Rear of Shell Garage, Creake Road	72	The site cannot be satisfactorily accessed. The site is not considered suitable for development. Furthermore, sites F01B, F03 and F10 adequately deliver the quantum of development required in Fakenham.
F04	Land To South Of Whitehorse Street	22	The majority of the site is within Flood Risk Zone 2 and as there are more suitable sites outside the Flood Zone - the site is not considered suitable for residential development. The site is identified as a Retail Opportunity Site in the Core Strategy, an updated Retail Study has been prepared which continues to suggest a modest need for further retail development. The site will be assessed for retail use separately. Furthermore, sites F01B, F03 and F10 adequately deliver the quantum of development required.
F05	Land Between Holt Road & Greenway Lane	21	The site falls within the settlement boundary of Fakenham and is currently allocated for residential development. The designation of this site will be reviewed as part of the settlement boundary and residential area review for Fakenham. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required.
F06/1	Great Eastern Way Railway Cutting	23	The site cannot be satisfactorily accessed and consists of a natural green corridor with high value. The site is not considered to be suitable for development. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required in Fakenham.
F07	Land East of Clipbush Lane	850	The site is not considered a sustainable location for development. The site is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside. The site is considered unsuitable for development.
F08	Land rear of 41 Hayes Lane	2	The site cannot be satisfactorily accessed and the majority of the site is within Flood Risk Zone 2 and as there are more suitable sites outside the Flood Zone - the site is not considered suitable for residential development.
F11	Distribution Centre, Corner Of Drift Road & Norwich	41	Although the site may be considered suitable for residential development. The site is currently occupied by a factory and is identified as an Employment Area in the Core Strategy. The site will be assessed for employment use separately.

	<b>Road</b>		Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required in Fakenham.
<b>F12</b>	<b>Land off Parker Drive</b>	38	Although reasonably close to key services the site is poorly related to the residential area and located amongst existing employment uses. The site is not considered suitable for development. The site is currently designated as an Employment Area in the Core Strategy. The site will be assessed for employment use separately. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required in Fakenham.
<b>F15</b>	<b>Land Adjacent To Baron's Hall Farm / Meadow</b>	30	The site cannot be satisfactorily accessed. Although relatively close to services within Fakenham. Development in this location is considered unsuitable. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required in Fakenham.
<b>F16</b>	<b>Land Adjacent Football Ground</b>	39	The site is not considered a sustainable location for development, and the site cannot be satisfactorily accessed. The site also provides open land area used for recreational purposes. The site is considered unsuitable for development. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required in Fakenham.
<b>F17</b>	<b>Land Adjacent 72, Holt Road</b>	22	Although the site may be considered suitable for residential development. The site is currently occupied by existing businesses and is identified as an Employment Area in the Core Strategy. The site will be assessed for employment use separately. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required in Fakenham.
<b>F18</b>	<b>Land at Thorpland Road</b>	78	The site is not considered a sustainable location for development. There is no continuous footway and segregation by bypass. The site is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside. The site is considered unsuitable for development.
<b>F19</b>	<b>Land Abutting Short Stay Travellers Site</b>	31	The site is not considered a sustainable location for development. The site cannot be satisfactorily accessed. The site is considered unsuitable for development. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required in Fakenham.
<b>HEMPO 3</b>	<b>Land East of Dereham Road</b>	21	The site is located in Hempton, which is not a selected settlement, as there are preferable sites available in Fakenham, it is not considered suitable.
<b>HEMPO 4</b>	<b>Land NorthEast of Back Street</b>	8	The site is located in Hempton, which is not a selected settlement, as there are preferable sites available in Fakenham, it is not considered suitable.
<b>H0702</b>	<b>Land at Barber's Lane</b>	23	The local road network is considered unsuitable. The site is considered unsuitable for development. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required in Fakenham.
<b>H0705</b>	<b>Fakenham College</b>	101	The former Fakenham College is located on this site, which is no longer occupied. The site falls within the settlement boundary of Fakenham and part of the site is within the designated 'residential area'. The rest of the site is identified as an Education / Formal Recreation Area in the Core Strategy. It may be considered suitable for residential development

			but will be considered separately when reviewing the settlement boundary and residential area for Fakenham. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required in Fakenham.
SCU15	Land off Creake Road	74	The site is not considered a sustainable location for development; the site cannot be satisfactorily accessed. The site would extend into open countryside beyond the current confines of the town. The site is considered unsuitable for development. Furthermore, sites F01B, F03 and F10 adequately deliver the quantum of development required in Fakenham.
SCU17	Land South of Creake Road	83	The site is not considered a sustainable location for development; the site cannot be satisfactorily accessed. The site would extend into open countryside beyond the current confines of the town. The site is considered unsuitable for development. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required in Fakenham.

## 9. Hoveton

9.1 The Hoveton site assessments were brought to the previous Working Party on the 19<sup>th</sup> March. Members requested that further work be carried out on site HV06 to ascertain whether this site is available to be extended to accommodate a larger site that would meet the expected need for Hoveton.

9.2 It was also requested that further investigation be carried out on the *recommended preferred* site HV01 as this site is next to the Broadlands High School and it was suggested that the allocation of this site may prejudice the future expansion of the school or opportunities to a combined school campus.

9.3 Officers have undertaken further discussions with the landowner of HV01 & HV06 (the same owner), the Highway Authority and the Education Authority.

9.4 In relation to site HV06. The landowner has stated that this parcel of land is **not available** to be extended to accommodate a larger site and would promote HV01 as *his* preferred option. The Highway Authority has stated that there would need to be 2 access points provided into HV06 (if it was a larger site) which may not be achievable. A fifth arm off the Stalham Road roundabout would not be acceptable.

9.5 In relation to HV01. The Education Authority has confirmed that the current plans for expansion of Broadlands High School can be achieved within the bounds of the land currently available. They have indicated that they would welcome the allocation of part of HV01 to be used as extra playing fields. This area could form part of a long-term strategy for expansion or co-location – although there are no plans for this at present.

### 9.6 Recommended as provisional Preferred Sites

9.7 Taking into account the further work that has been done on the sites, the preferred site option remains as HV01. It is recommended that this site is allocated for 100 to 130 dwellings together with an area of land (suggested 1ha) that should be provided as school playing fields. The lay-out and design of this land will have to be considered against the impact on the amenity of the footpath/cyclepath and make sure it is integrated with the development.



**Table 10: Hoveton Preferred Site**

Site Ref	Site Name	Proposal
HV01	Land East of Tunstead Road	Considered suitable to be allocated for residential development for approximately 100 to 130 dwellings. Provision of 1ha of playing field.

### 9.8 Sites not preferred

9.9 There were 8 sites assessed in Hoveton. One site was ruled out (HV04/1) as it has an extant planning permission for 26 dwellings. A number of the sites were assessed to be too remote from the services and had highways and access issues. Site HV06 may be suitable for frontage development along the Stalham Road; however, the preferred HV01 meets the expected need in Hoveton and, therefore, at this stage is not preferred. HV06 may be considered if smaller allocations have to be found.

**Table 11: Hoveton sites not preferred**

Site Ref	Site Name	No of dwellings proposed	Reason
HV02	Site To The West Of Tunstead Road	376	Highways access is considered unsuitable. The site would be highly visible in the landscape and would significantly extend into open countryside beyond the current confines of the village. Furthermore, site HOV01 adequately delivers the quantum of development required. The site is remote from services and the village.
HV04/1	Norfolk Fruit Growers Site		<b>Excluded - existing planning permission.</b>
HV05	Land South of Littlewoods Lane	200	Highways access is considered suitable for up to 100 houses. Although the site is well related to the services, it is more prominent in the landscape. HOV01 adequately delivers the quantum of development required. The site is remote from services and the village.
HV06	Land between Stalham Road and Tunstead Road	51	Highways access is considered suitable for frontage development only and an extra spur off the existing roundabout would not be acceptable. The site may be suitable for development up to 30 dwellings along the frontage of Stalham Road. Site HOV01 adequately delivers the quantum of development required and, on balance, this site is not the preferred option.
HV07	Land Adjacent Stalham Road	729	Highways access is considered unsuitable. The site would be highly visible in the landscape and would significantly extend into open countryside beyond the current confines of the village. Furthermore, site HOV01 adequately delivers the quantum of development required. The site is remote from services and the village.

HV08	Land To East Of Stalham Road	1362	Highways access is considered unsuitable off Littlewood Lane. The site would be highly visible in the landscape and would significantly extend into open countryside beyond the current confines of the village. Furthermore, site HOV01 adequately delivers the quantum of development required. The site is remote from services and the village.
HV10	Land off Coltishall Road	80	Highways access is considered unsuitable as access underneath the railway bridge is challenging. The site would be highly visible in the landscape and would significantly extend into open countryside beyond the current confines of the village. Furthermore, site HOV01 adequately delivers the quantum of development required. The site is remote from services and the village.

## 10 Next Stages

- 10.1 Initial policy wording/requirements for the provisional preferred sites have been proposed based on the current understanding of key issues that have emerged through technical assessment work at this time. Following endorsement by working party further work will be required to refine and inform the detailed requirements of the emerging allocation policies.
- 10.2 There will be a need for further detailed work in relation to highways, utilities and other infrastructure to inform the draft policy wording for the preferred option sites. This information will be collected over the coming months on the preferred sites before the finalisation of any policy and inform the first draft plan consultation.
- 10.3 Where sites have also been proposed for different uses a further assessment against that use will need to be carried out. Such sites will be brought to working party as required for further discussion.

## 11 Recommendations

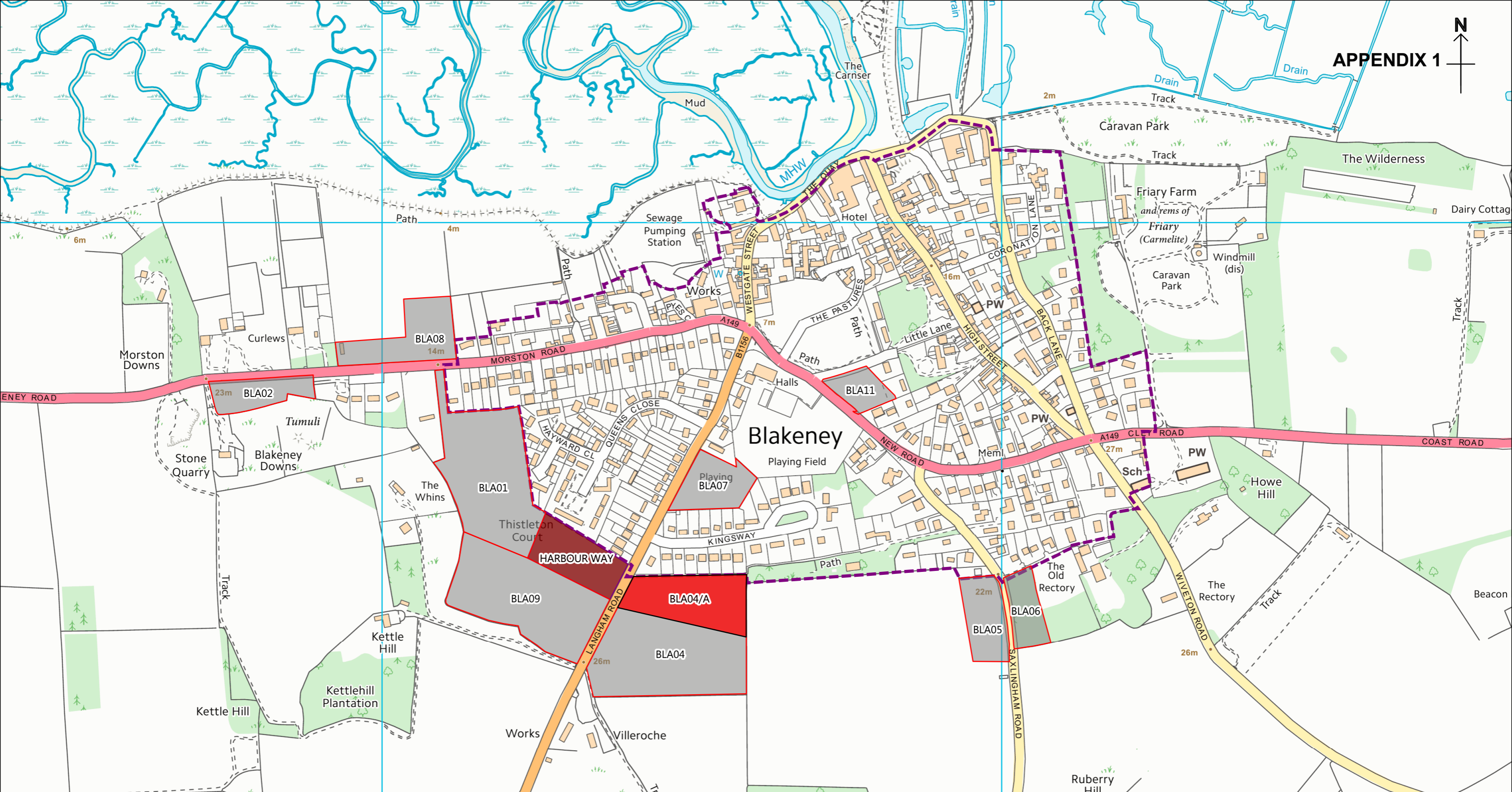
- **Members consider the contents of this report and confirm the provisional preferred housing sites to be included within the First Draft Local Plan.**
- **The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

Appendix 1 – Settlement site maps

Appendix 2 – Summary assessment of alternative sites

Appendix 3 – SA summary

Appendix 4 – Emerging preferred site proformas



\*\*For consideration by Planning Policy & Built Heritage Working Party, Monday 23rd April 2018\*\*

### Potential Sites in Blakeney - Preferred & Alternatives Combined

- Preferred Housing / Mixed Use Site
- Completed Allocated Site (Local Development Framework)
- Alternative Site Considered
- LDF Settlement Boundary

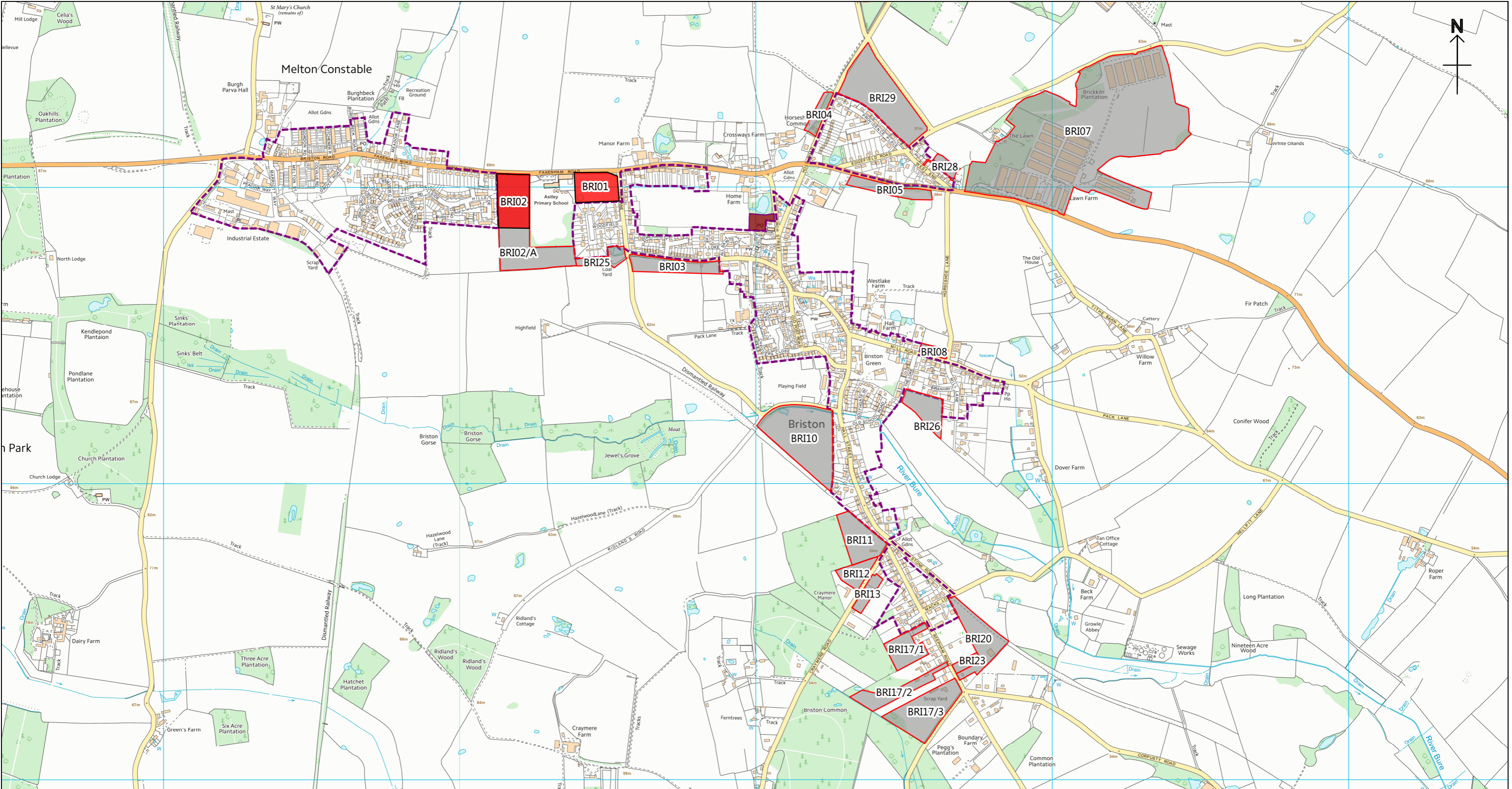
The above sites have been assessed for their suitability as potential housing or mixed-use allocations as part of the North Norfolk Local Plan. Preferred sites are highlighted in red as potential candidates for future public consultation.

1:6000	CB
27/03/2018	
<p><b>North Norfolk District Council</b>                  Council Offices, Holt Road,                  Cromer, Norfolk, NR27 9EN                  Tel: 01263 513811                  Fax: 01263 515042                  www.northnorfolk.org</p>	

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\*\*For consideration by Planning Policy & Built Heritage Working Party, Monday 23rd April 2018\*\*

### Potential Sites in Briston - Preferred & Alternatives Combined

- Preferred Housing / Mixed Use Site
- Completed Allocated Site (Local Development Framework)
- Alternative Site Considered
- LDF Settlement Boundary

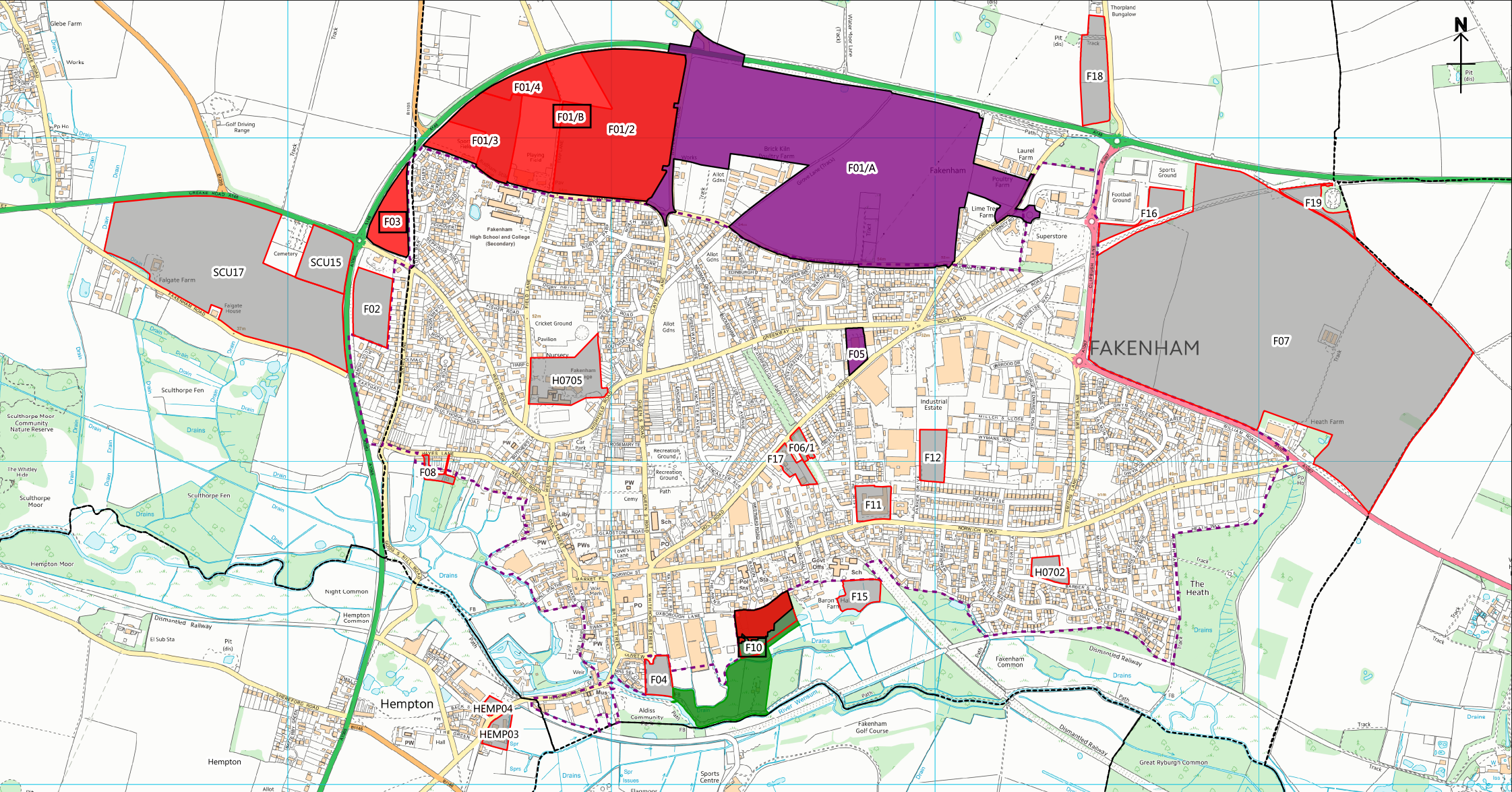


The above sites have been assessed for their suitability as potential housing or mixed-use allocations as part of the North Norfolk Local Plan. Preferred sites are highlighted in red as potential candidates for future public consultation.

1:12500	CB
27/03/2018	
<p><b>North Norfolk District Council</b>          Council Offices, Holt Road,          Cromer, Norfolk, NR27 9EN          Tel: 01263 513811          Fax: 01263 515042  <a href="http://www.northnorfolk.org">www.northnorfolk.org</a></p>	

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\*\*For consideration by Planning Policy & Built Heritage Working Party, Monday 23rd April 2018\*\*

## Potential Sites in Fakenham - Preferred & Alternatives Combined

- Preferred Housing / Mixed Use Site
- Previously Allocated Site
- LDF Settlement Boundary

Planning Policy & Built Heritage Working Party

Proposed sites have been assessed for their suitability as potential housing or mixed-use allocations as part of the North Norfolk Local Plan. Preferred sites are highlighted in red as potential candidates for future public consultation.

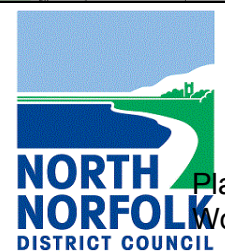
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27/03/2018

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Provisional Summary Site Assessments for Blakeney					
Site Ref	Site Name	Site Size (ha) (gross)	Proposed Number of Dwellings	Suitability Conclusion	Recommendation
BLA01	Land South of Morston Road	2.90	85	<p>Highway Transport &amp; Access: Access off Morston Road considered to be unacceptable by NCC Highways although achieved off Langham Road would be acceptable. Footway located on north side of Morston Road. A crossing of Morston Road and new section of new footway would be required. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a moderate walking distance to the school.</p> <p>Environmental: The site is adjacent to the Wiveton Downs Site of Special Scientific Interest. The site falls within the SSSI Impact Risk Zone. The site is 250m from Ramsar Site and Special Area of Protection (SPA). A large arable field with a farm access onto the Morston Road. There is a tree/hedge boundary on the western side which is part of the SSSI. The site is sensitive in environmental terms and any development will need to consider the relationship and impact on the environmental designations particularly the SSSI.</p> <p>Landscape and Townscape: The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site is sheltered from view on the Morston Road edge of the settlement, however, depending on scale and form, could have a negative visual impact on the landscape when viewed from the Langham Road approach.</p> <p>Other: No flooding, contamination or utilities issues currently identified.</p> <p><b>Sustainability Appraisal Overall Result = Neutral</b></p>	<p><b>Not preferred</b> Highways Access onto the Morston Road is considered unsuitable. This suite would only be suitable if access can be agreed with the highway authority and the impact on the sensitive landscape is addressed. Site BLA04 adequately delivers the quantum of development required. Therefore, on balance, this site is not preferred.</p>
BLA02	Land Adjacent Blakeney Downs House, Morston Road	0.73	22	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access off Morston Road considered to be unacceptable by NCC Highways. No footway along a significant section Morston Road which is outside the 30mph zone. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a moderate walking distance to the school.</p> <p>Environmental: The site is adjacent to the Wiveton Downs Site of Special Scientific Interest. The site falls within the SSSI Impact Risk Zone. The site is 300m from Ramsar Site and Special Area of Protection (SPA). A small site currently used as boat storage with access onto the Morston Road. The site is 50m from a Scheduled Ancient Monument. The site is sensitive in environmental terms and any development will need to consider the relationship and impact on the environmental designations particularly the SSSI.</p> <p>Landscape and Townscape: The site is within the North Norfolk Area of Outstanding Natural Beauty (AONB). The site is on the crest of a hill and could have a significant negative visual impact on the landscape.</p> <p>Other:</p>	<p><b>Not preferred</b> Highways Access onto the Morston Road is considered unsuitable and the site is remote from village services. The site is not considered a sustainable location for development and is considered unsuitable for development. Furthermore, site BLA04 adequately delivers the quantum of development required.</p>

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				No flooding, contamination or utilities issues currently identified. <b>Sustainability Appraisal Overall Result = Negative</b>	
BLA04	Land East of Langham Road	4.40	60	<b>Considered Suitable for development</b> Highway Transport & Access: Access and impact on the highway network is considered to be acceptable by NCC Highways. No footway along a short section of Langham Road. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a reasonable/moderate walking distance to the school. A public footpath runs through the north of the site which could be enhanced to provide a more direct route to school. Environmental: The south west corner of the site is adjacent to the Wiveton Downs Site of Special Scientific Interest. Part of the site falls within the SSSI Impact Risk Zone. The site is a large arable field with a farm access onto the Langham Road. There is a patchy hedge on the Langham Road boundary and a conifer tree belt along the northern boundary with the properties at Kingsway. The site is sensitive in environmental terms and any development will need to consider the relationship and impact on the SSSI. Landscape and Townscape: The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). There are views across a portion of the site towards St. Nicolas' Church. Other: No flooding, contamination or utilities issues currently identified. <b>Sustainability Appraisal Overall Result = Neutral</b>	<b>Preferred Site</b> Site area to be reduced to 1.5ha to provide a site similar to previous allocation BLA03 Suggested Allocation: 30 to 40 dwellings.
BLA05	Land West Of Saxlingham Road	0.88	26	<b>Considered Unsuitable for development</b> Highway Transport & Access: Considered to be unacceptable by NCC Highways. Saxlingham Road is narrow with no footway. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a reasonable walking distance to the school. A public footpath runs from Saxlingham Road which could be enhanced to provide a more direct route to school. Environmental: No environmental designations or identified constraints. The site forms part of a large arable field with open aspect to the Saxlingham Road. Landscape and Townscape: The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site is in exposed open countryside. Other: No flooding, contamination or utilities issues currently identified. <b>Sustainability Appraisal Overall Result = Neutral</b>	<b>Not preferred</b> Highways Access is considered unsuitable. The site is considered unsuitable for development. Furthermore, site BLA04 adequately delivers the quantum of development required.
BLA06	Land East Of Saxlingham Road	0.63	16	<b>Considered Unsuitable for development</b> Highway Transport & Access: Considered to be unacceptable by NCC Highways. Saxlingham Road is narrow with no footway. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a reasonable walking distance to the school.	<b>Not preferred</b> Highways Access is considered unsuitable. The site is considered unsuitable

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				<p>A public footpath runs from Saxlingham Road which could be enhanced to provide a more direct route to school.</p> <p>Environmental: The site forms part of a wooded area adjacent to The Old Rectory. Development would require removal of a number of trees within the wooded area.</p> <p>Landscape and Townscape: The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site is within the Conservation Area and within 100m of 2 listed buildings.</p> <p>Other: No flooding, contamination or utilities issues currently identified.</p> <p><b>Sustainability Appraisal Overall Result = Negative</b></p>	<p>for development. Furthermore, site BLA04 adequately delivers the quantum of development required.</p>
BLA07	Land off Langham Road	0.87	30	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access and impact on the highway network is considered to be acceptable by NCC Highways. The site is within reasonable walking distance of the village shops and services and a reasonable walking distance to the school.</p> <p>Environmental: The site is currently designated as an 'Open Land Area' and is proposed as 'Amenity Greenspace'. The site is an open mown grass former playing field. Development on the site would detrimentally impact on the availability of land available for informal recreation.</p> <p>Landscape and Townscape: The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). Development on the site would have a detrimental visual impact on views across the village towards the Meadows.</p> <p>Other: No flooding, contamination or utilities issues currently identified. The site is also used for seasonal car parking.</p> <p><b>Sustainability Appraisal Overall Result = positive / neutral</b></p>	<p><b>Not preferred</b></p> <p>The site is unsuitable for development as it forms part of the important open space in the heart of the village. Furthermore, site BLA04 adequately delivers the quantum of development required.</p>
BLA08	Land North of Morston Road	1.23		<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Considered to be unacceptable by NCC Highways. A new section of new footway would be required along the Morston Road. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a moderate walking distance to the school.</p> <p>Environmental: The site is less than 150m from the Wiveton Downs and North Norfolk Coast Sites of Special Scientific Interest. The site falls within the SSSI Impact Risk Zone. The site is less than 150m from Ramsar Site and Special Area of Protection (SPA). The site forms part of a large arable field with access onto the Morston Road. The northern boundary of this site is the SSSI, Ramsar &amp; SPA. The site is highly sensitive in environmental terms and any development will need to consider the relationship and impact on the environmental designations.</p> <p>Landscape and Townscape: The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site is reasonably exposed and located between the Morston Road and the coastal marshes and would</p>	<p><b>Not preferred</b></p> <p>The site is not considered a sustainable location for development and is considered unsuitable for development. The site would have a detrimental impact on the landscape setting of Blakeney. Furthermore, site BLA04 adequately delivers the quantum of development required.</p>



				<p>have a significant negative visual impact on the landscape and setting of Blakeney when viewed from the Morston Road approach into the village.</p> <p>Other: No flooding, contamination or utilities issues currently identified.</p> <p><b>Sustainability Appraisal Overall Result = Negative</b></p>	
BLA09	Land West of Langham Road	2.90	85	<p><b>Considered Suitable for development</b></p> <p>Highway Transport &amp; Access: Access and impact on the highway network is considered to be acceptable by NCC Highways. No footway along a short section of Langham Road. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a reasonable/moderate walking distance to the school. A public footpath runs from the Langham Road to the east of the site which could be enhanced to provide a more direct route to school.</p> <p>Environmental: The site is adjacent to the Wiveton Downs Site of Special Scientific Interest. The site falls within the SSSI Impact Risk Zone. The site is 250m from Ramsar Site and Special Area of Protection (SPA). A large arable field with a farm access onto the Morston Road. There is a tree/hedge boundary on the western side which is part of the SSSI. The site is sensitive in environmental terms and any development will need to consider the relationship and impact on the environmental designations particularly the SSSI.</p> <p>Landscape and Townscape: The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site could have a negative visual impact on the landscape when viewed from the Langham Road approach.</p> <p>Other: No flooding, contamination or utilities issues currently identified.</p> <p><b>Sustainability Appraisal Overall Result = Neutral</b></p>	<p><b>Not preferred</b></p> <p>The site may be considered suitable although would require a sensitive approach to the landscape setting. Site BLA04 adequately delivers the quantum of development required and this site is considered marginally less favourable, therefore, on balance, this site is not preferred.</p>
BLA11	Land at 39 New Road	0.49	2	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: No access via Little Lane, there would need to be a new access which would require the complete removal of a hedge and provision of a new footway. The site is within reasonable walking distance of the village shops and services and a reasonable walking distance to the school.</p> <p>Environmental: The site is currently designated as an 'Open Land Area' and is proposed as 'Amenity Greenspace'. The site is an enclosed parcel of land that forms part of the open land in the heart of the village that includes The Pastures and the recreation ground. Development on the site would detrimentally affect the Open Land Area.</p> <p>Landscape and Townscape: The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site is within the Conservation Area.</p> <p>Other: No flooding, contamination or utilities issues currently identified.</p> <p><b>Sustainability Appraisal Overall Result = negative / neutral</b></p>	<p><b>Not preferred</b></p> <p>The site is unsuitable for development as it forms part of the important open space in the heart of the village. Furthermore, site BLA04 adequately delivers the quantum of development required.</p>

## Provisional Summary Site Assessments for Briston

Site Ref	Site Name	Site Size (ha) (gross)	Proposed Number of Dwellings	Suitability Conclusion	Recommendation
BRI01	Land East of Astley School	1.43	43	<p><b>Considered Suitable for development</b></p> <p>Highway Transport &amp; Access:                      Considered to be acceptable by NCC Highways.                      Good access available off the Fakenham Road and The Lane. All within 30mph zone.                      Walking distance to school.                      Cyclepath along Fakenham Road.                      Bus stops and regular services.</p> <p>Environmental:                      No environmental designations or identified constraints.                      High hedge all around the site.                      There is a pond in SW corner of the site which will require consideration.</p> <p>Landscape and Townscape:                      No landscape designations or identified constraints                      A level site with residential properties to the south and school site to the west.                      Would have no detrimental impact of setting of the 2 villages</p> <p>Other:                      Close to village services in Melton Constable and Briston.                      No flooding, contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Preferred Site</b>  <b>Suggested Allocation: 30 to 40 dwellings.</b></p>
BRI02	Land West of Astley School	4.48	134	<p><b>Considered Suitable for development</b></p> <p>Highway Transport &amp; Access:                      Considered to be acceptable by NCC Highways.                      Good access available off the Fakenham Road and within 30mph zone.                      Walking distance to school.                      Cyclepath along Fakenham Road.                      Bus stops and regular services.</p> <p>Environmental:                      No environmental designations or identified constraints.                      High Hedge along frontage of site.</p> <p>Landscape and Townscape:                      No landscape designations or identified constraints                      A level arable field site with residential properties to the west and school site to the east.                      Would infill the existing rural gap on the south side of Fakenham Road.</p> <p>Other:                      Close to village services in Melton Constable and Briston.                      No flooding, contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Preferred Site</b>  <b>Site area to be reduced to 1.95ha to accord with previous allocation.</b>  <b>Suggested Allocation: 30 to 50 dwellings.</b></p>

BRI03	Land At The Lanes	1.37	41	<p><b>Considered Suitable for development</b></p> <p>Highway Transport &amp; Access: Considered to be acceptable by NCC Highways. The Lane is semi-rural residential street with development all along north side. Within 30mph zone. Footway on north side. Within walking distance of shops to the east and school to the north west and playing fields to the south.</p> <p>Environmental: No environmental designations or identified constraints. Mature mixed hedge and trees on the boundary of The Lane with a verge between The Lane and the hedge. Part of the site may be susceptible to surface water flooding which would require mitigation.</p> <p>Landscape and Townscape: No landscape designations or identified constraints A large level arable field site with residential properties to the north.</p> <p>Other: Close to village services in Melton Constable and Briston. No contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Not preferred</b></p> <p>Although this site is suitable for development, sites BR01 &amp; BR02 adequately deliver the quantum of development required. Therefore, on balance, this site is not preferred. This site may be considered if smaller sites are required.</p>
BRI04	Land At Holt Road, Opposite Horseshoe Common	0.56	17	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be off Holt Road which is considered unsuitable by NCC Highways. No footway along Holt Road and pedestrians would have to cross Norwich Road to get onto the footway into the village. The site is likely to promote car use even for short journeys.</p> <p>Environmental: No environmental designations or identified constraints. Mature mixed hedge and trees on the boundary of Holt Road and mature trees and hedges through site.</p> <p>Landscape and Townscape: No landscape designations or identified constraints</p> <p>Other: Remote from services in Melton Constable and Briston. No flooding, contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Negative / Neutral</b></p>	<p><b>Not preferred</b></p> <p>Highways Access is considered unsuitable and the site is remote from village services. Pedestrian access to the school would have to cross the Fakenham-Norwich road. Sites BR01 &amp; BR02 adequately deliver the quantum of development required. Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>

BRI05	Land At Norwich Road (Old Vicarage To Horseshoe Lane)	0.98	29	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be off Norwich Road which is considered unsuitable by NCC Highways. No footway along Norwich Road and pedestrians would have to walk along Norwich Road to get onto the footway into the village. The site is likely to promote car use even for short journeys.</p> <p>Environmental: No environmental designations or identified constraints. Mature mixed hedge and trees on the boundary of Norwich Road.</p> <p>Landscape and Townscape: No landscape designations or identified constraints. Would be development outside settlement and very much in the countryside. The site could have a detrimental impact on the landscape.</p> <p>Other: Remote from services in Melton Constable and Briston. No flooding, contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Negative / Neutral</b></p>	<p><b>Not preferred</b></p> <p>Highways Access is considered unsuitable and the site is remote from village services. Sites BR01 &amp; BR02 adequately deliver the quantum of development required. Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>
BRI07	Lawn Farm	23.69	711	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be off Norwich Road and/or C468 Edgefield Road which is considered unsuitable by NCC Highways. No footway along Norwich Road and pedestrians would have to walk along Norwich Road to get onto the footway into the village. The site is likely to promote car use even for short journeys.</p> <p>Environmental: No environmental designations. There is a 'Major Hazard' identified on the site due to flammable liquids and gases on the site. This would require remedial action. Large parts of the western side of the site is wooded/tree cover and is subject to a TPO.</p> <p>Landscape and Townscape: No landscape designations or identified constraints. Would be development outside settlement and in the countryside. The proposed large scale development could have a significant detrimental impact on the landscape.</p> <p>Other: Remote from services in Melton Constable and Briston. Development of the scale proposed is not required or appropriate in Briston. No flooding, contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Negative / Neutral</b></p>	<p><b>Not preferred</b></p> <p>Highways Access is considered unsuitable and is a large scale development that is not required in Briston. Sites BR01 &amp; BR02 adequately deliver the quantum of development required. Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>

BRI08	Land At Mill Road (Springfield To Horseshoe Lane)	0.29	9	<p>Highway Transport &amp; Access: Access would be off Mill Road. No footway along Mill Road into village. A moderate walking distance from the school.</p> <p>Environmental: No environmental designations or identified constraints. A small agricultural parcel of land with rough grass and areas of scrub</p> <p>Landscape and Townscape: No landscape designations or identified constraints. Development could be integrated into the existing properties along Mill Road.</p> <p>Other: Part of the site may be susceptible to surface water flooding which would require mitigation. No contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Neutral</b></p>	<p><b>Not preferred</b> Highways access is considered unsuitable. Sites BR01 &amp; BR02 adequately deliver the quantum of development required. Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>
BRI10	Land To The South Of Playing Field	4.43	133	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be off Stone Beck Lane which is narrow and is considered unsuitable by NCC Highways. There is a footway into village along Hall Street and a public footpath link – which provides acceptable walking route to the school. However, the site is a moderate walking distance from the school.</p> <p>Environmental: No environmental designations or identified constraints. A small agricultural parcel of land with rough grass and areas of scrub</p> <p>Landscape and Townscape: No landscape designations or identified constraints. Development would be adjacent to the settlement and in the countryside although to the north is open space/recreation ground and existing development to the east.</p> <p>Other: Part of the site may be susceptible to surface water flooding which would require mitigation. No contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Neutral</b></p>	<p><b>Not preferred</b> Highways Access is considered unsuitable. Sites BR01 &amp; BR02 adequately deliver the quantum of development required. Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>
BRI11	Land to The North Of Craymere Beck Road	1.66	50	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be off Craymere Road which is considered unsuitable by NCC Highways. No footway along Craymere Road and pedestrians would have to walk a moderate distance to get onto the footway on Hall Street into the village. The site is over 2km walk to the school. The site is likely to promote car use even for short journeys.</p> <p>Environmental: No environmental designations or identified constraints. A small agricultural parcel of land</p> <p>Landscape and Townscape: No landscape designations or identified constraints. Development would be adjacent to the settlement but in the countryside.</p> <p>Other: This area of Briston is characterised by ribbon development which is remote from the village centre and services. No flooding, contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Negative</b></p>	<p><b>Not preferred</b> Highways Access is considered unsuitable and the site is remote from village services. Sites BR01 &amp; BR02 adequately deliver the quantum of development required. Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>

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BRI12	Land at Craymere Road	0.74	16	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be off Craymere Road which is considered unsuitable by NCC Highways. No footway along Craymere Road and pedestrians would have to walk a moderate distance to get onto the footway on Hall Street into the village. The site is over 2km walk to the school. The site is likely to promote car use even for short journeys.</p> <p>Environmental: No environmental designations or identified constraints. A small agricultural parcel of land</p> <p>Landscape and Townscape: No landscape designations or identified constraints. Development would be adjacent to the settlement but in the countryside.</p> <p>Other: This area of Briston is characterised by ribbon development which is remote from the village centre and services. No flooding, contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Negative</b></p>	<p><b>Not preferred</b></p> <p>Highways Access is considered unsuitable and the site is remote from village services. Sites BR01 &amp; BR02 adequately deliver the quantum of development required. Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>
BRI13	Land At Craymere Road (Site 8)	0.51	15	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be off Craymere Road which is considered unsuitable by NCC Highways. No footway along Craymere Road and pedestrians would have to walk a moderate distance to get onto the footway on Hall Street into the village. The site is over 2km walk to the school. The site is likely to promote car use even for short journeys.</p> <p>Environmental: No environmental designations or identified constraints. A small agricultural parcel of land</p> <p>Landscape and Townscape: No landscape designations or identified constraints. Development would be adjacent to the settlement but in the countryside.</p> <p>Other: This area of Briston is characterised by ribbon development which is remote from the village centre and services. No flooding, contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Negative</b></p>	<p><b>Not preferred</b></p> <p>Highways Access is considered unsuitable and the site is remote from village services. Sites BR01 &amp; BR02 adequately deliver the quantum of development required. Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>

BRI17 /1	Land at Reepham Road	1.21	15	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be off Reepham Road which is considered unsuitable by NCC Highways. No footway along Reepham Road and pedestrians would have to walk a significant distance to get onto the footway on Hall Street into the village. The site is over 2.5km walk to the school. The site is likely to promote car use even for short journeys.</p> <p>Environmental: No environmental designations or identified constraints. A small agricultural parcel of land Part of the site may be susceptible to surface water flooding which would require mitigation.</p> <p>Landscape and Townscape: No landscape designations or identified constraints. Development would be adjacent to the settlement but in the countryside.</p> <p>Other: This area of Briston is characterised by ribbon development which is remote from the village centre and services. No contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Negative</b></p>	<p><b>Not preferred</b></p> <p>Highways Access is considered unsuitable and the site is remote from village services. Sites BR01 &amp; BR02 adequately deliver the quantum of development required. Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>
BRI17 /2	Land at Reepham Road	1.15	34	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be off Reepham Road which is considered unsuitable by NCC Highways. No footway along Reepham Road and pedestrians would have to walk a significant distance to get onto the footway on Hall Street into the village. The site is over 2.5km walk to the school. The site is likely to promote car use even for short journeys.</p> <p>Environmental: No environmental designations or identified constraints. A small agricultural parcel of land Part of the site may be susceptible to surface water flooding which would require mitigation.</p> <p>Landscape and Townscape: No landscape designations or identified constraints. Development would be adjacent to the settlement but in the countryside.</p> <p>Other: This area of Briston is characterised by ribbon development which is remote from the village centre and services. No contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Negative</b></p>	<p><b>Not preferred</b></p> <p>Highways Access is considered unsuitable and the site is remote from village services. Sites BR01 &amp; BR02 adequately deliver the quantum of development required. Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>

BRI17 /3	Land at Reepham Road Scrap Yard	2.59	77	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be off Reepham Road which is considered unsuitable by NCC Highways. No footway along Reepham Road and pedestrians would have to walk a significant distance to get onto the footway on Hall Street into the village. The site is over 2.5km walk to the school. The site is likely to promote car use even for short journeys.</p> <p>Environmental: No environmental designations or identified constraints. A small agricultural parcel of land Part of the site may be susceptible to surface water flooding which would require mitigation.</p> <p>Landscape and Townscape: No landscape designations or identified constraints. Development would be adjacent to the settlement but in the countryside.</p> <p>Other: This area of Briston is characterised by ribbon development which is remote from the village centre and services. No contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Negative</b></p>	<p><b>Not preferred</b></p> <p>Highways Access is considered unsuitable and the site is remote from village services. Sites BR01 &amp; BR02 adequately deliver the quantum of development required. Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>
BRI20	Land at Reepham Road	1.92	57	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be off Reepham Road which is considered unsuitable by NCC Highways. No footway along Reepham Road and pedestrians would have to walk a significant distance to get onto the footway on Hall Street into the village. The site is over 2.5km walk to the school. The site is likely to promote car use even for short journeys.</p> <p>Environmental: No environmental designations or identified constraints. A small agricultural parcel of land Part of the site may be susceptible to surface water flooding which would require mitigation.</p> <p>Landscape and Townscape: No landscape designations or identified constraints. Development would be adjacent to the settlement but in the countryside.</p> <p>Other: This area of Briston is characterised by ribbon development which is remote from the village centre and services. No contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Negative</b></p>	<p><b>Not preferred</b></p> <p>Highways Access is considered unsuitable and the site is remote from village services. Sites BR01 &amp; BR02 adequately deliver the quantum of development required. Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>



BRI23	Land At Reepham Road	0.32	13	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be off Reepham Road which is considered unsuitable by NCC Highways. No footway along Reepham Road and pedestrians would have to walk a significant distance to get onto the footway on Hall Street into the village. The site is over 2.5km walk to the school. The site is likely to promote car use even for short journeys.</p> <p>Environmental: No environmental designations or identified constraints. A small agricultural parcel of land Part of the site may be susceptible to surface water flooding which would require mitigation.</p> <p>Landscape and Townscape: No landscape designations or identified constraints. Development would be adjacent to the settlement but in the countryside.</p> <p>Other: This area of Briston is characterised by ribbon development which is remote from the village centre and services. No contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Negative</b></p>	<p><b>Not preferred</b></p> <p>Highways Access is considered unsuitable and the site is remote from village services. Sites BR01 &amp; BR02 adequately deliver the quantum of development required. Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>
BRI25	Land South Of Woodfield (Coal Yard)	0.64	19	<p><b>Considered Suitable for development</b></p> <p>Highway Transport &amp; Access: Considered to be acceptable by NCC Highways. The Lane is semi-rural residential street with development to the north and west. Within 30mph zone. Footway on north side. Within walking distance of shops to the east and school to the north west and playing fields to the south.</p> <p>Environmental: No environmental designations or identified constraints. Mature mixed hedge and trees on the boundary of The Lane with a verge between The Lane and the hedge. Part of the site may have historical contamination.</p> <p>Landscape and Townscape: No landscape designations or identified constraints A large level arable field site with residential properties to the north.</p> <p>Other: Planning permission for 1 dwelling on part of the site which may impact on delivery of further development behind. Close to village services in Melton Constable and Briston. No flooding or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Not preferred</b></p> <p>Although this site is suitable for development, sites BR01 &amp; BR02 adequately deliver the quantum of development required. Therefore, on balance, this site is not preferred. This site may be considered if smaller sites have to be found</p>

BRI26	Land At The Loke	1.20	36	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be off The Loke private road which is considered unsuitable by NCC Highways.</p> <p>Environmental: No environmental designations or identified constraints. Mature mixed hedge boundary of The Loke. Part of the site may be susceptible to surface water flooding which would require mitigation.</p> <p>Landscape and Townscape: No landscape designations or identified constraints On the edge of settlement with properties to the north and west. The site could provide an integrated development.</p> <p>Other: No contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Neutral</b></p>	<p><b>Not preferred</b></p> <p>Highways Access is considered unsuitable .</p> <p>Sites BR01 &amp; BR02 adequately deliver the quantum of development required.</p> <p>Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>
BRI28	Land at West End	0.40	4	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be off via private road off West End which is considered unsuitable by NCC Highways. No footway along West End and pedestrians would have to cross Norwich Road to get onto the footway into the village. The site is likely to promote car use even for short journeys.</p> <p>Environmental: No environmental designations or identified constraints.</p> <p>Landscape and Townscape: No landscape designations or identified constraints On the edge of settlement with properties to the south. The site could provide an integrated development.</p> <p>Other: Remote from services in Melton Constable and Briston. No flooding, contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Neutral</b></p>	<p><b>Not preferred</b></p> <p>Highways Access is considered unsuitable and the site is remote from village services. Pedestrian access to the school would have to cross the Fakenham-Norwich road.</p> <p>Sites BR01 &amp; BR02 adequately deliver the quantum of development required.</p> <p>Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>

BRI29	Land East of Holt Road		200	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access:  Access would be off Holt Road which is considered unsuitable by NCC Highways.  No footway along Holt Road and pedestrians would have to cross Norwich Road to get onto the footway into the village. The site is likely to promote car use even for short journeys.</p> <p>Environmental:  No environmental designations or identified constraints.  Large arable field with tree and hedge boundaries.</p> <p>Landscape and Townscape:  No landscape designations or identified constraints  Would be development outside settlement and in open countryside. The site could have a significant detrimental impact on the landscape</p> <p>Other:  Remote from services in Melton Constable and Briston.  No flooding, contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Neutral</b></p>	<p><b>Not preferred</b></p> <p>Highways Access is considered unsuitable and the site is remote from village services. Pedestrian access to the school would have to cross the Fakenham-Norwich road.</p> <p>Sites BR01 &amp; BR02 adequately deliver the quantum of development required.</p> <p>Furthermore, the site is not considered a sustainable location for development and is considered unsuitable for development.</p>
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## Provisional Summary Site Assessments for Fakenham

Site Ref	Site Name	Site Size (ha) (gross)	Proposed Number of Dwellings	Suitability Conclusion	Recommendation
F01/B	Land North of Rudham Stile Lane	26.45	578	<p><b>Considered Suitable for development</b></p> <p>Highways Transport &amp; Access            Considered to be acceptable by NCC Highways.            Suitable access to the site could be achieved from two new points of access:            - First point from a potential new roundabout on the A148 at the junction with the B1105.            - Second point of access provided from the adjacent development (F01A) off Water Moor Lane.            NCC Highways have confirmed that there would need to be an upgrade to the Shell (A148/A1065) roundabout. And that links from the site would be needed to the south and necessary improvements made to the highway network. Also provision of crossing facilities on the bypass at Trap Lane need to be considered. The site would need to link to the adjacent site (F01A) and follow the same highway principles as set out in the development brief. There should be no vehicular access to the south, with only pedestrian, cycling and public transport being permitted.            The site is within walking distance to Fakenham High School and College (Secondary).            There are footpaths available on Field Lane and Rudham Stile Lane which run along the south of the site. And once developed the adjacent (F01A) site will provide footpaths, cycle paths and bus routes to services to the east.</p> <p>Environmental            No environmental designations or identified constraints.            A large site which is predominantly in agricultural use but also includes the rugby club, sport pitches and a sports centre.            Some mature hedgerows and trees along A148.</p> <p>Landscape and Townscape            No landscape designations or identified constraints.            The site is level and lacks any specific topographical or landscape features which are worthy of protection.            Residential properties and Fakenham High School and College (Secondary) to the south of the site.</p> <p>Other            Groundwater flooding, small section of surface water flooding,            Some contamination on the site.            Development of the site would require enhancement to treatment capacity. Sewers and water mains cross the site.            The site may have medieval finds and therefore archaeological work may be necessary prior to any development taking place. The site may be of geological importance or interest and may require geodiversity investigation.</p> <p>Existing Uses            Site includes rugby club, sports centre and playing fields.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Preferred Site</b>            Considered suitable to be allocated for residential development for up to 560 dwellings with appropriate highway works.</p>

F01/2	Land North of Rudham Stile Lane	14.32	430	<p>Highways Transport &amp; Access          Considered to be acceptable by NCC Highways.          Access is considered to be suitable from Water Moor Lane. Subject to significant offsite highway work. No access to Rudham Stile Lane.          Footpaths, cycle paths and bus routes will be available through the adjacent site once developed.</p> <p>Environmental          No environmental designations or identified constraints.          Arable field with some mature hedgerows including along A148.</p> <p>Landscape and Townscape          No landscape designations or identified constraints          The site is level and lacks any specific topographical or landscape features which are worthy of protection.          Would have no detrimental impact on the setting of Fakenham.</p> <p>Physical Constraints:          Groundwater flooding, small section of surface water flooding,          Some contamination on the site.          No utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	Part of F01/B Preferred Site
F01/3	Land North of Fakenham High School	3.39	102	<p><b>Site on its own considered unsuitable for development</b></p> <p>Highways Transport &amp; Access          Site on its own is not considered to be acceptable by NCC Highways. Rudham Stile Lane being sub-standard.          Access is not considered to be suitable.          limited access to footpaths.          Although located near to High School and College, the site is some distance from the town centre.          Limited access to sustainable transport.</p> <p>Environmental          No environmental designations or identified constraints.          Arable field with trees and hedgerows along southern boundary.</p> <p>Landscape and Townscape          No landscape designations          Quite detached from built up area. Would be visible in the landscape.</p> <p>Physical Constraints          Flood risk zone 1, very small part at risk of surface water flooding. Some areas at risk of ground water flooding.          No contamination issues identified</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	Part of F01/B Preferred Site <i>The site on its own is not considered suitable for development, the site cannot be satisfactorily accessed and Rudham Stile Lane is considered to be sub-standard.          This site will only be brought forward as part of a larger allocation.</i>

F01/4	Land North of Fakenham High School	1.55	46	<p><b>Site on its own considered unsuitable for development</b></p> <p>Highways Transport &amp; Access  Site on its own is not considered to be acceptable by NCC Highways. Rudham Stile Lane being sub-standard. Access is not considered to be suitable, limited access to footpaths. Although located near to High School and College, the site is some distance from the town centre. Limited access to sustainable transport.</p> <p>Environmental  No environmental designations or identified constraints. Arable field with hedgerow along A148.</p> <p>Landscape and Townscape  No landscape designations  Detached from built up area. Would be visible in the landscape</p> <p>Physical Constraints  Flood risk zone 1, very small part at risk of surface water flooding.  No contamination issues identified</p> <p><b>Sustainability Appraisal Overall Result = Negative / Neutral</b></p>	<p>Part of F01/B Preferred Site  <i>The site on its own is not considered suitable for development; the site cannot be satisfactorily accessed.  This site will only be brought forward as part of a larger allocation.</i></p>
F02	Land Rear of Shell Garage, Creake Road	2.40	72	<p><b>Considered unsuitable for development</b></p> <p>Highways Transport &amp; Access  Access is not considered to be suitable by NCC Highways. No access from bypass, Sandy Lane is narrow with no footways. Walking distance to Fakenham High School and College (Secondary). Bus route available on Wells Road.</p> <p>Environmental  No environmental designations or identified constraints.  The site consists of grassland with mature trees in NE corner. Mature boundary treatment between site and housing along Sandy Lane.</p> <p>Landscape and Townscape  The site is an undulating greenfield site rising to the south, which is fairly visible within the landscape. There are mature trees around the boundary of the site including TPOs along Eastern boundary. Currently acts as a buffer between the built-up area and the bypass.</p> <p>Other  Gas Pipe Line Zone in part of site.  Flood Risk 1, with part at risk of surface water flooding. And ground water flooding  No contamination or utilities issues identified</p> <p><b>Sustainability Appraisal Overall Result = Neutral</b></p>	<p><b>Not Preferred</b>  Not preferred  The site cannot be satisfactorily accessed. The site is not considered suitable for development. Furthermore, sites F01B, F03 and F10 adequately deliver the quantum of development required in Fakenham.</p>

F03	Land at Junction of A148 and B1146	2.16	65	<p><b>Considered Suitable for development</b></p> <p>Highways Transport &amp; Access          Considered to be acceptable by NCC Highways. Suitable access available to the site from Wells Road. NCC Highways state that the site should be looked at in combination with F01B as it has the potential to assist with improvement of the A148/A1065 roundabout arising from the impacts of development. Improved PROW on Rudham Stile Lane required.          The site is in walking distance to Fakenham High School and College (Secondary).          Bus route available on Wells Road.</p> <p>Environmental          No environmental designations or identified constraints.          The site consists of grassland with some mature trees/hedgerows along all three boundaries.</p> <p>Landscape and Townscape          No landscape designations.          Although the site currently acts as a buffer between the built-up area and the bypass. The site is level and lacks any specific topographical or landscape features which are worthy of protection. Therefore the site is considered to have limited impact on landscape and townscape of Fakenham.</p> <p>Other          Gas Pipe Line Zone in part of site. Further discussion with AMEC is required to ensure pipeline is not adversely affected.          Flood Risk 1, with risk of ground water flooding.          No contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Preferred Site</b></p> <p>Considered suitable to be allocated for residential development for approximately up to 65 dwellings.</p>
F04	Land To South Of Whitehorse Street	0.73	22	<p><b>Considered unsuitable for development</b></p> <p>Highways Transport &amp; Access          Site is located off a roundabout serving Whitehorse St and Olivet Way which could provide suitable access.          Footpath available along Whitehorse St.          Site located adjacent to town centre.</p> <p>Environmental          No environmental identified constraints.          Grassland with trees along southern boundary.          Southern part of the site is located within SAC and SSSI.          The site is sensitive in environmental terms and any development will need to consider the relationship and impact on the environmental designations particularly the SSSI.</p> <p>Landscape and Townscape          The site is level and lacks any landscape features, development of site wouldn't have a detrimental impact.          Site is located within 88m of Conservation Area.</p> <p>Other          Majority of site falls within Flood Zone 2.          A very small part falls in Zone 3b. Site is at risk of surface water flooding.          No contamination issues identified. Sewers cross the site.</p> <p>Existing Uses          Site is currently allocated as a Retail Opportunity Site.          This site is identified as a Retail Opportunity Site in the Core Strategy based on evidence of a likely need for new retail floor space in Fakenham. An updated Retail Study has been prepared which continues to suggest a modest need for further retail developments as the town grows.</p> <p><b>Sustainability Appraisal Overall Result = Negative &amp; Positive</b></p>	<p><b>Not Preferred</b></p> <p>The majority of the site is within Flood Risk Zone 2 and as there are more suitable sites in a lower Flood Zone - the site is not considered to be suitable for residential development.          The site is identified as a Retail Opportunity Site in the Core Strategy, an updated Retail Study has been prepared which continues to suggest a modest need for further retail development. The site will be assessed for retail use separately.          Furthermore, sites F01B, F03 and F10 adequately delivers the quantum on development required in Fakenham.</p>

F05	Land Between Holt Road & Greenway Lane	0.71	21	<p><b>Considered Suitable for development</b></p> <p>Highway Transport &amp; Access:          Considered to be acceptable by NCC Highways.          Suitable access available to the site from Greenway Lane.          Located near to bus stop.          Some distance from the town centre. But services available nearby.</p> <p>Environmental          No environmental designations or identified constraints.          The site includes a number of mature trees, particularly on the southern boundary of the site and these will need to be retained.</p> <p>Landscape and Townscape          No landscape designations          This brownfield site lies within a densely developed area of Fakenham and is used currently for an agricultural machinery suppliers. The building on the site is poor quality and has a negative impact on the appearance of this part of Fakenham. It represents an opportunity for redevelopment of the site for residential use.</p> <p>Other          Flood Zone 1, with some risk of surface water flooding.          No contamination or utilities issues identified</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p>The site falls within the settlement boundary of Fakenham and is currently allocated for residential development.</p> <p>The designation of this site will be reviewed as part of the settlement boundary and residential area review for Fakenham.</p> <p>Furthermore, sites F01B, F03 and F10A adequately delivers the quantum on development required in Fakenham.</p>
F06/1	Great Eastern Way Railway Cutting	0.78	23	<p><b>Considered Unsuitable for development</b></p> <p>Highways Transport &amp; Access          Access is not considered to be suitable.          Limited access to sustainable transport.</p> <p>Environmental          A number of mature trees on site.          The site lies within an embankment and is on lower ground than Holt Road.          The site is currently designated as an 'Open Land Area' and is proposed as 'Amenity Greenspace'.</p> <p>Landscape and Townscape          No landscape designations.          Limited visibility of site.</p> <p>Other          Signs of contamination on site.          Flood risk 1 with small area at risk of surface water flooding.          No utilities issues identified.</p> <p>Existing Uses          The site is currently designated as an 'Open Land Area' and is proposed as 'Amenity Greenspace'.</p> <p><b>Sustainability Appraisal Overall Result = Negative</b></p>	<p><b>Not Preferred</b></p> <p>The site is unsuitable for development as it forms important open space.</p> <p>Furthermore, sites F01B, F03 and F10A adequately delivers the quantum on development required in Fakenham.</p>



F07	Land East of Clipbush Lane	67.97	850	<p><b>Considered Unsuitable for development</b></p> <p>Highways Transport &amp; Access The site could be accessed but limited access to footpaths and to sustainable transport.</p> <p>Environmental No environmental designations or identified constraints. Large arable site which is undulating.</p> <p>Landscape and Townscape No landscape designations. It is a greenfield site which is highly visible in the landscape and has rural countryside character. Development on this site would be a pronounced and obvious extension into the countryside. This site is considered to be poorly integrated into the town and large scale development would have an adverse impact on landscape and townscape.</p> <p>Grade II Listed site adjacent to site.</p> <p>Other Flood Risk 1, with small part at risk of surface water flooding. And ground water flooding. No contamination issues identified. Will require enhancement to treatment capacity in Water Recycling Centre. Sewers cross the site.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Not Preferred</b></p> <p>The site is not considered to be in a sustainable location for development. The site is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside. The site is considered unsuitable for development.</p>
F08	Land rear of 41 Hayes Lane	0.31	2	<p><b>Considered Unsuitable for development</b></p> <p>Highways Transport &amp; Access Access is not considered to be suitable by NCC Highways. The site would be unable to achieve the required level of visibility. Hayes Lane and Sandy Lane junction are also sub-standard. There is limited access to sustainable transport.</p> <p>Environmental The site is partly developed, with mature trees subject to TPOs on eastern boundary.</p> <p>Landscape and Townscape No landscape designations. Site is located behind a row of existing dwellings and there is limited visibility of site. Site adjacent to County Wildlife Site and close proximity to SAC and SSSI.</p> <p>Other Majority of site in Flood Zone 2, and parts at risk of surface water and ground water flooding. No contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Neutral</b></p>	<p><b>Not Preferred</b></p> <p>The site cannot be satisfactorily accessed and the majority of the site is within Flood Risk Zone 2 and as there are more suitable sites in a lower Flood Zone - the site is not considered suitable for residential development.</p>

F10	Land South of Barons Close	2.13	35-55	<p><b>Considered Suitable for development</b></p> <p>Highways Transport &amp; Access          Considered to be acceptable by NCC Highways.          Suitable access can be achieved from Barons Hall Close subject to further work.          Footpath runs along north of site and links to Oxborough Lane. Providing access to services within the town centre.</p> <p>Environmental          Grassland with some mature trees along Northern and Southern boundary . Marsh and other vegetation along Southern boundary. The Site is adjacent to SAC and SSSI, any development will need to consider the relationship and impact on the environmental designations particularly the SSSI.</p> <p>Landscape and Townscape          No landscape designations.          Grade 2 listed Baron's Hall located near to site, however development should not have a harmful impact.</p> <p>Other          Flood Risk 1, with part of the site in Flood Risk 2 and small part along southern boundary within 3b. And ground water flooding. Small part at risk of surface water flooding.          Signs of contamination. Sewers cross the site.          Located adjacent to employment area.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Preferred Site</b></p> <p>Considered suitable to be allocated for residential development for approximately 35-55 dwellings.</p>
F11	Distribution Centre, Corner Of Drift Road & Norwich Road	1.35	41	<p>Highways Transport &amp; Access          The site is located between The Drift and Norwich Rd. The Drift has a 20mph speed limit and provides access to the site.          Limited access to sustainable transport.          The site is within walking distance to the schools.</p> <p>Environmental          No environmental designations or identified constraints.          Brownfield site which is currently occupied by factory.</p> <p>Landscape and Townscape          No landscape designations.          The site is currently developed and located within the built up area. Development would not have a detrimental impact on the landscape and townscape.</p> <p>Other          Signs of contamination on site.          In Flood Zone 1, with some risk of surface water flooding.          No utilities issues identified.</p> <p>Existing Uses          Site is currently occupied by factory and within designated employment area, beneficial to retain this use.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Not Preferred</b></p> <p>Although the site may be considered suitable for residential development. The site is currently occupied by a factory and is identified as an Employment Area in the Core Strategy.          The site will be assessed for employment use separately.          Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required.</p>

F12	Land off Parker Drive	1.27	38	<p><b>Considered Unsuitable for development</b></p> <p>Highways Transport &amp; Access          Considered to be acceptable by NCC Highways.          Suitable access can be achieved for residential development off Parker Drive or Wymans Way for commercial.          The site is located within acceptable walking distance to the schools.</p> <p>Environmental          No environmental designations or identified constraints.          Scrub/Grassland with Mature trees along the northern boundary.</p> <p>Landscape and Townscape          No landscape designations.          Amongst existing development. Development would have a limited impact on the landscape and townscape.</p> <p>Other          Contamination on site.          Flood Risk 1, with part at risk of surface water flooding. And ground water flooding.          Recreational path running through the site, near to western boundary.          No utilities issues identified.</p> <p>Existing Uses          The site is currently designated in the North Norfolk Local Development Framework as an employment site.          The site is located amongst existing employment uses on three sides.          The site is poorly related to the residential area</p> <p><b>Sustainability Appraisal</b> Overall Result = Positive</p>	<p><b>Not Preferred</b></p> <p>Although reasonably close to key services the site is poorly related to the residential area and located amongst existing employment uses.</p> <p>The site is not considered suitable for development.</p> <p>The site is currently designated as an Employment Area in the Core Strategy.</p> <p>The site will be assessed for employment use separately. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required.</p>
F15	Land Adjacent To Baron's Hall Farm / Meadow	1.01	30	<p><b>Considered Unsuitable for development</b></p> <p>Highways Transport &amp; Access          The site is located to the rear of the infant and junior school. There is limited opportunity for suitable access to the site. And there is limited access to sustainable transport.</p> <p>Environmental          No environmental designations or identified constraints.          Site consists of arable land with trees along boundary.</p> <p>Landscape and Townscape          The site is within 250m of SAC and SSSI. High biodiversity value.          Limited visibility of site.</p> <p>Other          Part of site within Flood Zone 2 and small part in Flood Zone 3. Areas at risk of surface water flooding.          No contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal</b> Overall Result = Negative &amp; Positive</p>	<p><b>Not Preferred</b></p> <p>The site cannot be satisfactorily accessed. Although relatively close to services within Fakenham. Development in this location is considered unsuitable. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required.</p>

F16	Land Adjacent Football Ground	1.31	39	<p><b>Considered Unsuitable for development</b>  Highways Transport &amp; Access  No suitable access to the site for residential use. Limited access to sustainable transport. Close to bus stop but some distance from the town centre.  Environmental  No environmental designations or identified constraints.  Grassland, with eastern part of site being used for recreational purposes (football pitches). The area is proposed to be designated Education/Formal Recreation Area &amp; Amenity Green Space.  Landscape and Townscape  No landscape designations.  Due to its location and topography there are limited views in and out of the site.  Other  Flood Risk Zone 1, no risk of surface water flooding but some from ground water flooding.  No contamination or utilities issues identified  Existing Uses  Loss of football pitches on site.</p> <p><b>Sustainability Appraisal Overall Result = Neutral</b></p>	<p><b>Not Preferred</b>  The site is not considered a sustainable location for development, and the site cannot be satisfactorily accessed. The site is open land used for recreational purposes. The site is considered unsuitable for development.</p>
F17	Land Adjacent 72, Holt Road	0.72	22	<p><b>Considered Unsuitable for development</b>  Highways Transport &amp; Access  Considered to be acceptable by NCC Highways.  Current access to the site off Holt Road serving the existing business.  Environmental  No environmental designations or identified constraints.  Landscape and Townscape  No landscape designations  Brownfield site with limited features. The land rises to the north.  Other  Contamination on site.  Flood Risk 1, with part at risk of surface water flooding. And ground water flooding.  No utilities issues identified.  Existing Uses  Currently designated as employment area with existing businesses on the site, beneficial to retain this use.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Not Preferred</b>  Although the site may be considered suitable for residential development. The site is currently occupied by existing businesses and is identified as an Employment Area in the Core Strategy.  The site will be assessed for employment use separately. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required.</p>

F18	Land at Thorpland Road	2.61	78	<p><b>Considered Unsuitable for development</b></p> <p>Highways Transport &amp; Access  Considered to be unacceptable by NCC Highways.  No continuous footway and segregation by bypass.  Remote from town centre and sustainable transport.</p> <p>Environmental  No environmental designations or identified constraints.  Two arable fields. With some mature trees along southern boundary along A148.</p> <p>Landscape and Townscape  No landscape designations  It is a greenfield site which is highly visible in the landscape and has rural countryside character. Development would be a pronounced and obvious extension into the countryside.</p> <p>Other  Flood Risk 1, with small part at risk of surface water flooding. And ground water flooding.  No contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Negative / Neutral</b></p>	<p><b>Not Preferred</b></p> <p>The site is not considered a sustainable location for development There is no continuous footway and segregation by bypass. The site is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside. The site is considered unsuitable for development.</p>
F19	Land Abutting Short Stay Travellers Site	1.04	31	<p><b>Considered Unsuitable for development</b></p> <p>Highways Transport &amp; Access  Considered to be unacceptable by NCC Highways.  Access would only be acceptable if with adjacent site F07.  Reduced access to sustainable transport including bus.</p> <p>Environmental  No environmental designations or identified constraints.  Arable land with boundary trees and hedgerows.</p> <p>Landscape and Townscape  No landscape designations  The site is detached from the town and would be visible within the landscape.</p> <p>Other  Small part of contamination on site.  Within Flood Zone 1, with no risk of surface water flooding but some ground water flooding.  No utilities issues identified.  Remote from services in the town centre and from the schools.</p> <p><b>Sustainability Appraisal Overall Result = Negative</b></p>	<p><b>Not Preferred</b></p> <p>The site is not considered a sustainable location for development. The site cannot be satisfactorily accessed. The site is considered unsuitable for development.  Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required.</p>

HEMP 03	Land East of Dereham Road	0.70	21	<p><b>Considered Unsuitable for development</b></p> <p>Highways Transport &amp; Access The site has existing access from Hempton Road which is considered suitable. Site is remote from Fakenham and from sustainable transport.</p> <p>Environmental No environmental designations or identified constraints. The site is adjacent to County Wildlife Site.</p> <p>Landscape and Townscape Part of site falls within Conservation Area.</p> <p>Other Brownfield site with contamination. Gas Pipe Zone runs through the site. Majority in Flood Zone 1, with small part along eastern boundary within Flood Zone 2. Some risk of surface water flooding. No utilities issues identified.</p> <p>Existing Uses Site currently used for employment uses.</p>	<p><b>Not Preferred</b></p> <p>The site is located in Hempton, which is not a selected settlement, as there are preferable sites available in Fakenham, it is not considered suitable.</p>
HEMP 04	Land NorthEast of Back Street	0.25	8	<p><b>Considered Unsuitable for development</b></p> <p>Highways Transport &amp; Access The site can be satisfactorily accessed but not off Back Street unless the road is improved and widened. Site is remote from Fakenham and from sustainable transport.</p> <p>Environmental No environmental designations or identified constraints. The site is within 50m to CWS, SAC, SSSI.</p> <p>Landscape and Townscape Part of site falls within Conservation Area.</p> <p>Other Brownfield site with contamination Gas Pipe Zone runs through the site. Flood Risk Zone 1, no risk of surface water flooding but some from ground water flooding. No utilities issues identified.</p> <p>Existing Uses Currently used for employment purposes with builders yard located on the site.</p>	<p><b>Not Preferred</b></p> <p>The site is located in Hempton, which is not a selected settlement, and as there are preferable sites available in Fakenham, it is not considered suitable.</p>
H0702	Land at Barber's Lane	0.77	23	<p><b>Considered Unsuitable for development</b></p> <p>Highways Transport &amp; Access The local road network is considered to be unsuitable. Site has some access to sustainable transport including bus stop under 270m away.</p> <p>Environmental No environmental designations. There are TPOs on and adjacent to the site.</p> <p>Landscape and Townscape No landscape designations.</p> <p>Other The site lies in Flood Risk 1, with part at risk of surface water flooding. And ground water flooding. No contamination or utilities issues identified.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Not Preferred</b></p> <p>The local road network is considered unsuitable. The site is considered unsuitable for development. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required.</p>

H0705	Fakenham College	3.37	101	<p><b>Highways Transport &amp; Access</b> The site can be satisfactorily accessed, if accessed off Highfields Road with a link through to Field Lane. Access solely off Highfields Lane wouldn't be acceptable.</p> <p><b>Environmental</b> Part of the site is brownfield - The former Fakenham College is located on this site. The rest of the site is greenfield and consists of playing fields and other parkland associated with the former college site. This part of the site is currently designated and is proposed to be designated as 'Education/ Formal Recreation Area &amp; Amenity Greenspace'</p> <p><b>Landscape and Townscape</b> Part of the site is within Conservation Area and main building is Grade II listed.</p> <p><b>Other</b> The site falls within Flood Risk 1, with small part at risk of surface water flooding. And ground water flooding. No contamination issues identified. Sewers mains cross the site. The site falls within the settlement boundary of Fakenham, and part of the site is located within the designated 'residential area'.</p> <p><b>Existing Uses</b> The former Fakenham College is located on this site which is no longer occupied.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Not Preferred</b> The former Fakenham College is located on this site which is no longer occupied. The site falls within the settlement boundary of Fakenham and part of the site is within the designated 'residential area'. The rest of the site is identified as an Education / Formal Recreation Area in the Core Strategy. It may be considered suitable for residential development but will be considered separately when reviewing the settlement boundary and residential area for Fakenham. Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required.</p>
SCU15	Land off Creake Road	2.45	73	<p><b>Considered Unsuitable for development</b></p> <p><b>Highways Transport &amp; Access</b> Considered to be unacceptable by NCC Highways. No suitable access from the A1065 or from the A148. Site detached from town, but has some access to sustainable transport including bus stop under 220m away.</p> <p><b>Environmental</b> No environmental designations or identified constraints. Arable land with limited boundary treatment.</p> <p><b>Landscape and Townscape</b> No landscape designations. It is a greenfield site which is highly visible in the landscape and has rural countryside character. Development would be a pronounced and obvious extension into the countryside. This site is considered to be poorly integrated into the town and development on this site would have an adverse impact on landscape and townscape.</p> <p><b>Other</b> Flood Risk Zone 1, no risk of surface water flooding but some from ground water flooding. No contamination or utilities issues identified. Site is separated from Fakenham by A1065 bypass. The site is remote from services within the town centre and from the junior, infant and nursery schools.</p>	<p><b>Not Preferred</b> The site is not considered a sustainable location for development, the site cannot be satisfactorily accessed. The site would extend into open countryside beyond the current confines of the town. The site is considered unsuitable for development. Furthermore, sites F01B, F03 and F10 adequately deliver the quantum of development required.</p>

SCU17	Land South of Creake Road	20.77	400	<p><b>Considered Unsuitable for development</b></p> <p>Highways Transport &amp; Access          Considered to be unacceptable by NCC Highways. No suitable access.          Site is remote from Fakenham and from sustainable transport.</p> <p>Environmental          No environmental designations or identified constraints          Large arable field with mature trees and hedgerow along boundary.          The site is less than 400m to County Wildlife Site.</p> <p>Landscape and Townscape          No landscape designations.          It is a greenfield site which is highly visible in the landscape and has rural countryside character. Development would be a pronounced and obvious extension into the countryside. This site is considered to be poorly integrated into the town and large scale development would have an adverse impact on landscape and townscape.          The site is within 200m of a Grade 2 listed building.</p> <p>Other          Flood Risk 1, with part at risk of surface water flooding. And ground water flooding.          No contamination issues identified. Water mains cross the site.          Site is separated from Fakenham by A1065 bypass. The site is remote from services within the town centre and from the junior, infant and nursery schools.</p>	<p><b>Not Preferred</b></p> <p>The site is not considered a sustainable location for development, the site cannot be satisfactorily accessed. The site would extend into open countryside beyond the current confines of the town.          The site is considered unsuitable for development.          Furthermore, sites F01B, F03 and F10A adequately deliver the quantum of development required.</p>
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## Provisional Summary Site Assessments for Hoveton

Site Ref	Site Name	Site Size (ha) (gross)	Proposed Number of Dwellings	Suitability Conclusion	Recommendation
HV01	Land East of Tunstead Road	5.41	160	<p><b>Considered Suitable for development</b></p> <p>Highway Transport &amp; Access: Adjacent to existing allocation (HV03) with potential access through this site and from Tunstead Road. Appears good visibility. Footways on Tunstead Rd into town and within 30mph zone. A surfaced cycleway runs through the site from Tunstead Road to Stalham Road.</p> <p>Environmental: Arable field with established hedgerow along Tunstead Road. No other (obvious) environmental features.</p> <p>Landscape and Townscape: A reasonably level site with views across to HV03 site and existing properties on Tunstead Rd. Long views across the site from St Peters Lane. Setting would be very similar to HV03 allocation.</p> <p>Other: There is an opportunity to link the site through HV03 in highway terms and integration of the two developments. Power lines through the site.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Preferred Site</b></p> <p>Considered suitable to be allocated for residential development for approximately 100 to 130 dwellings. Provision of 1ha of playing field.</p>
HV02	Site To The West Of Tunstead Road	9.40	376	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Access would be possible off Tunstead Road. No footway on western side beyond Two Saints Close. Good visibility. Hand lane single carriage lane.</p> <p>Environmental: Established hedgerow – fronting Tunstead Rd. hedge and trees to western boundary. Open boundary to Hand Ln. No other (obvious) environmental features.</p> <p>Landscape and Townscape: Level site with views to north across arable field and south into the site from Hand lane. Has rural countryside character and would be a pronounced and obvious extension into the countryside.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Not Preferred</b></p> <p>Highways access is considered unsuitable. The site would be highly visible in the landscape and would significantly extend into open countryside beyond the current confines of the village. Furthermore, site HOV01 adequately delivers the quantum of development required. The site is remote from services and the village.</p>
HV04/1	Norfolk Fruit Growers Site	1.26			<p><b>Excluded - existing planning permission.</b></p>

HV05	Land South of Littlewoods Lane	13.38	200	<p>Highway Transport &amp; Access: Site would be best accessed from Horning Rd. Access may be on a hill – but with reasonable visibility. Part of site within 30mph zone. Footway along Horning Rd - along full extent of site. Parking pressures with school and church may impact on access</p> <p>Environmental: A large arable field with tree belt to the west and a patchy tree/hedge on Littlewoods lane boundary.</p> <p>Landscape and Townscape: The site is raised above the town and has an open countryside character. There is tree belt screening to the west of the site which means the town is not visible from the site. The site is directly opposite the church and forms a rural open landscape on approach to the eastern side of town.</p> <p><b>Sustainability Appraisal Overall Result = Uncertain</b></p>	<p><b>Not Preferred</b> Highways access is considered suitable for up to 100 houses. Although the site is well related to the services, it does have its HOV01 adequately delivers the quantum of development required. The site is remote from services and the village.</p>
HV06	Land between Stalham Road and Tunstead Road	1.28	51	<p>Highway Transport &amp; Access Observations: Accessed off Stalham Rd with good visibility. Footway improvements would be required. Bus stops in close proximity. Beyond site – good pedestrian links into town and schools.</p> <p>Environmental Observations: The edge of a large arable field with established hedge and trees along Stalham Rd frontage.</p> <p>Landscape and Townscape Observations: Site has rural character, however is opposite existing residential properties along Stalham Rd and would fill a gap between the HV03 Persimmon development and the properties along the NW of Stalham Rd.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Not Preferred</b> Highways access is considered suitable for frontage development only and an extra spur off the existing roundabout would not be acceptable. The site may be suitable for development up to 30 dwellings along the frontage of Stalham Road. Site HOV01 adequately delivers the quantum of development required and, on balance, this site is not the preferred option.</p>
HV07	Land Adjacent Stalham Road	18.23	729	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access Observations: Remote location which would be accessed off St. Peters Lane - which is a narrow single carriage lane and would require significant improvement. No footways and a significant walk to schools and services</p> <p>Environmental Observations: Large arable fields with established hedge boundaries along St Peters Lane</p> <p>Landscape and Townscape Observations: Has rural countryside character and would be a pronounced and obvious development in the countryside. Remote with no connection to existing settlement. Could have an impact on St Peters church – grade 2* listed.</p> <p><b>Sustainability Appraisal Overall Result = Uncertain / Negative</b></p>	<p><b>Not Preferred</b> Highways access is considered unsuitable. The site would be highly visible in the landscape and would significantly extend into open countryside beyond the current confines of the village. Furthermore, site HOV01 adequately delivers the quantum of development required. The site is remote from services and the village.</p>

HV08	Land To East Of Stalham Road	34.04	1362	<p><b>Considered Unsuitable for development</b></p> <p>Highway Transport &amp; Access: Large site which could be accessed off Stalham Road and Littlewoods lane. Littlewoods lane is a rural single carriageway lane and would require significant improvement to serve a site of this size. Access off Stalham Rd may be more achievable – but is more remote from the town. There is a footway along Stalham Road and bus stops on the north end of Stalham Road</p> <p>Environmental: A collection of 3 large arable fields with established hedge boundaries along Stalham Rd.</p> <p>Landscape and Townscape: Has rural countryside character and would be a pronounced and obvious development in the countryside. More open character along Littlewoods lane. Would be adjacent to employment land at Littlewoods Lane.</p> <p>Other: A very large site – which is more appropriate to be considered in smaller (although still large) parcels.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Not Preferred</b></p> <p>Highways access is considered unsuitable off Littlewood Lane. The site would be highly visible in the landscape and would significantly extend into open countryside beyond the current confines of the village. Furthermore, site HOV01 adequately delivers the quantum of development required. The site is remote from services and the village.</p>
HV10	Land off Coltishall Road	3.56	80	<p><b>Considered Unsuitable for development</b></p> <p>Access would be off Belaugh Rd with possible conflict with Bure Valley Railway access and long stay car park access. No footway and is on other side of railway bridge. Close to railway station.</p> <p>Environmental: Arable field. No other obvious features.</p> <p>Landscape and Townscape: Has remote and rural character Outside the settlement and on the other side of the railway. Is disconnected from the town by the railway lines.</p> <p>Other: Power lines through site and electricity station across road.</p> <p><b>Sustainability Appraisal Overall Result = Positive</b></p>	<p><b>Not Preferred</b></p> <p>Highways access is considered unsuitable as access underneath the railway bridge is challenging. The site would be highly visible in the landscape and would significantly extend into open countryside beyond the current confines of the village. Furthermore, site HOV01 adequately delivers the quantum of development required. The site is remote from services and the village.</p>

Draft Sustainability Appraisal - Sites in Blakeney, Briston & Fakenham																			
Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
BLA01	Blakeney	Res	-	++	+	++	0	-	0	-	0	+	+	++	0	0	-	0	Overall the site scores as <b>neutral</b> <b>Environmental</b> – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact potentially negative; arable land with mature hedgerow / trees to majority of boundaries, immediately adjacent SSSI (Wiveton Downs), close proximity to SSSI, SPA, SAC, RAMSAR (North Norfolk Coast), National Nature Reserve (Blakeney) and local geodiversity sites (North Norfolk Coast & Wiveton Downs). Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, good access to local healthcare service and primary education facilities, limited leisure and cultural opportunities, public transport links mainly rely on Coastal Hopper. <b>Economic</b> – Scores neutral; some access to employment, educational facilities, services / facilities. High speed broadband in vicinity, limited public transport links. Could support local services.
BLA02	Blakeney	Res	-	++	+	++	0	-	0	--	-	~	+	++	0	0	-	-	Overall the site scores as <b>negative</b> <b>Environmental</b> – Scores negatively; loosely related to the settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential to increase pollution. Biodiversity impact uncertain; mostly green field land (boat storage), surrounded by mature hedgerow / trees, immediately adjacent SSSI (Wiveton Downs), close proximity to SSSI, SPA, SAC, RAMSAR (North Norfolk Coast), National Nature Reserve (Blakeney) and local geodiversity sites (North Norfolk Coast & Wiveton Downs). Potential to affect setting of Ancient Monument (2 bowl barrows). Loss of agricultural (1-3) land. <b>Social</b> – Scores mixed; loosely related to settlement, access to local healthcare service and primary education facilities, limited leisure and cultural opportunities, public transport links mainly rely on Coastal Hopper. <b>Economic</b> – Scores negative / neutral; loosely related to settlement, some access to employment, educational facilities, services / facilities. High speed broadband in vicinity, limited public transport links. Could support local services. Likely to rely on car.
BLA04 [includes BLA04/A]	Blakeney	Res	-	++	+	++	0	-	~	-	0	+	+	++	0	0	-	0	Overall the site scores as <b>neutral</b> <b>Environmental</b> – Scores neutral; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; arable land with mature hedgerow / trees to majority of boundaries, adjacent SSSI & local geodiversity site (Wiveton Downs). Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land. <b>Social</b> – Scores positive; edge of settlement, good access to local healthcare service and primary education facilities, limited leisure and cultural opportunities, public transport links mainly rely on Coastal Hopper. <b>Economic</b> – Scores neutral; some access to employment, educational facilities, services / facilities. High speed broadband in vicinity, limited public transport links. Could support local services.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
BLA04/A	Blakeney	Res	-	++	+	++	0	-	~	-	0	+	+	++	0	0	-	0	Overall the site scores as <b>neutral</b> <b>Environmental</b> – Scores neutral; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; arable land with mature hedgerow / trees to majority of boundaries, close proximity to SSSI & local geodiversity site (Wiveton Downs). Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land. <b>Social</b> – Scores positive; edge of settlement, good access to local healthcare service and primary education facilities, limited leisure and cultural opportunities, public transport links mainly rely on Coastal Hopper. <b>Economic</b> – Scores neutral; some access to employment, educational facilities, services / facilities. High speed broadband in vicinity, limited public transport links. Could support local services.
BLA05	Blakeney	Res	-	++	+	++	0	?	0	-	-	+	+	++	0	0	-	0	Overall the site scores as <b>neutral</b> <b>Environmental</b> – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential to affect settings of Grade II* & Grade II Listed Buildings (Old Rectory & Barn) and CA. Biodiversity impact uncertain; arable land woodland across road. Loss of agricultural (1-3) land. <b>Social</b> – Scores positive; edge of settlement, good access to local healthcare service and primary education facilities, limited leisure and cultural opportunities, public transport links mainly rely on Coastal Hopper. <b>Economic</b> – Scores neutral; some access to employment, educational facilities, services / facilities. High speed broadband in vicinity, limited public transport links. Could support local services.
BLA06	Blakeney	Res	-	++	+	++	-	-	-	--	-	0	+	+	0	0	-	0	Overall the site scores as <b>negative</b> <b>Environmental</b> – Scores negatively; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential to increase light pollution (woodland currently acts as buffer to edge of settlement), likely significant detrimental impact on landscape. Potential to affect settings of Grade II* & Grade II Listed Buildings (Old Rectory & Barn) and CA's. Potential negative biodiversity impact; woodland. Potential impact on GI network. Loss of agricultural (1-3) land. <b>Social</b> – Scores neutral; edge of settlement, good access to local healthcare service and primary education facilities, limited scope for open space provision, limited leisure and cultural opportunities, public transport links mainly rely on Coastal Hopper. <b>Economic</b> – Scores neutral; some access to employment, educational facilities, services / facilities. High speed broadband in vicinity, limited public transport links. Could support local services.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
BLA07	Blakeney	Res	0	++	+	++	~	?	0	0	0	-	+	++	0	0	0	0	Overall the site scores as <b>positive / neutral</b> <b>Environmental</b> – Scores positively; within settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; playing field, part of boundary comprised of mature hedgerow / trees. Loss of agricultural (1-3) land. <b>Social</b> – Scores mixed; within settlement, good access to local healthcare service and primary education facilities, limited leisure and cultural opportunities, public transport links mainly rely on Coastal Hopper. Would result in loss of designated open land area. <b>Economic</b> – Scores neutral; some access to employment, educational facilities, services / facilities. High speed broadband in vicinity, limited public transport links. Could support local services.
BLA08	Blakeney	Res	-	++	+	++	-	-	0	--	0	+	+	++	0	0	-	0	Overall the site scores as <b>negative</b> <b>Environmental</b> – Scores negatively; edge of settlement, FZ1 (close to coastal defences & FZ3a), low susceptibility GWF, not considered at risk of SWF (CC). Exposed position, potential to increase light pollution, likely significant detrimental impact on landscape. Potential negative biodiversity impact; arable land, part of boundary comprised of mature hedgerow / trees, close proximity to SSSI (North Norfolk Coast, Wiveton Downs), SPA, SAC, RAMSAR (North Norfolk Coast), National Nature Reserve (Blakeney) and local geodiversity sites (North Norfolk Coast & Wiveton Downs). Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, good access to local healthcare service and primary education facilities, limited leisure and cultural opportunities, public transport links mainly rely on Coastal Hopper. <b>Economic</b> – Scores neutral; some access to employment, educational facilities, services / facilities. High speed broadband in vicinity, limited public transport links. Could support local services.
BLA09	Blakeney	Res	-	++	+	++	0	-	-	-	0	+	+	++	0	0	-	0	Overall the site scores as <b>neutral</b> <b>Environmental</b> – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential negative biodiversity impact; arable land, part of boundary comprised of mature hedgerow / trees, adjacent SSSI & local geodiversity site (Wiveton Downs). Potential impact on GI network. Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, good access to local healthcare service and primary education facilities, limited leisure and cultural opportunities, public transport links mainly rely on Coastal Hopper. <b>Economic</b> – Scores neutral; some access to employment, educational facilities, services / facilities. High speed broadband in vicinity, limited public transport links. Could support local services.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
BLA11	Blakeney	Res	0	++	+	++	~	?	-	--	--	-	+	+	0	0	0	0	Overall the site scores as <b>negative / neutral</b> <b>Environmental</b> – Scores negatively; within settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Likely significant detrimental impact on townscape. Potential to significantly affect setting of historic village core, CA and open land area. Biodiversity impact uncertain; mostly mown grass, hedgerow (mature and recent) / trees around and within the site. Potential impact on amenity / GI network. Loss of agricultural (1-3) land. <b>Social</b> – Scores mixed; within settlement, good access to local healthcare service and primary education facilities, limited leisure and cultural opportunities, public transport links mainly rely on Coastal Hopper. Would result in loss of designated open land area. <b>Economic</b> – Scores neutral; some access to employment, educational facilities, services / facilities. High speed broadband in vicinity, limited public transport links. Could support local services.
BRI01	Briston	Res	0	++	+	++	~	?	0	0	0	+	+	++	0	0	+	+	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores positively; within settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; arable land, mature hedgerow / trees to 3 boundaries, pond. Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; within settlement, good access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities. <b>Economic</b> – Scores positive / neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services.
BRI02	Briston	Res	0	++	+	++	~	?	0	0	0	+	+	++	0	0	+	+	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores positively; within settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; arable land, mature hedgerow to majority of boundaries. Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; within settlement, good access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities. <b>Economic</b> – Scores positive / neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
BRI02/A	Briston	Res	-	++	+	++	0	?	0	-	0	+	+	++	0	0	+	+	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores positively; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; arable land, surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, good access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities. <b>Economic</b> – Scores positive / neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services.
BRI03	Briston	Res	-	++	+	++	0	?	0	-	0	+	+	++	0	0	+	+	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores positively; edge of settlement, FZ1, low susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Biodiversity impact uncertain; arable land, surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, good access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities. <b>Economic</b> – Scores positive / neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services.
BRI04	Briston	Res	-	++	+	++	-	-	0	--	0	+	+	+	0	0	+	+	Overall the site scores as <b>negative / neutral</b> <b>Environmental</b> – Scores negatively; edge of settlement but more rural; potentially significant detrimental impact on landscape, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential to increase pollution. Potential negative biodiversity impact; grazing land, mature hedgerow / trees around and within site. Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, good access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities. <b>Economic</b> – Scores positive / neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services.



Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
BRI05	Briston	Res	-	++	+	++	0	-	0	-	0	+	+	++	0	0	+	+	Overall the site scores as <b>negative / neutral</b> <b>Environmental</b> – Scores negatively; edge of settlement but more rural; FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential to increase pollution. Potential for remediation of contamination. Potential negative biodiversity impact; arable land, mature hedgerow / trees to majority of boundaries, part site trees and scrub. Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, good access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities. <b>Economic</b> – Scores positive / neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services.
BRI07	Briston	Res	--	++	+	++	-	-	0	--	-	0	+	++	0	0	+	0	Overall the site scores as <b>negative / neutral</b> <b>Environmental</b> – Scores negatively; edge of settlement but more rural; FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential to increase pollution. Potential for remediation of contamination. Potential negative biodiversity impact; arable land, mature hedgerow / trees to majority of boundaries, part site trees and scrub. Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, good access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities. <b>Economic</b> – Scores positive / neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services.
BRI08	Briston	Res	-	++	~	~	0	?	0	-	0	+	+	+	0	0	0	0	Overall the site scores as <b>neutral</b> <b>Environmental</b> – Scores neutral; edge of settlement, FZ1, moderate susceptibility GWF, insignificant area & adjacent roads potentially susceptible to SWF (CC). Biodiversity impact uncertain; grazing land with mature hedgerow / trees to some boundaries. Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities. Limited scope for open space provision. <b>Economic</b> – Scores neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services. Likely to rely on car.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
BRI10	Briston	Res	-	++	~	~	0	?	+	-	0	+	+	++	0	0	0	0	Overall the site scores as <b>neutral</b> <b>Environmental</b> – Scores neutral; edge of settlement, FZ1, low susceptibility GWF, north end potentially susceptible to SWF (CC). Biodiversity impact uncertain; arable land, surrounded by mature hedgerow / trees, with pond. Localised potential to contribute to GI network. Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities. <b>Economic</b> – Scores neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services. Likely to rely on car.
BRI11	Briston	Res	-	++	~	++	0	?	0	-	0	~	+	++	0	0	-	-	Overall the site scores as <b>negative</b> <b>Environmental</b> – Scores neutral; edge of settlement but more rural; FZ1, high susceptibility GWF, not considered at risk of SWF (CC). Potential for remediation of contamination. Biodiversity impact uncertain; arable land, limited hedgerow / trees. Loss of agricultural (1-3) land. <b>Social</b> – Scores mixed; edge of settlement, distant from local healthcare service, primary education facilities, limited leisure and cultural opportunities; removed from peak time public transport links. <b>Economic</b> – Scores negatively; distant from employment, educational facilities, services / facilities. Access to high speed broadband uncertain, removed from peak time public transport links. Likely to rely on car.
BRI12	Briston	Res	--	++	-	~	~	?	0	--	0	~	+	+	0	0	--	-	Overall the site scores as <b>negative</b> <b>Environmental</b> – Scores negatively; loosely related to the settlement, potential significant detrimental landscape impact, FZ1, high susceptibility GWF, approximately one third of site susceptible to SWF (CC). Potential to increase pollution. Potential for remediation of contamination. Biodiversity impact uncertain; grazing land surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land. <b>Social</b> – Scores mixed; loosely related to the settlement, distant from local healthcare service, primary education facilities, limited leisure and cultural opportunities, removed from peak time public transport links. <b>Economic</b> – Scores negatively; distant from employment, educational facilities, services / facilities. Access to high speed broadband uncertain, removed from peak time public transport links. Likely to rely on car.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
BRI13	Briston	Res	--	++	~	++	-	?	0	--	0	~	+	+	0	0	--	-	Overall the site scores as <b>negative</b> <b>Environmental</b> – Scores negatively; loosely related to the settlement, FZ1, high susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Potential to increase pollution. Biodiversity impact uncertain; grazing land with mature hedgerow / trees to majority of boundaries. Loss of agricultural (1-3) land. <b>Social</b> – Scores mixed; loosely related to the settlement, distant from local healthcare service, primary education facilities, limited scope for open space provision, limited leisure and cultural opportunities, removed from peak time public transport links. <b>Economic</b> – Scores negatively; distant from employment, educational facilities, services / facilities. Access to high speed broadband uncertain, removed from peak time public transport links. Likely to rely on car.
BRI17/1	Briston	Res	--	++	-	~	-	-	0	--	0	~	+	++	0	0	--	-	Overall the site scores as <b>negative</b> <b>Environmental</b> – Scores negatively; loosely related to settlement (back-land), FZ1, high susceptibility GWF, approximately one third of site susceptible to SWF (CC). Potential negative biodiversity impact; grazing land with mature hedgerow / trees to majority of boundaries, adjacent woodland. Loss of agricultural (1-3) land. <b>Social</b> – Scores mixed; loosely related to settlement, removed from local healthcare service and peak time public transport links, distant from primary education facilities, limited leisure and cultural opportunities, Likely to rely on car. <b>Economic</b> – Scores negatively; distant from employment, educational facilities, services / facilities. High speed broadband in vicinity. Removed from peak time public transport links. Likely to rely on car.
BRI17/2	Briston	Res	--	++	~	++	-	-	?	--	0	~	+	++	0	0	--	-	Overall the site scores as <b>negative</b> <b>Environmental</b> – Scores negatively; loosely related to settlement (back-land), FZ1, high susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Localised potential to contribute to and / or impact on GI network. Potential negative biodiversity impact; close proximity CWS (Briston Common), mostly grazing land with mature hedgerow / trees to majority of boundaries, adjacent woodland. Loss of agricultural (1-3) land. <b>Social</b> – Scores mixed; loosely related to settlement, removed from local healthcare service and peak time public transport links, distant from primary education facilities, limited leisure and cultural opportunities, Likely to rely on car. <b>Economic</b> – Scores negatively; distant from employment, educational facilities, services / facilities. High speed broadband in vicinity. Removed from peak time public transport links. Likely to rely on car.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
BRI17/3	Briston	Res	--	++	~	++	~	-	0	--	0	~	+	++	0	-	--	-	Overall the site scores as <b>negative</b> <b>Environmental</b> – Scores negatively; loosely related to settlement, FZ1, high susceptibility GWF, not considered at risk of SWF (CC). Potential to increase pollution. Potential for remediation of contamination. Potential negative biodiversity impact; adjacent CWS (Briston Common), mature hedgerow / trees around and within site, adjacent woodland. Loss of agricultural (1-3) land. <b>Social</b> – Scores mixed; loosely related to settlement, removed from local healthcare service and peak time public transport links, distant from primary education facilities, limited leisure and cultural opportunities, Likely to rely on car. <b>Economic</b> – Scores negatively; distant from employment, educational facilities, services / facilities. Potential loss of undesignated employment land (scrap yard). High speed broadband in vicinity. Removed from peak time public transport links. Likely to rely on car.
BRI20	Briston	Res	--	++	~	++	-	?	0	--	0	~	+	++	0	0	--	-	Overall the site scores as <b>negative</b> <b>Environmental</b> – Scores negatively; loosely related to the settlement, FZ1, high susceptibility GWF, not considered at risk of SWF (CC). Potential to increase pollution. Biodiversity impact uncertain; grazing land, surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land. <b>Social</b> – Scores mixed; loosely related to settlement, removed from local healthcare service and peak time public transport links, distant from primary education facilities, limited leisure and cultural opportunities, Likely to rely on car. <b>Economic</b> – Scores negatively; distant from employment, educational facilities, services / facilities. High speed broadband in vicinity. Removed from peak time public transport links. Likely to rely on car.
BRI23	Briston	Res	-	++	~	++	-	?	0	--	0	~	+	+	0	0	--	-	Overall the site scores as <b>negative</b> <b>Environmental</b> – Scores negatively; loosely related to the settlement, FZ1, high susceptibility GWF, not considered at risk of SWF (CC). Potential to increase pollution. Biodiversity impact uncertain; grazing land, surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land. <b>Social</b> – Scores mixed; loosely related to settlement, removed from local healthcare service and peak time public transport links, distant from primary education facilities, limited scope for open space provision, limited leisure and cultural opportunities, Likely to rely on car. <b>Economic</b> – Scores negatively; distant from employment, educational facilities, services / facilities. High speed broadband in vicinity. Removed from peak time public transport links. Likely to rely on car.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
BRI25	Briston	Res	0	++	+	++	+	?	0	0	0	+	+	+	0	0	0	0	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores positively; edge of settlement, part PDL, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential for remediation of contamination. Potential for townscape / landscape enhancement. Biodiversity impact uncertain; PDL / arable land, surrounded by mature hedgerow / trees, with pond. Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, good access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities. Limited scope for open space provision. <b>Economic</b> – Scores positive / neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services.
BRI26	Briston	Res	0	++	+	++	0	?	0	-	0	+	+	++	0	0	0	0	Overall the site scores as <b>neutral</b> <b>Environmental</b> – Scores positive / neutral; edge of settlement, FZ1, low susceptibility GWF, part of south east corner potentially susceptible to SWF (CC). Biodiversity impact uncertain; arable land, surrounded by mature hedgerow / trees. Part loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities. <b>Economic</b> – Scores neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services. Likely to rely on car.
BRI28	Briston	Res	-	++	+	++	0	?	0	-	0	0	+	+	0	0	+	0	Overall the site scores as <b>neutral</b> <b>Environmental</b> – Scores positive / neutral; edge of settlement, FZ1, low susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Biodiversity impact uncertain; garden land, some mature trees north boundary. Loss of agricultural (1-3) land. <b>Social</b> – Scores neutral; edge of settlement, access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities. Limited scope for open space provision. <b>Economic</b> – Scores neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services. Likely to rely on car.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
BRI29	Briston	Res	-	++	+	++	0	?	0	-	-	0	+	++	0	0	+	0	Overall the site scores as <b>neutral</b> <b>Environmental</b> – Scores positive / neutral; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential to affect setting CA (Glaven Valley). Biodiversity impact uncertain; arable land, surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land. <b>Social</b> – Scores neutral; edge of settlement, access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities. <b>Economic</b> – Scores neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services. Likely to rely on car.
F01/A	Fakenham	Res	-	++	+	++	+	?	+	-	0	++	+	++	++	0	++	+	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores positively; edge of settlement, FZ1, low susceptibility GWF, insignificant areas potentially susceptible to SWF (CC). Potential for remediation of contamination. Biodiversity impact uncertain; arable land, mature hedgerow / trees to some boundaries, pond. Localised potential to contribute to GI network. Part agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement with good access to peak time public transport, local healthcare service, education facilities, leisure and cultural opportunities. Could provide significant public open space. <b>Economic</b> – Scores positively; good access to employment, educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre accessible from the site.
F01/B [includes F01/2, F01/3 & F01/4]	Fakenham	Res	-	++	+	++	+	?	?	-	0	++	+	++	++	0	++	+	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores positive / neutral; edge of settlement, FZ1, low susceptibility GWF, insignificant areas potentially susceptible to SWF (CC). Potential for remediation of contamination. Localised potential to contribute to and / or impact on GI network. Biodiversity impact uncertain; arable land & sports fields, parts of boundary comprised of mature hedgerow / trees. Part agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement with good access to peak time public transport, local healthcare service, education facilities, leisure and cultural opportunities. Could provide significant public open space. <b>Economic</b> – Scores positively; edge of settlement, good access to employment, educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre accessible from the site.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
F01/2	Fakenham	Res	-	++	+	++	+	?	+	-	0	++	+	++	++	0	++	+	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores positively; edge of settlement, FZ1, low susceptibility GWF, insignificant areas potentially susceptible to SWF (CC). Potential for remediation of contamination. Biodiversity impact uncertain; arable land, parts of boundary comprised of mature hedgerow / trees. Localised potential to contribute to GI network. Part agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement with good access to peak time public transport, local healthcare service, education facilities, leisure and cultural opportunities. <b>Economic</b> – Scores positively; edge of settlement, good access to employment, educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre accessible from the site.
F01/3	Fakenham	Res	-	++	+	++	0	?	?	-	0	++	+	++	++	0	++	+	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores positively; edge of settlement, FZ1, low susceptibility GWF, insignificant areas potentially susceptible to SWF (CC). Biodiversity impact uncertain; arable land, surrounded by mature hedgerow / trees. Localised potential to contribute to and / or impact on GI network. Part agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement with good access to peak time public transport, local healthcare service, education facilities, leisure and cultural opportunities. <b>Economic</b> – Scores positively; edge of settlement, good access to employment, educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre accessible from the site.
F01/4	Fakenham	Res	--	++	+	++	-	?	0	--	0	0	+	++	0	0	0	0	Overall the site scores as <b>negative / neutral</b> <b>Environmental</b> – Scores negatively; loosely related to the settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential to increase light pollution. Biodiversity impact uncertain; arable land, surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land. <b>Social</b> – Scores neutral; loosely related to settlement with access to peak time public transport, local healthcare service, education facilities, leisure and cultural opportunities. Likely to rely on car. <b>Economic</b> – Scores neutral; loosely related to settlement, access to employment, educational facilities, peak time public transport links and services / facilities, High speed broadband in vicinity. Town centre accessible from the site. Likely to rely on car.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
F02	Fakenham	Res	--	++	~	~	0	?	0	-	0	+	+	++	0	0	++	0	Overall the site scores as <b>neutral</b> <b>Environmental</b> – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, approximately one third of site susceptible to SWF (CC). Biodiversity impact uncertain; arable land, surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement but disconnected, access to local healthcare service, education facilities, peak time public transport links and limited leisure and cultural opportunities. <b>Economic</b> – Scores neutral; edge of settlement but disconnected, access to employment, educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre accessible from the site. Likely to rely on car.
F03	Fakenham	Res	--	++	+	++	0	?	0	-	0	+	+	++	++	0	++	+	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores positively; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; arable land, surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, access to local healthcare service, education facilities, peak time public transport links and limited leisure and cultural opportunities. <b>Economic</b> – Scores positively; edge of settlement, good access to employment, educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre accessible from the site.
F04	Fakenham	Res	+	++	-	-	0	-	0	-	0	++	+	++	++	0	++	+	Overall the site scores as <b>negative &amp; positive</b> <b>Environmental</b> – Scores negatively; edge of settlement, approximately 3/4 site within FZ2, south boundary adjacent FZ3a & FZ3b, low to moderate susceptibility GWF, approximately 1/3 of site potentially susceptible to SWF (CC). Potential negative biodiversity impact; informal car park, grassed with mature hedgerow and trees to some boundaries, close proximity to CWS, immediately adjacent SAC and SSSI (River Wensum). No loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement with good access to peak time public transport, local healthcare service, education facilities, leisure and cultural opportunities. <b>Economic</b> – Scores positively; edge of settlement, good access to employment, educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.



Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
F05	Fakenham	Res	++	++	+	++	+	+	0	+	0	++	+	++	++	0	++	++	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores positively; within the settlement, PDL, FZ1, low susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Potential for remediation of contamination (PDL). Potential townscape enhancement. Limited biodiversity impact; PDL mature trees / hedgerow to parts of boundary. No loss of agricultural (1-3) land. <b>Social</b> – Scores positively; within the settlement with good access to peak time public transport, local healthcare service, education facilities, leisure and cultural opportunities. <b>Economic</b> – Scores positively; within the settlement, good access to employment, educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.
F06/1	Fakenham	Res	+	++	-	~	+	?	0	--	0	-	+	+	?	0	++	~	Overall the site scores as <b>negative</b> <b>Environmental</b> – Scores mixed; within the settlement, FZ1, low to moderate susceptibility GWF, potentially susceptible to SWF (CC). Potential for remediation of contamination. Potential significant detrimental impact on townscape. Potential negative biodiversity impact; disused railway, mature trees cover site. No loss of agricultural (1-3) land. <b>Social</b> – Scores negatively; within the settlement but disconnected from services due to topography (disused railway / embankment). Would result in loss of designated open land area. <b>Economic</b> – Scores mixed; within the settlement but disconnected due to topography (disused railway / embankment). Access to high speed broadband uncertain.
F07	Fakenham	Res	-	++	~	~	+	?	+	-	-	+	+	++	+	0	++	+	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, some small areas potentially susceptible to SWF (CC). Potential for remediation of contamination. Potential to affect setting of Grade II listed building (Heath Farmhouse). Biodiversity impact uncertain; arable land, mature hedgerow / trees around and within site. Localised potential to contribute to GI network. Part agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement with good access to peak time public transport & local healthcare service, access to education facilities, leisure and cultural opportunities. Could provide significant public open space. <b>Economic</b> – Scores positively; edge of settlement, good access to employment & peak time public transport links, access to educational facilities & services / facilities. High speed broadband in vicinity. Town centre accessible from the site.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
F08	Fakenham	Res	+	++	+	+	0	-	0	-	0	+	+	+	++	0	++	+	Overall the site scores as <b>neutral</b> <b>Environmental</b> – Scores mixed; edge of settlement, PDL, approximately 1/3 within FZ2, low to moderate susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Potential negative biodiversity impact; existing housing, mature trees to parts of boundary, immediately adjacent CWS, close proximity SAC, SSSI (River Wensum). No loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, good access to education facilities, peak time public transport links, leisure and cultural opportunities and access to healthcare service. Limited scope for open space provision. <b>Economic</b> – Scores positively; edge of settlement, good access to employment, educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.
F10	Fakenham	Res & Op	+	++	+	+	0	-	+	-	0	++	+	++	++	0	++	+	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores mixed; edge of settlement, area of site proposed for housing is part within FZ2 and adjacent to FZ3a & 3b, low to moderate susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Majority of area of site proposed for public open space is within FZ3a & 3b, majority of that area potentially susceptible to SWF (CC). Potential negative biodiversity impact; area of site proposed for housing within 500m of CWS, SAC, SSSI (River Wensum), wider site immediately adjacent SAC, SSSI (River Wensum). Part of area proposed by housing and majority of area proposed for open space is indicated as 'floodplain grazing marsh' habitat. Localised potential to contribute to GI network. No loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, good access to healthcare service, education facilities, peak time public transport links, leisure and cultural opportunities. Could provide significant public open space. <b>Economic</b> – Scores positively; edge of settlement, good access to employment, educational facilities, peak time public transport links and services / facilities. Access to high speed broadband uncertain. Town centre easily accessible from the site.
F11	Fakenham	Res	++	++	-	~	+	+	0	0	0	++	+	++	++	-	++	++	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores positively; within settlement, PDL, FZ1, low to moderate susceptibility GWF, approximately 1/3 of site potentially susceptible to SWF (CC). Potential for remediation of contamination (PDL). Limited biodiversity impact; PDL, limited mature trees / hedgerow to parts of boundary. No loss of agricultural (1-3) land. <b>Social</b> – Scores positively; within settlement, good access to healthcare service, education facilities, peak time public transport links, leisure and cultural opportunities. <b>Economic</b> – Scores positively; within settlement, good access to employment (but loss of designated employment land), educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
F12	Fakenham	Res	+	++	~	~	+	?	0	0	0	++	+	++	++	-	++	++	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores positively; within settlement, not PDL, FZ1, low to moderate susceptibility GWF, approximately 1/6 of site potentially susceptible to SWF (CC). Biodiversity impact uncertain; grass and scrub with mature hedgerow to parts of boundary. No loss of agricultural (1-3) land. <b>Social</b> – Scores positively; within settlement, good access to healthcare service, education facilities, peak time public transport links, leisure and cultural opportunities. <b>Economic</b> – Scores positively; within settlement, good access to employment (but loss of designated employment land), educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.
F15	Fakenham	Res	0	++	+	+	-	-	0	--	0	++	+	++	+	0	++	+	Overall the site scores as <b>negative &amp; positive</b> <b>Environmental</b> – Scores negatively; edge of settlement but more rural, part within FZ2, low to moderate susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Potential to increase light pollution. Potential negative biodiversity impact; arable land, close proximity SAC, SSSI (River Wensum), adjacent woodland. No loss of agricultural (1-3) land. <b>Social</b> – Scores positively; edge of settlement, theoretically good access to local healthcare service, peak time public transport links, education facilities, leisure and cultural opportunities (no apparent physical access to site). <b>Economic</b> – Scores positively; edge of settlement, theoretically good access to employment & peak time public transport links, access to educational facilities & services / facilities (no apparent physical access to site). Access to high speed broadband uncertain. Town centre accessible from the site.
F16	Fakenham	Res	--	++	+	++	0	?	0	-	0	0	+	++	+	0	0	?	Overall the site scores as <b>neutral</b> <b>Environmental</b> – Scores positively; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; part playing field, mown grass, mature trees to two boundaries. Loss of agricultural (1-3) land. <b>Social</b> – Scores neutral; edge of settlement, good access to local healthcare service and peak time public transport links, access to education facilities, leisure and cultural opportunities. Would result in loss of sports facility. <b>Economic</b> – Scores neutral; edge of settlement, good access to employment, peak time public transport links, and some services / facilities. Distant from educational facilities. Access to high speed broadband uncertain. Town centre distant, likely to rely on car.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
F17	Fakenham	Res	++	++	+	++	+	?	0	+	0	++	+	++	++	0	++	0	Overall the site scores as <b>positive</b> <b>Environmental</b> – Scores positively; within settlement, mostly PDL, FZ1, low to moderate susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Potential for remediation of contamination. Biodiversity impact uncertain; PDL with mature trees to one boundary. No loss of agricultural (1-3) land. <b>Social</b> – Scores positively; within settlement, good access to healthcare service, education facilities, peak time public transport links, leisure and cultural opportunities. <b>Economic</b> – Scores neutral; within settlement, good access to employment (but loss of designated employment land), educational facilities, peak time public transport links and services / facilities. No access and no current plans for access to high speed broadband in vicinity. Town centre easily accessible from the site.
F18	Fakenham	Res	--	++	+	++	-	?	0	--	0	~	+	++	+	0	0	0	Overall the site scores as <b>negative / neutral</b> <b>Environmental</b> – Scores negatively; loosely related to settlement, FZ1, low to moderate susceptibility GWF, not considered at risk of SWF (CC). Rural; potential to increase light pollution, likely significant detrimental impact on landscape. Biodiversity impact uncertain; arable land, mature hedgerow / trees around and within boundaries. Loss of agricultural (1-3) land. <b>Social</b> – Scores mixed; loosely related to settlement, good access to healthcare service, removed from educational facilities, peak time public transport links, leisure and cultural opportunities. <b>Economic</b> – Scores neutral; loosely related to settlement, good access to employment, access to educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre accessible from the site. Likely to rely on car.
F19	Fakenham	Res	--	++	+	++	-	?	?	-	0	0	+	++	~	0	~	0	Overall the site scores as <b>negative</b> <b>Environmental</b> – Scores negatively; remote from settlement, FZ1, low to moderate susceptibility GWF, not considered at risk of SWF (CC). Rural; potential to increase light pollution, potential detrimental impact on landscape. Biodiversity impact uncertain; arable land, surrounded by mature hedgerow / trees. Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land. <b>Social</b> – Scores neutral; removed from settlement, access to healthcare service, removed from educational facilities, peak time public transport links, leisure and cultural opportunities. Likely to rely on car. <b>Economic</b> – Scores mixed; removed from settlement, access to employment, removed from educational facilities, peak time public transport links and services / facilities. Access to high speed broadband uncertain. Could support local services. Likely to rely on car.

Site Ref	Settlement	Use	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	Overall Conclusion
H0702	Fakenham	Res	+	++	+	++	~	-	?	0	0	0	+	++	+	0	++	++	<p>Overall the site scores as <b>positive</b></p> <p><b>Environmental</b> – Scores mixed; within settlement, not PDL, FZ1, low to moderate susceptibility GWF, not considered at risk of SWF (CC). Potential negative biodiversity impact; grazing land, mature tress / hedgerow to boundaries, close proximity SAC, SSSI (River Wensum). Localised potential to contribute to and / or impact on GI network. No loss of agricultural (1-3) land.</p> <p><b>Social</b> – Scores neutral; within settlement, good access to local healthcare service and peak time public transport links, access to education facilities, leisure and cultural opportunities. Would result in loss of designated open land area.</p> <p><b>Economic</b> – Scores positively; within the settlement, good access to employment, educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.</p>
H0705	Fakenham	Res	+	++	+	++	~	?	+	0	-	+	+	++	++	0	++	++	<p>Overall the site scores as <b>positive</b></p> <p><b>Environmental</b> – Scores mixed; within settlement, part PDL, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential to affect Grade II Listed Building (Former Grammar School) and setting and setting of CA.</p> <p>Biodiversity impact uncertain; part PDL, playing fields, mature trees / hedgerow within and to parts of boundary. Localised potential to contribute to GI network. No loss of agricultural (1-3) land.</p> <p><b>Social</b> – Scores positively; within settlement, good access to peak time public transport, local healthcare service, education facilities, leisure and cultural opportunities. Loss of part of designated open land / formal recreation area.</p> <p><b>Economic</b> – Scores positively; within settlement, good access to employment, educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.</p>

# Sustainability objectives (1-16)

## ENVIRONMENT

### Land, Water and Soil Resources

**SA1:** To promote the efficient use of land, minimise the loss of undeveloped land, optimise the use of previously developed land (PDL), buildings and existing infrastructure and protect the most valuable agricultural land.

**SA2:** To minimise waste generation and avoid the sterilisation of mineral resources

**SA3:** To limit water consumption to the capacity of natural processes and storage systems and to maintain and enhance water quality and quantity.

### Climate Change, Energy, Air Quality and Pollution

**SA4:** To continue to reduce contributions to climate change and mitigate and adapt against it and its effects.

**SA5:** To minimise pollution and to remediate contaminated land.

### Biodiversity, Fauna, Flora and Geodiversity

**SA6:** To protect and enhance the areas' biodiversity and geodiversity assets (protected and unprotected species and designated and non-designated sites).

**SA7:** To increase the provision of green infrastructure.

### Environmental Landscape, Townscape and Historic

**SA8:** To protect, manage and where possible enhance the special qualities of the area's landscapes, townscapes and seascapes (designated and non-designated) and their settings, maintaining and strengthening local distinctiveness and sense of place.

**SA9:** To protect, manage, and where possible enhance the historic environment and their settings, including, addressing heritage at risk.

## SOCIAL

### Healthy and Inclusive Communities

**SA10:** To maintain and improve the quality of where people live and the quality of life of the population by promoting healthy lifestyles and access to services, facilities and opportunities that promote engagement and a healthy lifestyle (including open space), including reducing deprivation and inequality

**SA11:** To reduce crime and the fear of crime

### Housing

**SA12:** To ensure that everyone has the opportunity of a good quality, suitable and affordable home to meet their needs

## **ECONOMIC**

### **Economic Activity and Education**

**SA13:** To encourage sustainable economic development and education/skills training covering a range of sectors and skill levels to improve employment opportunities for residents

**SA14:** To encourage investment.

**SA15:** To maintain and enhance town centres.

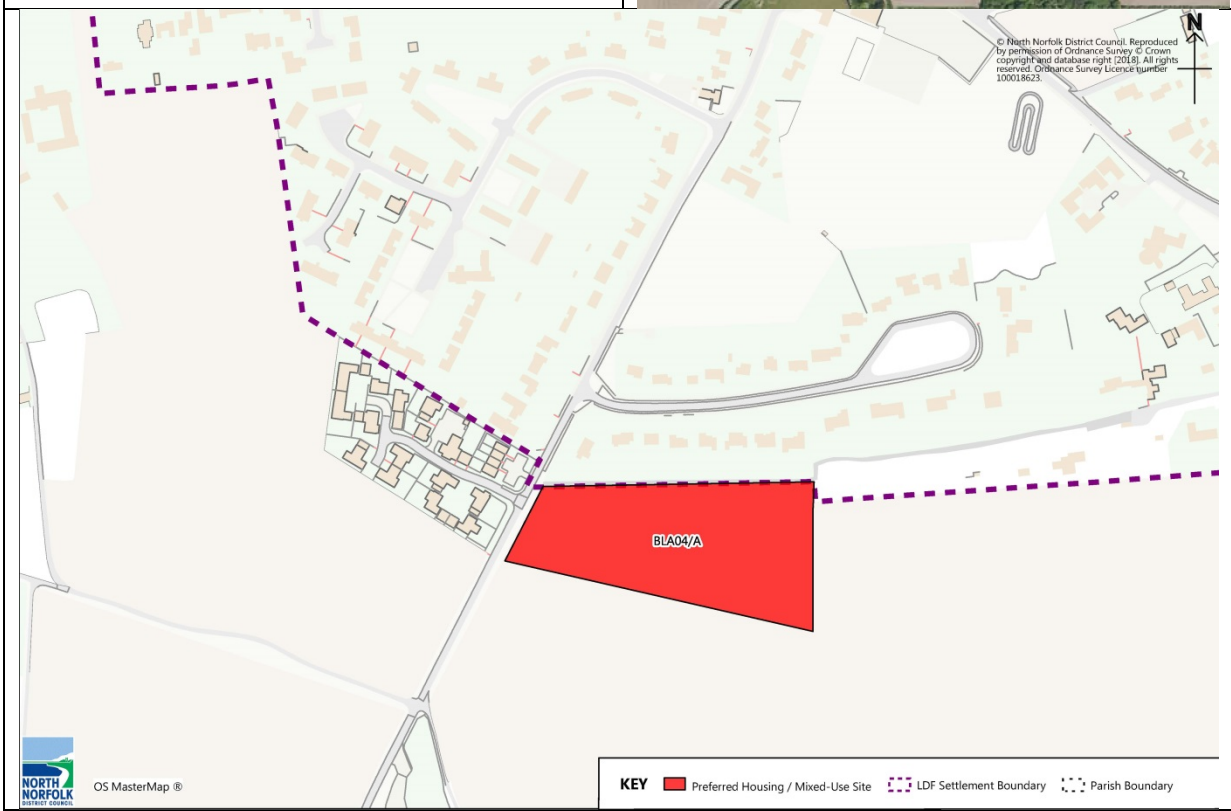
### **Infrastructure and Accessibility**

**SA16:** To reduce the need to travel and to promote the use of sustainable transport.

# Blakeney

<b>Site Reference</b>	<b>BLA04</b>
<b>Site Address</b>	<b>Land East of Langham Road</b>
<b>Site Area</b>	1.5 hectares (gross)

**Proposal**  
 Considered suitable to be allocated for residential development for approximately 30 dwellings.



## Residential Allocation: Land East of Langham Road

### Description

This site is part of an agricultural field which is located on the south western fringe of the village. It is within the Norfolk Coast Area of Outstanding Natural Beauty and the site, and surrounding area, are reasonably prominent in the local landscape particularly when viewed from the higher ground to the south. The area identified as suitable for development has been selected in order to minimise landscape impact and would mirror the development on the west of Langham Road. It is, however, important that new development pays careful attention to design and landscaping to integrate the development into the village.

Acceptable vehicle access can be achieved, subject to the footway along Langham Road being extended and improved. The site is an acceptable walking distance to the primary school; however, a route via FP6 could provide a safe route to school subject to improvement.

Provisional site assessment working party review 04.18



### **Constraints**

The site is within 150m of the Wiveton Downs SSSI and a full assessment of the impact of the site on the SSSI and the North Norfolk SPA/SAC/Ramsar with a scheme for mitigation will be required.

Public Footpath No 6 runs through the northern edge of the site which should be enhanced with a green buffer that fully integrates the footpath with the development.

### **Deliverability**

The site is suitable and available for development. It is in single ownership and there are no known reasons why development on the site cannot be achieved within the plan period.

### **Policy BLA04**

#### **Land East of Langham Road**

Land amounting to 1.5 hectares is allocated for residential development of approximately 30 to 40 dwellings. This site is within the Norfolk Coast AONB, and development proposals should be informed by, and be sympathetic to, the special landscape character of this protected area.

Development will be subject to:

- a. Careful attention to site layout, building heights and materials in order to minimise the visual impact of the development;
- b. prior approval of a scheme of mitigation to minimise potential impacts on the Wiveton Downs SSSI and North Norfolk Coast SPA/SAC/Ramsar;
- c. the existing footway on the Langham Road being improved and extended into the site;
- d. provision of landscaping along the northern boundary including provision of a buffer to Public Footpath No 6 and the integration the footpath into the development to facilitate access and protect amenity;
- e. Provision of a scheme to deliver improvements to FP6 to provide a safer route to the primary school; and,
- f. provision of landscaping along the boundary with agricultural land to the south & east;

### **Sustainability Appraisal Summary**


#### **BLA04 - Overall the site scores as neutral**

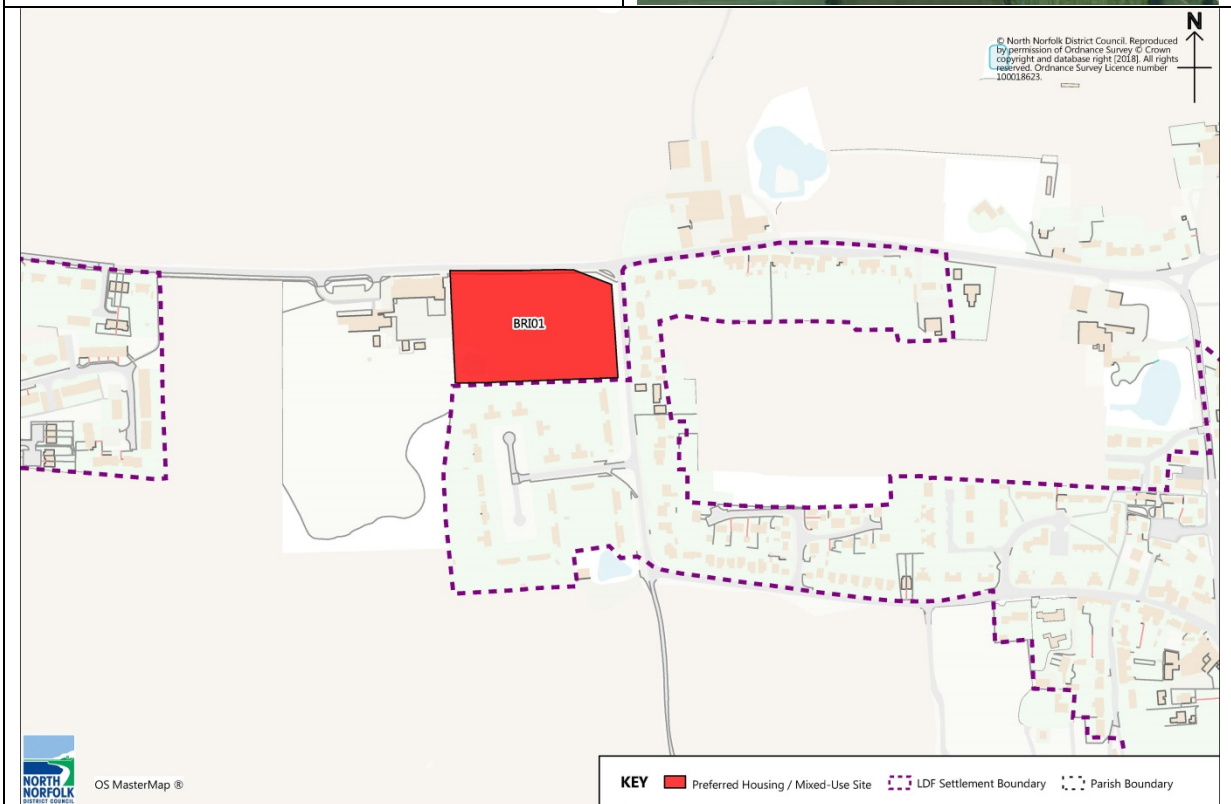
**Environmental** - Scores neutral; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; arable land with mature hedgerow / trees to majority of boundaries, close proximity to SSSI & local geodiversity site (Wiveton Downs). Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land.

**Social** - Scores positive; edge of settlement, good access to local healthcare service and primary education facilities, limited leisure and cultural opportunities, public transport links mainly rely on Coastal Hopper.

**Economic** - Scores neutral; some access to employment, educational facilities, services / facilities. High speed broadband in vicinity, limited public transport links. Could support local services.

# Briston

<b>Site Reference</b>	<b>BRI 01</b>	
<b>Site Address</b>	<b>Land east of Astley Primary School</b>	
<b>Site Area</b>	1.43 hectares (gross)	
<b>Proposal</b> Considered suitable to be allocated for residential development for approximately 30 to 40 dwellings.		



## Residential Allocation: Land East of Astley Primary School

### Description

The site comprises part of an agricultural field located to the east of Astley Primary School. It is well located in the village with good pedestrian access to key village facilities including the primary school, village shops, doctors surgery and recreational facilities.

It is likely that vehicular access to the site would be from The Lane which borders the eastern boundary. This road is a busy route and it is congested at times, particularly at school pick up and drop off times when parked vehicles in the road restrict through traffic.

### Constraints

Pedestrian / cycleway connections across the site from the adjoining existing housing to the Primary School should be delivered.

Provisional site assessment working party review 04.18

**Deliverability**

The site is suitable and available for development. It is in single ownership and there are no known reasons why development on the site cannot be achieved within the plan period

**Policy BRI 01****Land East of Astley Primary School**

Land amounting to 1.43 hectares is allocated for residential development of approximately 30 to 40 dwellings. Development will be subject to:

- a. the provision of landscaping and green wildlife links through the site; and
- b. the provision of pedestrian and cycle access through the site.

**Sustainability Appraisal Summary****BRI 01 - Overall the site scores as positive**

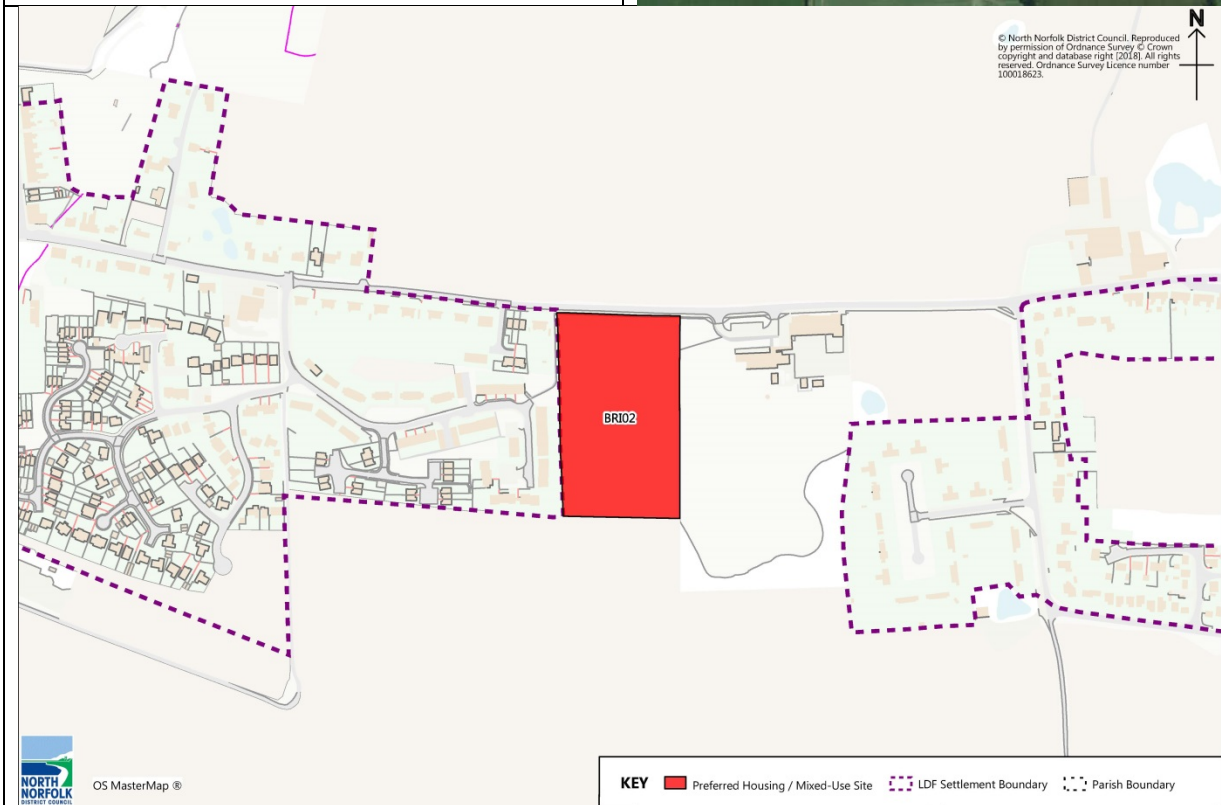
**Environmental** - Scores positively; within settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; arable land, mature hedgerow / trees to 3 boundaries, pond. Loss of agricultural (1-3) land.

**Social** - Scores positively; within settlement, good access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities.

**Economic** - Scores positive / neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services.

# Briston

<b>Site Reference</b>	<b>BRI 02</b>
<b>Site Address</b>	<b>Land west of Astley Primary School</b>
<b>Site Area</b>	1.95 hectares (gross)
<b>Proposal</b>	Considered suitable to be allocated for residential development for approximately 30 to 50 dwellings.



## Residential Allocation: Land west of Astley Primary School

### Description

The site comprises part of a large agricultural field located to the west of Astley Primary School. It is well located in the village with good pedestrian access to key village facilities including the primary school, village shops, doctors surgery and recreational facilities.

It is likely that vehicular access to the site would be from Fakenham Road which borders the northern boundary. This road is a busy route and it is congested at times, particularly at school pick up and drop off times when parked vehicles in the road restrict through traffic. Development of this site should address this issue by providing an off carriageway parking area suitable for school parking. A large site is identified in order to accommodate this. Alternative proposals for addressing the on-street parking issue will be considered.

Provisional site assessment working party review 04.18

The area of housing to the west fronting the Fakenham Road is relatively low density and it is possible that this may be redeveloped during the plan period. Proposals for this allocation should investigate the possibility of comprehensive development including this adjacent area of housing. In any event the layout of development on the site should not prejudice the possible future development of land to the south and west of the site.

### **Constraints**

This is a large site which if developed entirely for housing is capable of accommodating more than the thirty dwellings which are proposed. Parts of the site may however be required for off-road car parking and the layout of development will need to take account of the possible development potential of adjacent land. Vehicular access to Fakenham Road should be restricted to a single access point and alternative access arrangements via the adjacent estate roads should be explored. Pedestrian / cycleway connections across the site from the adjoining existing housing to the Primary School should be delivered.

### **Deliverability**

The site is suitable and available for development. It is in single ownership and there are no known reasons why development on the site cannot be achieved within the plan period

## **Policy BRI 02**

### **Land west of Astley Primary School**

Land amounting to 1.95 hectares is allocated for residential development of approximately 30 to 50 dwellings. Development will be subject to:

- a. Prior approval of a scheme to remove parked vehicles from the carriageway outside of Astley Primary School;
- b. development layout that does not prejudice the potential development/redevelopment of land to the south and west;
- c. provision of landscaping, pedestrian and cycle access, and green wildlife links through the site.

## **Sustainability Appraisal Summary**

### **BRI 02 - Overall the site scores as positive**

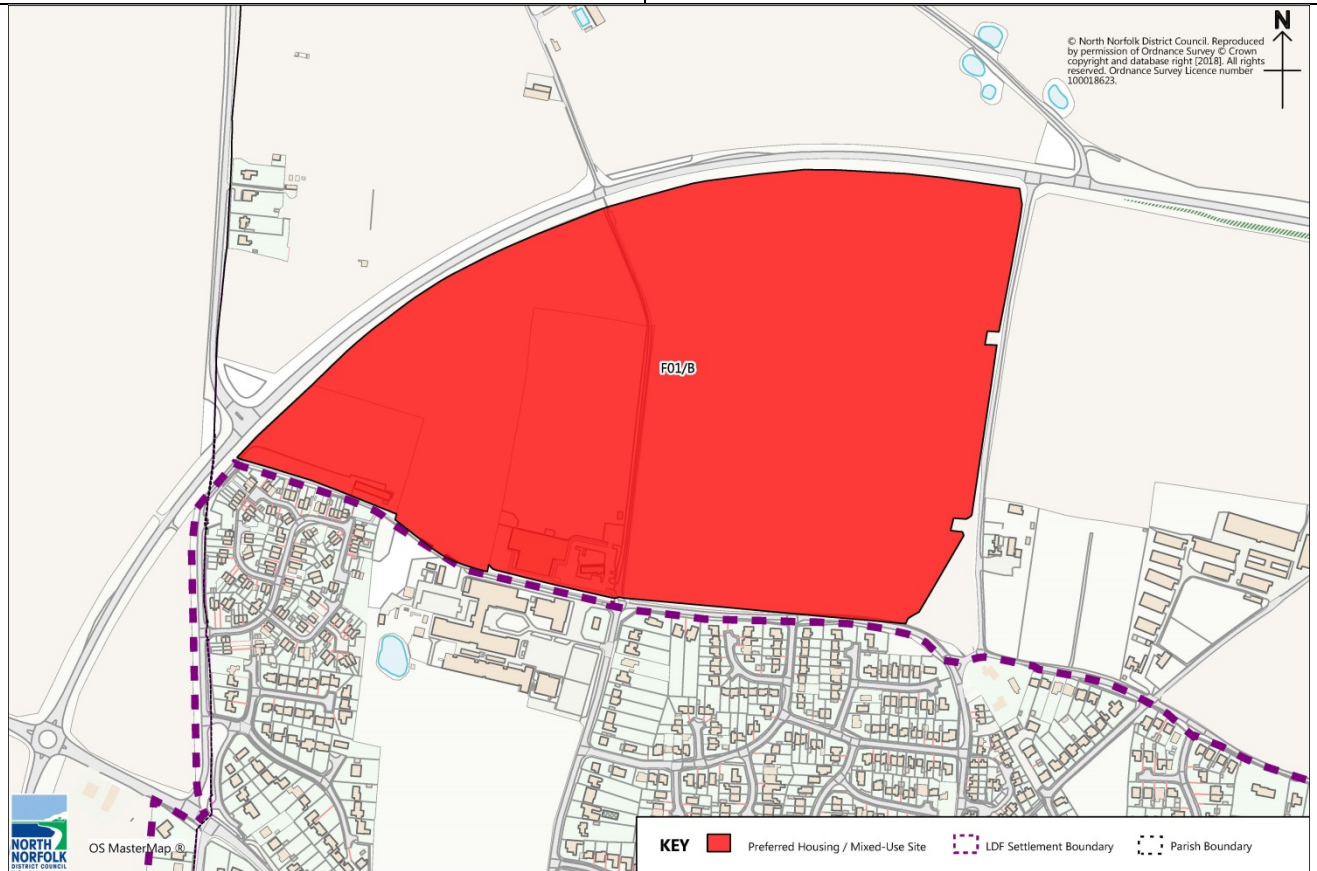
**Environmental** - Scores positively; within settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; arable land, mature hedgerow to majority of boundaries. Loss of agricultural (1-3) land.

**Social** - Scores positively; within settlement, good access to local healthcare service, primary education facilities, peak time public transport links and limited leisure and cultural opportunities.

**Economic** - Scores positive / neutral; some access to employment, educational facilities, services / facilities, peak time public transport links. High speed broadband in vicinity. Could support local services.

# Fakenham

<b>Site Reference</b>	<b>F01/B</b> (this site includes sites F01/2, F01/3, F01/4)
<b>Site Address</b>	<b>Land North of Rudham Stile Lane</b>
<b>Site Area</b>	26.4491 hectares (gross)
<b>Proposal</b> Considered suitable to be allocated for residential development for up to 560 dwellings	



## Residential Allocation: Land North of Rudham Stile Lane

For the purposes of this assessment sites F01/2, F01/3, F01/4 and areas between including Fakenham Rugby Club and sport pitches have been considered together. The assessment proposes that the sites are combined and that the new site reference is F01/B.

### Description

A large site which is predominantly in agricultural use but also includes the rugby club, sport pitches and a sports centre.

It forms part of the larger F01 site which was allocated previously for mixed use development. The land to the east of the site is covered by a development brief which was

approved in 2016 and has a decision for outline planning application pending.

Though this site is distant from the town centre, the site is within walking distance to some services including Fakenham High School and College and can be well connected to key facilities by footpaths, cycle paths and bus routes through this site and the adjacent site.

The site is level and lacks any specific topographical or landscape features which are worthy of protection. It is important that a comprehensive landscaping scheme is prepared to minimise impact of development on the surrounding countryside and provide a landscaped buffer to the bypass.

Areas of open space should also be provided to break up development. Development could displace a number of existing uses including the rugby club, if these uses can't be retained in their location then they should be provided elsewhere.

NCC Highways have confirmed that the site would require two points of access, potentially from:

- A new roundabout on the A148 at the junction with the B1105 and;
- From the adjacent development (F01A) off Water Moor Lane.

NCC Highways have also confirmed that there would need to be an upgrade to the Shell (A148/A1065) roundabout. And the consideration of links to the south and necessary improvements made to the highway network. And also the consideration of for the provision of crossing facilities on the bypass at Trap Lane.

The site would need to comply with the development brief for the adjacent site (F01A). There should be no vehicular access to the south, with only pedestrian, cycling and public transport being permitted.

Part of the site could be used for employment and this use will be assessed in due course as more information and evidence emerges. This may change the policy for F01/B.

### **Constraints**

Development of the site will require enhancement to treatment capacity in the Water Recycling Centre.

Sewers and water mains cross the site and diversion would be at the developers' expense.

The site may have medieval finds and therefore archaeological work may be necessary prior to any development taking place. The site may be of geological importance or interest and may require geodiversity investigation. More Information on this is required.

### **Deliverability**

More information is required on the deliverability of the site, including setting out what infrastructure is required, such as the potential requirement of a roundabout connecting the A148 and B1105.

## **Policy F01/B**

### **Land North of Rudham Stile Lane**

Land amounting to approximately 26.4 hectares is allocated for residential development of up to 560 dwellings including appropriate levels of affordable housing. The density and layout should be in agreement with the adjacent F01 site and approved development brief. The site should include a proportionate level of open space and contributions towards infrastructure, services and other community needs as required and:

- The prior approval of a Development Brief to address access and sustainable transport, layout, landscaping, phasing and conceptual appearance;
- Provision of open space and tree planting within the site and a landscaped buffer to the A148;
- Retention or replacement of existing sporting uses including the rugby club and sports centre;
- Investigation and remediation of any land contamination;
- Archaeological investigation if required;
- Demonstration that there is adequate capacity in water recycling centre.

## **Sustainability Appraisal Summary**

### **F01/B [Includes F01/2, F01/3 & F01/4] – Overall the site scores as positive**

**Environmental** – Scores positive / neutral; edge of settlement, FZ1, low susceptibility GWF, insignificant areas potentially susceptible to SWF (CC). Potential for remediation of contamination. Localised potential to contribute to and / or impact on GI network. Biodiversity impact uncertain; arable land & sports fields, parts of boundary comprised of mature hedgerow / trees. Part agricultural (1-3) land.

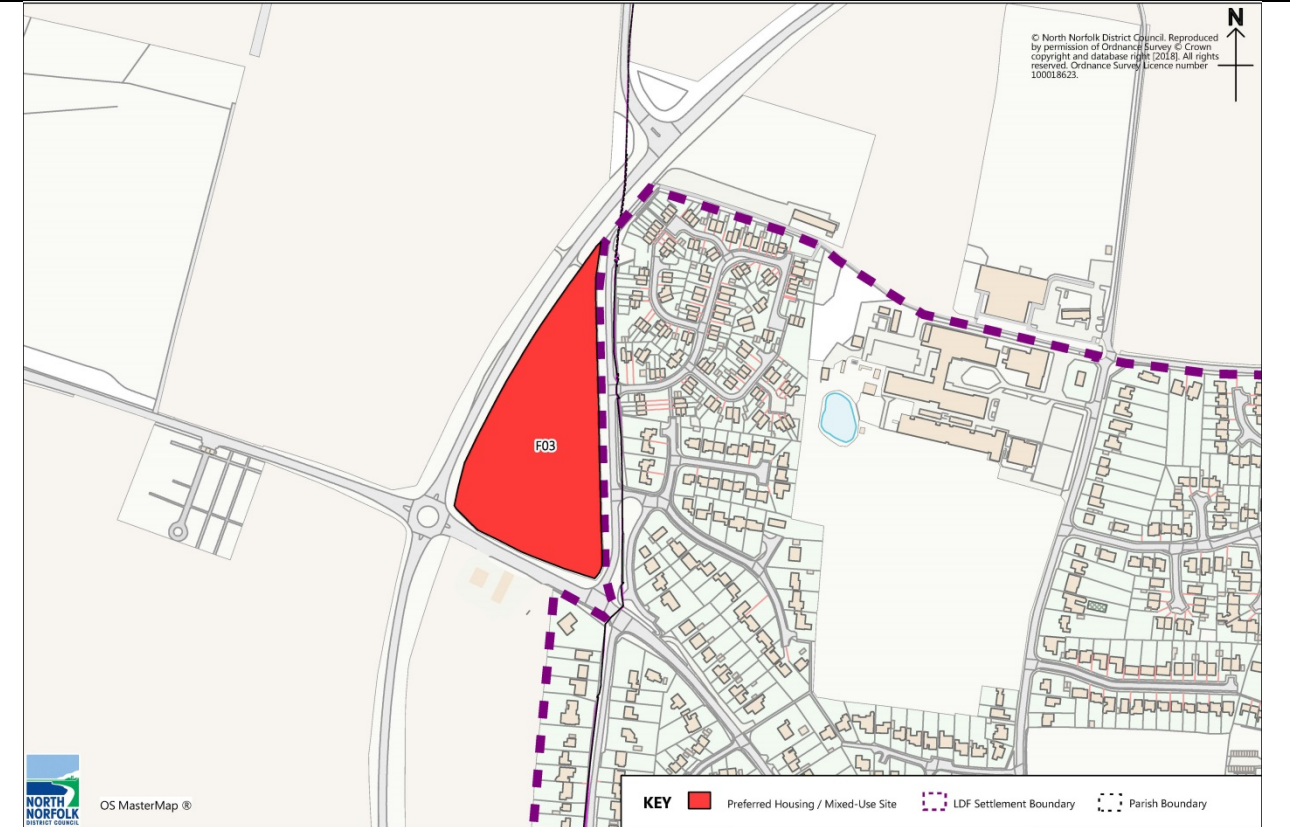
**Social** – Scores positively; edge of settlement with good access to peak time public transport, local healthcare service, education facilities, leisure and cultural opportunities. Could provide significant public open space.

**Economic** – Scores positively; edge of settlement, good access to employment, educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre accessible from the site.



# Fakenham

<b>Site Reference</b>	<b>F03</b>
<b>Site Address</b>	<b>Land at Junction of A148 and B1146</b>
<b>Site Area</b>	2.16 hectares (gross)
Considered suitable to be allocated for residential development for approximately up to 65 dwellings.	



## Residential Allocation: Land at Junction of A148 and B1146

### Description

This site currently comprises of paddock / grassland located on the western edge of the town between the built-up area and the bypass. The site is located within walking distance to Fakenham High School and College, the site is 1.5km to the junior school and a further 0.7km to the Infant School. There are surfaced pedestrian path available along Wells Road into the town centre with bus services available.

The site is level and lacks any specific topographical or landscape features which are worthy of protection. However it does currently act as a buffer between the built-up area

and the bypass.

### **Constraints**

Part of site is on a gas pipeline buffer zone. Further discussion with AMEC is required to ensure pipeline is not adversely affected.

Suitable access can be achieved to the site from Wells Road subject to improved Public Rights Of Way on Rudham Stile Lane.

### **Deliverability**

The site is suitable and available for development. It is in single ownership and there are no known reasons why development on the site cannot be achieved within the plan period.

More information is required on the deliverability of the site, in terms of the potential to assist with improvement of the A148/A1065 roundabout arising from the impacts of development.

## **Policy F03**

### **Land at Junction of A148 and B1146**

Land amounting to approximately 2.16 hectares is allocated for residential development approximately 65 dwellings including appropriate levels of affordable housing and contributions towards infrastructure, services and other community needs as required and:

- A Landscaping buffer should be provided to the west of the site to soften the boundary between the development and the bypass and land to the west.
- Provision of highway access on to Wells Road.
- Improved Public Rights Of Way on Rudham Stile Lane.
- Any development on the site should protect the alignment of the gas pipeline.

## **Sustainability Appraisal Summary**

### **F03 – Overall the site scores as positive**

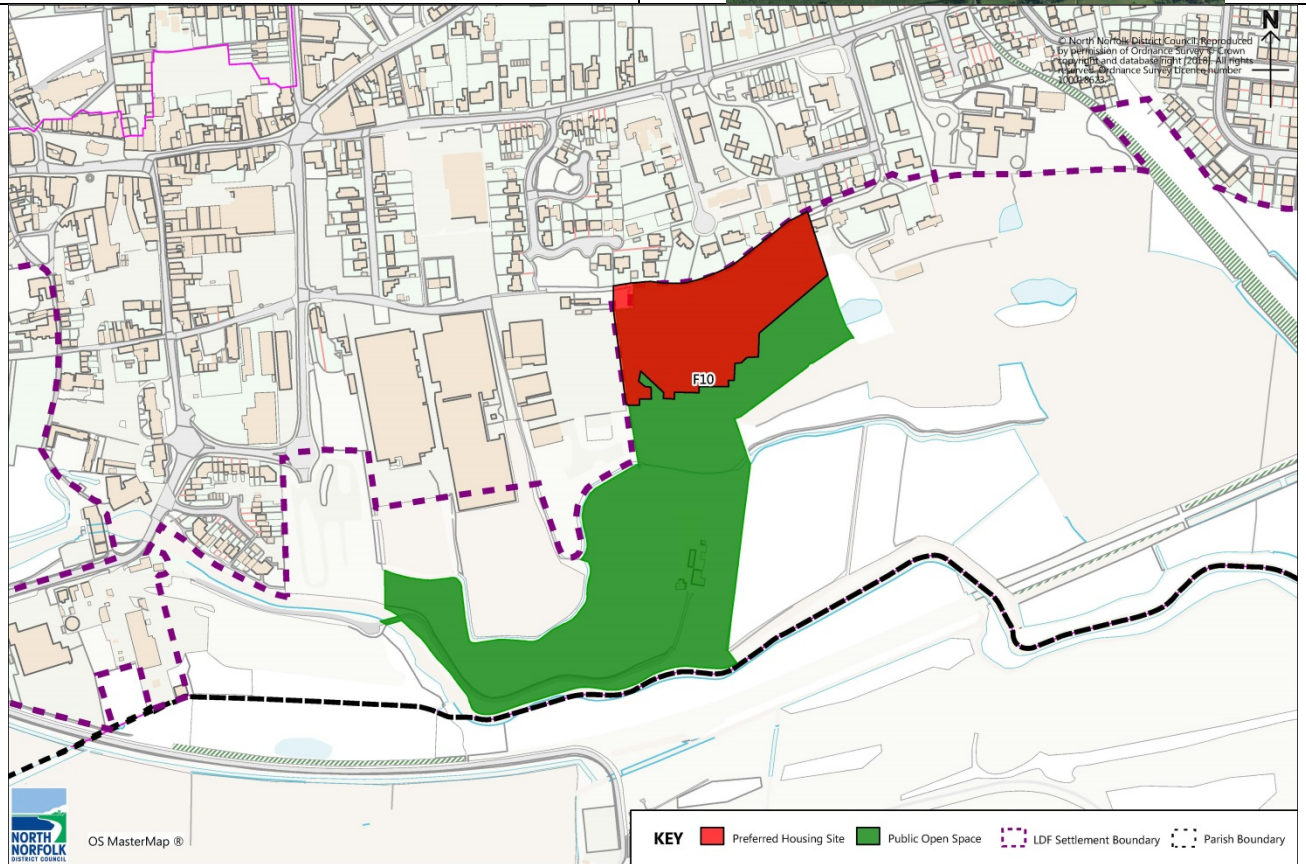
**Environmental** – Scores positively; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; arable land, surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land.

**Social** – Scores positively; edge of settlement, access to local healthcare service, education facilities, peak time public transport links and limited leisure and cultural opportunities.

**Economic** – Scores positively; edge of settlement, good access to employment, educational facilities, peak time public transport links and services / facilities. High speed broadband in vicinity. Town centre accessible from the site.

# Fakenham

<b>Site Reference</b>	<b>F10</b>
<b>Site Address</b>	<b>Land South of Barons Close</b>
<b>Site Area</b>	1.45 hectares (gross)
<b>Proposal</b> Considered suitable to be allocated for residential development for approximately 35-55 dwellings.	



## Residential Allocation & Public Open Space: Land South of Barons Close

### Description

This is a greenfield site located on the southern edge of Fakenham and comprises of grassland which slopes down towards an area of wet grassland and the River Wensum. Part of the site is at risk of flooding and this area has been proposed for public open space, shown in green. The remaining land is proposed for residential development.

The site is bounded by some mature trees and hedgerows and these should be retained and extended where possible.

Provisional site assessment working party review 04.18

The site is well located to the town centre including key facilities - schools, shops and recreational facilities.

Vehicular access should be via Baron's Hall Lane and pedestrian/cycle access to the town centre should be available via Oxborough Lane. Pedestrian connection through the open space should be provided, connecting to the existing Riverside Walk and the Aldiss Community Park to the south-west.

#### Constraints

To the south of the site is the River Wensum which is a Site of Special Scientific Interest (SSSI) and is an attractive landscape. An appropriate landscape buffer to the south of the site should be provided.

Given the location adjacent to existing employment uses, it is possible that there is land contamination and this will need to be investigated and, if necessary, remediation works will be required prior to any development taking place.

The site includes a number of mature trees, including those subject to TPO along the Northern boundary.

The southern part of the site is within the flood risk zone and therefore unsuitable for residential development. This part is allocated for public open space and should be made available for a variety of open space uses.

Development will be subject to a satisfactory flood risk assessment demonstrating how flood risk from all sources of flooding to the development itself and from the site to the surrounding area will be managed.

Sewers cross the site and if these need diverting then it would be at the developers' expense.

#### **Deliverability**

The site is suitable and available for development. It is in single ownership and there are no known reasons why development on the site cannot be achieved within the plan period.

Further work is required to ascertain the suitability of vehicular and pedestrian access from Baron's Hall Lane.

#### **Policy F10**

##### **Land South of Barons Close**

Land amounting to approximately 1.45 hectares is allocated for residential development of approximately 35-55 dwellings including appropriate levels of affordable housing and the remaining 4.15 hectares of land is provided as open space.

- Retention and enhancement of mature hedgerows and trees around the site;
- Provision of a safe vehicle and pedestrian access from Baron's Hall Lane;
- No development shall be located in areas of flood risk, as demonstrated by a site-specific Flood Risk Assessment;

- investigation and remediation of any land contamination;
- Footpath should be retained to connect to town centre and through open space to Riverside Walk.

## **Sustainability Appraisal Summary**

### **F10 – Overall the site scores as positive**

**Environmental** – Scores mixed; edge of settlement, area of site proposed for housing is part within FZ2 and adjacent to FZ3a & 3b, low to moderate susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Majority of area of site proposed for public open space is within FZ3a & 3b, majority of that area potentially susceptible to SWF (CC). Potential negative biodiversity impact; area of site proposed for housing within 500m of CWS, SAC, SSSI (River Wensum), wider site immediately adjacent SAC, SSSI (River Wensum). Part of area proposed by housing and majority of area proposed for open space is indicated as ‘floodplain grazing marsh’ habitat. Localised potential to contribute to GI network. No loss of agricultural (1-3) land.

**Social** – Scores positively; edge of settlement, good access to healthcare service, education facilities, peak time public transport links, leisure and cultural opportunities. Could provide significant public open space.

**Economic** – Scores positively; edge of settlement, good access to employment, educational facilities, peak time public transport links and services / facilities. Access to high speed broadband uncertain. Town centre easily accessible from the site.