

North Norfolk District Council

Site Assessment Regulation 19: Hoveton

Draft - Planning Policy & Built Heritage Working Party
03/06/2020

Document Control

Date	Officer	Content Added	Actions / Remaining Tasks
19/03/20	CB	Reg 18 & cumulative highway comments	N/A
19/03/20	CB	Summary Consultation Comments Regulation	N/A
08/04/20	JM	Updated Open Space, PPS and Education. Education, Infrastructure and Employment awaiting updates	Complete – subject to updates to studies/ background papers
21/04/20	CB	<ul style="list-style-type: none"> - Part 1 / Part 2 of booklet made clearer - Cover added - References to original sources of information removed throughout. - Open Space table updated to included LGS refs, removed ref to 'provisional recommendation', and changed title from 'Open Space – AGS Study' to 'Open Space'. - Action column deleted from Reg 18 Summary of Comments 	N/A
28.4.20	iw	<ul style="list-style-type: none"> - Introduction reviewed re context removing references final approach and just concentrating on context the review is taking place in - Assessment headings reviewed and added in tables - Draft watermark added 	28.4.20
10/05/20	CB	<ul style="list-style-type: none"> - Site Maps added 	Review if meets needs.
21/05/20	CD	Updates and conclusions for SA Reg 19	Complete
02/06/20	SH	Site assessment section	Complete.
4.6.20	MA/IW	Review and sign off for working party consideration	Complete – Formatting required post Working Party consideration

Site Assessment (Hoveton)

This booklet provides a high-level overview of Hoveton as a growth location in the Draft Local Plan and looks in detail at the promoted site identifying which is the most suitable to contribute towards the allocation requirements in this settlement. The identified site contributes to the overall housing requirement for the settlement and protect important areas of various types of green open space.

The sites referred to in this booklet are shown, together with their reference numbers on the Maps to the rear of the document and include all of those which were subject to consultation at Regulation 18 stage of plan preparation and any additional sites which were suggested in response to the consultation.

The intention is that the booklet will be updated throughout the remainder of the plan preparation process.

The booklet contains:

Part 1 - Contextual background information about Hoveton together with a summary of the Regulation 18 consultation responses from statutory consultees, individuals and town and parish councils.

Part 2 – Updated assessment and Sustainability Appraisal of each of the sites considered.

Part 3 – The Council’s conclusions on the availability and suitability of each of the sites drawing together the Sustainability Appraisal and Site Assessment and the Regulation 18 consultation responses.

Part 1: Background Information

Settlement:

Hoveton - Small Growth Town

Plan Requirements:

Hoveton is one of five identified Small Growth Towns in the settlement hierarchy and acts as a district centre where some growth can be accommodated. The Local Plan sets a modest housing target of approximately 150 dwellings. In determining this scale of growth the Council has been mindful of Hoveton’s relationship with Wroxham and the interdependence on facilities, services and infrastructure. Broadland District Council is responsible for land use planning in Wroxham and the Broads Authority administers the riverside area. Both Authorities have or will prepare separate Local Plans for their areas.

Settlement Description:

Hoveton is identified as a Small Growth settlement in the proposed settlement hierarchy. This means it has been identified as one of five settlements, together with Holt, Sheringham, Stalham and Wells-next-the-Sea, where a relatively modest scale of growth is promoted. The villages of Hoveton and Wroxham have a combined population of over 3,500. They are larger than some of the small towns in the District (Stalham and Wells) and have a range of facilities and services including supermarket, department store, and main line rail connection to Norwich and the Norfolk Coast.

Hoveton and Wroxham are two large villages on either side of the River Bure; together they form one of the most important boating and tourism centres of the Broads area. The area west and south west of Station Road and Church Road is in the Broads Authority area and Wroxham is within Broadland District. Broadland District Council, together with Norwich City Council and South Norfolk Council, is in the process of preparing a new Local Plan for the Greater Norwich area. Any proposals for growth in Wroxham lie outside the scope of North Norfolk Local Plan, through cross boundary considerations are taken into consideration through the Duty to Co-operate. The significance of the boating industry to the local economy can be gauged from the large number of boat hiring and building yards, particularly downstream of Wroxham Bridge. The middle Bure, downstream of Wroxham Bridge, is administered by the Broads Authority and is amongst the most heavily used stretches of the Broads waterway system.

Employment, Town Centre & Retail (To update with findings of the employment study)

The commercial and shopping centre of the two conjoined villages is concentrated in Hoveton where a small part of the town centre falls into the administrative area of the Broads Authority. For retailing the town centre is to be taken as a whole and proposals will be considered in the context of the entire town centre and the policies of Broads Authority so that retail matters address the town centre in its entirety. Hoveton is unusual in the sense that the retail floorspace is dominated by Roy's of Wroxham which acts as a wide draw, including tourist visitors. Hoveton has a relatively low provision of non-retail services, but a high proportion of restaurants and cafes reflecting the town's role as a tourist destination. Given its role as a tourist centre and proximity to Norwich the town centre retains a low proportion of convenience goods expenditure and is classed as a Medium Town Centre in the retail hierarchy.

In terms of scale of retail development, Hoveton would be vulnerable to impacts from large scale growth (2,500sqm gross) and a locally derived impact threshold of 500sqm is set for retail and leisure development (see Retail & Town Centres), reflecting the smaller scale of the town centre, the nature of existing retail premises other than Roys and the existing floor space projections. Since the publication of the 2017 Retail and Main Town Centres Uses Study, a further 1,672 sqm has been granted permission in Hoveton town centre for A1 and Café/Restaurant use. Short term growth should be accommodated in small infill sites, shop extensions and expansion on to upper floors - followed by suitable edge of centre sites.

Whilst there are diverse employment opportunities in Hoveton, retailing and the boat building / hiring industries are significant sectors. The two employment areas within Hoveton are Tunstead Road and Stalham Road Industrial Estates. These sites provide the opportunity for small scale development and redevelopment over the plan period.

Constraints & Opportunities

There is very little previously developed land in and around Hoveton which inevitably means that new locations for development are on the edge of the village in countryside locations. Whilst over the plan period it is expected that a process of re-development, infill developments, and change of use will continue to provide a supply of new homes and other uses, these opportunities are relatively modest and will not address the identified need for new homes in particular. There are a range of factors which influence the potential location of development in Hoveton including: environmental and landscape considerations which include the consideration of the wider Broad's landscape and the need to take into account the infrastructure requirements in the village.

In summary, the main considerations which influence the suggested location of development sites are:

- the need to minimise the impact of development proposals on the Norfolk Broads, The River Bure and the landscape more generally;
- retaining existing green spaces within the boundary where they are either functionally or visually important;
- locating developments where they are, or can be connected, to key services and the town

- centre preferably by walking, cycling or public transport or via better quality roads;
- avoiding locations which are detached from Hoveton and not well related to existing built up areas;
- minimising impacts on traffic circulation.

Infrastructure (To update following updates to the IDP)

The proposed land allocations have been developed in conjunction with advice and information from infrastructure providers and statutory consultees. Background Paper 4 - Infrastructure Position Statement provides contains more information and has informed the Infrastructure Deliver Plan. Highways and transport issues have been informed by the recently published Wroxham and Hoveton Network Improvement Strategy (April 2020).

- Hoveton suffers from congestion in the village centre along the A1151 and across the river bridge through Wroxham, particularly in holiday periods.
- Contributions to the schemes in the Wroxham and Hoveton Network Improvement Strategy are required, particularly the list of interventions that are identified to mitigate the anticipated transport impacts of development.
- The education authority has confirmed that the primary and secondary schools have capacity and scope for future expansion.
- Hoveton has a medical practice that provides primary care to the settlement and wider area, growth considerations are taken into account by the wider CCC with contributions from development where appropriate. Further details are set out in the Health Protocol and in the relevant policies of the Local Plan.
- The area immediately adjacent to the River Bure is identified in the Strategic Flood Risk Assessment as being at risk associated with combination of fluvial and tidal influences along the river Bure to the south of the settlement. Much of this area is zone 3. Tidal locking has potential to increase levels in the River Bure at Hoveton. Predominantly isolated surface water ponding on roads, gardens and open space is possible in Hoveton.
- Anglian Water Position Statement May 2019 sets out that the principal issue is surface water ingress into the sewerage network from private sewers and not Hoveton Water Recycling Centre itself.

As development takes place it will need to be served by appropriate supporting physical infrastructure and services. All developments are required to address any identified shortages in infrastructure to the extent necessary to make the specific proposal acceptable.

Connectivity

The settlement is well connected to Norwich by way of road, rail and bus links and is seen as a gateway to the Boards. The serving railway line connects to the Norfolk Coast via North Walsham, Cromer and Sheringham.

Open Space Requirements

The 2019 North Norfolk Open Space Assessment sets the quantum of open space for new residential developments across the district for the plan period. Assessed against these standards the study identifies that Hoveton has a surplus of Amenity Greenspace, but has a requirement for all other types of open space, particularly allotments.

School Provision (To review following update from Norfolk County Council Education)

There are two schools situated in Hoveton: St. John's Community Primary School and Broadland High Ormiston Academy School, which has a wide catchment also providing secondary education for Horning,

Tunstead and Neatishead.

Limited growth is proposed in Hoveton through the emerging North Norfolk local Plan. Hoveton and Wroxham act as a cross-border settlement and growth in Wroxham and the wider catchment must be considered.

The adopted Norwich Joint Core Strategy defined Wroxham as a Key Service Centre, but proposed limited growth in Wroxham itself through the plan period. However the plan proposed significant growth within the Thorpe St. Andrew Growth Triangle, some of this proposed growth would fall within the catchment of the Broadland High Ormiston Academy School. The Growth Triangle Area Action Plan¹, adopted in 2016, sets out that as part of the planned growth in housing there will be a need for a new high school, which will serve the Growth Triangle as a whole.

The draft Regulation 18 Greater Norwich Local Plan, which will, when adopted, supersede the Norwich Joint Core Strategy, defines Wroxham as a Key Service Centre and although proposes limited additional growth within Wroxham itself, a total of 13,400 homes are anticipated to come forward within the Growth Triangle area through the plan period (to 2038).

Whilst there is significant growth planned within the Growth Triangle Area, it is demonstrated that with the proposed expansion Broadland High Ormiston Academy School along with the proposed High School within the Growth Triangle Area itself, there is sufficient capacity to meet this future demand.

Affordable Housing Zone & Policy Percentage

Hoveton is identified in Zone 2 for affordable housing with a plan requirement for 35% of the total dwellings provided on schemes of 6+ dwellings.

Demographics:

Population in Hoveton: 2005

	Number	%
Aged 0 to 15	368	11.9
Aged 16 to 29	659	21.3
Aged 30 to 44	338	10.9
Aged 45 to 64	861	27.9
Aged 65+	1231	39.9

Housing Stock

	Number	%
Detached house or bungalow	596	61.3
Semi-detached house or bungalow	202	20.8
Terraced house or bungalow	97	10.0
Flat, maisonette or apartment - Purpose-built block of flats	66	6.8
Flat, maisonette or apartment - Part of a converted or shared house	3	0.3

¹ Broadland Council (2016) Growth Triangle Area Action Plan [Online] https://www.broadland.gov.uk/download/downloads/id/1143/growth_triangle_area_action_plan_adopted_july_2016.pdf [Accessed 23/04/2019]

Flat, maisonette or apartment - In a commercial building	9	0.9
Caravan or other mobile or temporary structure	0	0

Affordability

Hoveton	9.95
North Norfolk	8.72

Parish Boundaries:

All sites are located within Hoveton Parish.

Services:

Hoveton offers a wide range of shops and services which serve residents of the town and the surrounding area.

Services & Facilities		
Category	Services	Conclusion
Education	<ul style="list-style-type: none"> St. Johns Community Primary School & Nursery Broadland High School 	Hoveton has a secondary school.
Health care	<ul style="list-style-type: none"> Hoveton & Wroxham Medical Centre Nineteen Church Road Dental Care Clinic 	Hoveton benefits from a medical centre and a dental clinic.
Retail	22 comparison retail units and 7 convenience retail units within the town's primary shopping area.	Large convenience store and comparison shopping.
Public transport	Regular bus service to Stalham, Norwich and Great Yarmouth Regular Greater Anglia Services to Cromer, Sheringham, North Walsham and Norwich	Good public transport links to higher order settlements.
Employment opportunities	A number of opportunities for employment within the sectors of: Wholesale and retail trade; Manufacturing; human health and social work activities; construction; education; and accommodation and food services activities.	It is considered that there are a broad range of employment opportunities within the town.

Constraints

Built Environment:

Hoveton does not have a designated Conservation Area.

There are a total of 14 Listed Buildings in Hoveton, one of which is Grade I (Hoveton House) and three Grade II*. Hoveton Hall is a Grade II Listed Building some 1.5 km to the north of the village centre and the gardens surrounding the hall are a designated Ungraded Historic Park and Garden. In addition, there is one Scheduled Ancient Monument (Wroxham Bridge). Currently no buildings have been locally listed.

Natural Environment

Environmental Designations

Hoveton is naturally constrained to the south by the River Bure, which separates the village from Wroxham. The area to the south of Hoveton is situated within the Broads Authority.

In the southeast of Hoveton, to the north of River Bure, the Bure Marshes are subject to the following designations: National Nature Reserve; Ramsar; Special Protection Area (SPA); Special Area of Conservation (SAC) and; Special Site of Scientific Interest (SSSI).

Given that the River Bure flows west to east, this would need to be taken into consideration in proposals within Hoveton itself.

Landscape Character:

The North Norfolk Landscape Character Assessment (2018) identifies that Hoveton is situated within the Low Plains Farmland Character Area.

The **Low Plains Farmland** is characterised by a flat or gently undulating open landscape with long, uninterrupted views, predominantly arable land use and dispersed rural settlements, including the expanding market town of North Walsham. The landscape becomes less enclosed and wooded towards the coast, as a result of 20th Century agriculture and hedgerow removals.

The vision for this landscape character area is a well-managed and actively farmed rural landscape that makes the most of field margins for biodiversity and contains a mosaic of farmland, heathland and woodland to provide a network of semi-natural features. New development is integrated within the existing settlements where it reinforces traditional character and vernacular. The landscape retains a rural character and dark skies at night.

Flood Risk:

The North Norfolk Strategic Flood Risk Assessment (SFRA) (2017) climate change flood risk layers in regard to fluvial, tidal and surface water flooding identifies that the functional floodplain (FZ3) of the Wroxham Broad runs to the south of Hoveton. The area immediately adjacent to the River Bure is identified in the SFRA as being at risk associated with combination of fluvial and tidal influences along the river Bure to the south of the settlement. Tidal locking has potential to increase levels in the River

Bure at Hoveton. Predominantly isolated surface water ponding on roads, gardens and open space is possible in Hoveton

Anglian Water Position Statement (May 2019) is in response to concern of the Hoveton-Brimbelow Road No 2. Sewage Pumping Station being prone to surcharging in some storm conditions and during periods of high water levels in the River Bure.

The public sewer network has capacity for all existing and proposed foul water flows. However, AW are investigating discrepancies between recent rainfall event and a more severe hydraulic loading that cannot be generated by the legitimate sewer catchment.

Investigation so far has found there has been some structural deterioration in public sewer close to the river bank but that these defects are insufficient to account for the extent of surcharge reported.

AW have concluded that the surcharging of the foul water sewerage network is predominantly caused by ingress of surface water via direct and indirect connections.

Investment in AW assets to enhance capacity to meet future demands. Seek to remove surface water from foul water sewerage. AW have indicated the most vulnerable areas subject to surface water and water inundation are those low lying areas near to the river. The proposed solution is to divert domestic surface water and highway drainage to an alternative outfall and make modifications to the existing foul sewerage assets in these vulnerable areas to provide a higher degree of flood protection from high river levels. Work may also be necessary to ensure that new connections do not feed into the low level foul water network.

Investigations are still ongoing but all major developments connecting foul water to the sewer network should reflect practicable mitigation of the additional development flow during rainfall events. All opportunities to prevent and reduce surface water ingress to the foul network should also be taken.

The position statement will be updated following further work by Anglian Water.

Coastal Change Management Area:

N/A

Statutory Consultees Regulation 18

Highways:

HV01/B

DS13: Land East of Tunstead Road

Sustainability

Catchment schools are within walking distance, a trod is available at the site frontage and connects to the A1151 via a cycle path and PROW. Uncontrolled crossings are provided at 2 locations on the A1151 between Summer Drive and the A1062 and also at the A1151 junction with the A1062. Buses can be accessed at the site frontage, A1151 Stalham Road and the town centre. The Hoveton train station is within walking distance of the site as are employment, shopping and leisure opportunities.

Safety

Access at Tunstead Road should accord with the requirements of DMRB. This will require removal of a length of frontage hedge.

Mitigation

The existing trod at Tunstead Road should be upgraded to provide a cycleway/footway between the site and Broadland High School. Submission of Transport Assessment required, along with provision of any identified development traffic mitigation measures. The traffic analysis should as a minimum include B1354 junctions at Tunstead Road and A1151 Stalham Road and the A1151 corridor through Hoveton village centre.

Cumulative Comments for Settlement

None received. – please note NCC have since completed a Network Improvement Strategy. The Wroxham and Hoveton Network Improvement Strategy (WHNIS), in collaboration with stakeholders, has identified potential measures (identified in an 'Action Plan') to help address existing transport network constraints, and transport improvements, to facilitate the growth identified in the emerging Local Plans (North Norfolk and Broadland). A more detailed review is found under further information section of this document below.

Minerals & Waste:

HV01/B

DS13: Land East of Tunstead Road

LP739 - The following wording should be included in the allocation policy - The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. Any future development on this site will need to address the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 - 'safeguarding' (or any successor policy) in relation to mineral resources, to the satisfaction of the Mineral Planning Authority

Utilities Capacity

Anglian Water

HV01/B

DS13: Land East of Tunstead Road

LP439 - Policy DS13 states that a wider water catchment strategy and foul water drainage strategy are required for this allocation site. However the supporting text refers to the water catchment strategy

being aligned with the overall catchment strategy. Any site specific strategy would need to be aligned with any wider catchment strategy. Anglian Water asks that the wording relating to foul drainage be amended to ensure it is effective. To be effective there is a need to clarify what is the requirement for the applicant in relation to foul drainage and how this relates to any further technical work or investigation(s) undertaken by Anglian Water rather than the developer.

Environment Agency

HV01/B

DS13: Land East of Tunstead Road

LP482 - Where policies reference enhancements to sewerage infrastructure, the wording should ensure that enhancement to sewerage infrastructure is undertaken ahead of occupation of dwellings, this is to prevent detriment to the environment and comply with WFD obligations. Paragraph 15.10 Provision of SuDS within development is key. There is a history of mis-connections of foul water to the fresh water drainage system in this area. Opportunities for marginal aquatic plants should be included in any development along the edge of the river.

Education

Norfolk County Council

No comments received.

Others

Historic England

(Comments on all Preferred Sites)

LP705 - It is important that policies include sufficient information regarding criteria for development. Paragraph 16d of the NPPF states that policies should provide a clear indication of how a decision maker should react to a development proposal.

To that end we make the following suggestions.

- a) The policy and supporting text should refer to the designated assets and their settings both on site and nearby. By using the word 'including' this avoids the risk of missing any assets off the list.
- b) The policy should use the appropriate wording from the list below depending on the type of asset e.g. conservation area or listed building or mixture
- c) The policy and supporting text should refer to specific appropriate mitigation measures e.g. landscaping or careful design or maintaining key views or buffer/set Therefore, please revisit the site allocations and ensure that policy wording/supporting text is consistent with the advice above. Where a site has the potential to affect a heritage asset, we would expect the following typical wording within the policy:
 - listed building 'Development should preserve the significance listed building and its setting'. This is based on the wording in Part 1, Chapter 1, paragraph 1 (3) (b) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
 - conservation area 'Development should preserve or where opportunities arise enhance the Conservation Area and its setting'. This is based on the wording in Part 2, paragraph 69 (a) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
 - registered park and garden - 'Development should protect the registered park and garden and

its setting.’

- scheduled monument ‘Development should protect the scheduled monument and its setting.’
- combination of heritage assets ‘Development should conserve and where appropriate enhance heritage assets and their settings.’ This is based on the wording in the Planning Practice Guidance Paragraph: 003 Reference ID: 18a-003-20140306 Revision date: 06 03 2014

Alternatively, you may prefer to adapt the above and incorporate the following, ‘preserve the significance of the [INSERT TYPE OF HERITAGE ASSET] (noting that significance may be harmed by development with the setting of the asset)’. This is perhaps technically more accurate but perhaps slightly less accessible.

There may be occasions where particular mitigation measures proposed should also be mentioned in policy e.g. landscaping, open space to allow breathing space around heritage asset etc.

Sometimes it may be appropriate to present proposed mitigation measures (both to heritage and other topics) in a concept diagram as this quickly conveys the key policy intentions.

By making these changes to policy wording the Plan will have greater clarity, provide greater protection to the historic environment and the policies will be more robust.

HV01/B

DS13: Land East of Tunstead Road

There are no designated heritage assets on the site. The grade II* listed Church of St Peter and grade II listed ice house are located to the north east of the site but these are at sufficient distance from the site, and in the case of the ice house, in a well wooded location.

SoCG

None agreed.

List of Sites Promoted / Considered at Regulation 18 Stage

Residential Site Options

Site Ref	LP Ref	HELAA Ref	Site Name	Site Size (Ha)	Proposed Number Dwellings
HV01	N/A	H0120	Land East of Tunstead Road	5.41	150
HV01/B	DS13	H0120	Land East of Tunstead Road	6.40	150
HV02	N/A	H0886	Site To The West Of Tunstead Road	9.40	376
HV05	N/A	H0121	Land at Horning Road <i>Previous named Land South of Littlewoods Lane</i>	13.38	100 Reduced from 200 at Reg.18
HV06	N/A	H0887	Land at Stalham Road <i>Previously named Land between Stalham Road and Tunstead Road</i>	1.28	51
HV07	N/A	H0890	Land Adjacent Stalham Road	18.23	729
HV08	N/A	H1105	Land To East Of Stalham Road	34.04	1362
HV10	N/A	H0122	Land off Coltishall Road	3.56	80

Mixed-Use Site Options

None received.

Employment Site Options

None received.

Additional sites promoted through Reg. 18

Site HV05: Land at Horning Road (Previous named Land South of Littlewoods Lane). Not an additional site, however, representations were received, at the Regulation 18 consultation, from the landowner/agent, suggesting the site is suitable for residential development of 100 dwellings which is a reduction from the 200 dwellings that were consulted on at Regulation 18. The representation included an indicative 'Masterplan' which also sought to address the landscape concerns by showing all residential development located to the west of the site with a significant area of open space and landscaping to the east of the site. This site area remains the same.

Summary Consultation Comments Regulation 18 June 2019

HV01/B

DS13: Land East of Tunstead Road

Individuals	Number Received	Summary of Responses (Site Policy DS13)
Summary of Objections	13	<p>The responses primarily focus on issues with existing infrastructure in Hoveton and concerns that development would result in increase in traffic through the settlements especially on Wroxham Bridge, Tunstead Road and Stalham Road would become a rat run. Issue exacerbated by an extension of the school and a new care home. Some comment on the size and potential density of the site having an impact on character of the village. Other concerns include: air quality issues, biodiversity impact, flooding risk, amenity impact on residents and the impact of the loss of agricultural land on employment and food supply in the future. Adding additional pressure on the doctors and schools and exacerbating issues with drainage and water stress. Current issues with the public transport available - buses caught in traffic, railway not electrified. Also concerns over the potential impact on the economy.</p> <p>Suggests that the hedge along Tunstead Road should be retained. And whether a number of smaller developments would be more in keeping with the village. One comments on the lack of detail available on the site assessment and sustainability appraisal of other sites.</p> <p>One proposes alternative sites HV05 and HV08, perceived to be closer to primary school and easier access to main road.</p>
Summary of Support	5	<p>A few respondents consider this the best option for further development in Hoveton. That elderly care accommodation is needed given the ageing population and extending the school is necessary. Support for the delivery of one site rather than a number of smaller sites. Need affordable housing. Development should only start once capacity at services is provided.</p> <p>Some concerns over access and increased traffic on surrounding streets (and Wroxham Bridge) especially during peak summer months. One suggests that there should not be a link between Tunstead Rd and Stalham Rd, as this could increase traffic and have an impact on the open space in Brook Park and cause safety concern for children.</p> <p>Suggestions that a bypass road would resolve traffic issues and improvements would be needed to the public transport. And to ensure sufficient school spaces are available and capacity at the medical centre is increased.</p>
Summary of General Comments	6	<p>Six general comments received. Seems the most logical site and there is a need for a care home. Concerns over access to the site and increased traffic especially over Wroxham Bridge and concerns that Tunstead Rd through to Stalham Rd will be used as rat-run. Existing issues at properties at Brook Park and on-going issues with foul water. AWA recognises the lower network constraints and the need for ongoing protection against network flooding. Future major development to be accompanied by a foul water drainage strategy. Other concerns; existing and likely air quality issues, potential noise pollution and amenity impact on existing properties. The potential impact on the character of village and sense of community, if not careful Hoveton will become an urban sprawl. Need to consider the potential impact of Wroxham Development. Medical centre beyond capacity. Support for this site over a number of smaller sites which wouldn't deliver the range of community benefits needed. This site sits within the residential area and therefore would limit the potential impact on the landscape, The Broads, and the River Bure. One suggests that development should be positioned to reduce potential noise pollution. Need to take into account other sites in the pipeline. To date there's been no hard evidence that this site will not be needed for education use - this matter needs to be formally resolved before the site is allocated for residential use. Development should be designed so that it integrates well with the countryside and to ensure it doesn't urbanise this part of the village. The</p>

		development must be environmentally engineered so that it integrates the needs of wildlife in terms of habitat, food sources and safe connectivity of adjacent protected habitat areas; this includes restrictions and requirements around domestic areas to help support ecosystems at the expense of clinical and sterile manicured gardens and public area landscaping.
Overall Summary		A number of concerns raised, which focused mainly on the potential impact of development on this site on the existing road infrastructure in Hoveton; the increase in traffic on surrounding streets, especially on Wroxham bridge, between Tunstead Road and Stalham Road and through Brook Park. Concern that an extension of the school and a new care home on the site would exacerbate traffic problems especially at school pick up times. The size and potential density of development could impact on the character of the village. Other general concerns are: air quality issues, noise pollution, biodiversity impact, flooding risk, amenity impact on existing residents. The loss of agricultural land and the impact of this on employment and food supply in the future. Adding additional pressure to doctors, schools and exacerbating issues with drainage and water stress. Development should only start once capacity at services is provided. Public transport issues. Some suggest that a number of smaller developments would be more in keeping with the village and that a bypass would resolve traffic issues. Hedge along Tunstead Road should be retained. Questions the detail available of the site assessments and sustainability appraisal of alternative sites in Hoveton. Some consider this site as the best option for further growth in Hoveton, and prefer this to developing a number of smaller sites that would not provide the community benefits needed. Elderly care accommodation and the potential increase at the school would be welcomed. The site would have limited impact on the landscape and The Broads. Should consider the potential impact of development in Wroxham. Evidence that the expansion of education use is needed and should be resolved before being allocated. Development should be designed so it integrates with the countryside and ensure that it is environmentally engineered to integrate with the needs of wildlife.

Parish & Town Councils	Number Received	Combined Summary of Responses (Site Policy DS13)
Objection	0	General comments received from the town council raised concerns around the reliance on one site for Hoveton's allocations and the additional impact growth would have on existing highways and other infrastructure along with the quality of life of existing residents. Specifically access concerns would result in a 'rat run'. Issues around the quality of development on the previous allocation were also raised.
Support	0	
General Comments	2	

Statutory & Organisations	Number Received	Combined Summary of Responses (Site Policy DS13)
Objection	2	General support for site allocation. Environment Agency and NCC Minerals and Waste recommended consideration be given to the use of additional phrases in policy wording. Historic England sought consistency in approach to heritage assets and requested consistent wording.
Support	4	
General Comments	3	

Part 2: Assessment of Sites

Site Ref	Site Name	Site Size (ha)	Proposed Use	Proposed Dwellings	Connectivity	Safe achievable access	Impact on utilities Infrastructure (Hazards)	Utilities Capacity	Contamination and ground stability	Flood Risk	Landscape Impact	Townscape	Biodiversity and Geodiversity	Historic Environment	Loss of beneficial use	Compatibility with Neighbouring/Adjoining Uses
HV01	Land East of Tunstead Road	5.41	Housing	160	Green	Green	Yellow	Yellow	Green	Green	Yellow	Green	Green	Green	Green	Green
HV01/B	Land East of Tunstead Road	6.40	Housing	150	Green	Green	Yellow	Yellow	Green	Green	Yellow	Green	Green	Green	Green	Green
HV02	Site To The West Of Tunstead Road	9.40	Housing	376	Yellow	Red	Green	Yellow	Green	Yellow	Red	Green	Green	Green	Green	Yellow
HV05	Land at Horning Road <i>Previous named Land South of Littlewoods Lane</i>	13.38	Housing	100 Changed from 200 at Reg. 18	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Green	Green	Green	Green	Green
HV06	Land at Stalham Road <i>Previously named Land between Stalham Road and Tunstead Road</i>	1.28	Housing	51	Green	Green	Green	Yellow	Green	Yellow	Red	Green	Green	Green	Green	Yellow
HV07	Land Adjacent Stalham Road	18.23	Housing	729	Yellow	Red	Yellow	Yellow	Green	Yellow	Red	Green	Green	Green	Green	Yellow
HV08	Land To East Of Stalham Road	34.04	Housing	1362	Yellow	Green	Yellow	Yellow	Green	Yellow	Red	Green	Green	Green	Green	Yellow
HV10	Land off Coltishall Road	3.56	Housing	80	Yellow	Red	Yellow	Yellow	Green	Green	Red	Green	Green	Yellow	Green	Yellow

Reg 19 SA Conclusion:

Site Reference	Reg 19 SA Conclusion - Residential
HV01	<p>Overall the site scores as positive</p> <p>Environmental – Scores neutral; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; arable, mature hedgerow / trees to majority of boundary. Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access to local healthcare service, education facilities, peak time public transport links, leisure and cultural opportunities.</p> <p>Economic – Scores positively; edge of settlement, good access to employment, educational facilities, transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.</p>
HV01/A	<p>Overall the site scores as positive</p> <p>Environmental – Scores neutral; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; arable, mature hedgerow / trees to majority of boundary. Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access to local healthcare service, education facilities, peak time public transport links, leisure and cultural opportunities.</p> <p>Economic – Scores positively; edge of settlement, good access to employment, educational facilities, transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.</p>
HV01/B	<p>Overall the site scores as positive</p> <p>Having reviewed the consultation comments/ objections, it is considered that these do not alter the overall SA scoring. As such the overall objectives scoring is positive.</p> <p>Environmental – Scores neutral; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; arable, mature hedgerow / trees to majority of boundary. Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access to local healthcare service, education facilities, peak time public transport links, leisure and cultural opportunities.</p> <p>Economic – Scores positively; edge of settlement, good access to employment, educational facilities, transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.</p>
HV02	<p>Overall the site scores as positive</p> <p>Given that the Environmental, Social and Economic objectives all score positively, the overall SA scores as positive.</p> <p>Environmental – Scores positively; edge of settlement, FZ1, low susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Potential detrimental impact on ungraded Historic Park and Garden (Hoveton Hall). Biodiversity impact uncertain; arable surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access to local healthcare service, education facilities, peak time public transport links, leisure and cultural opportunities.</p> <p>Economic – Scores positively; edge of settlement, good access to employment, educational facilities, transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.</p>
HV05	<p>Overall the site scores as positive</p> <p>Environmental – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential to affect setting of Grade II* Listed Building (Church of St John). Potential negative biodiversity impact; adjacent The Broads, arable surrounded by mature hedgerow / trees. Localised potential to contribute to GI network. Loss of agricultural</p>

	<p>(1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access to local healthcare service, education facilities, peak time public transport links, leisure and cultural opportunities.</p> <p>Economic – Scores positively; edge of settlement, good access to employment, educational facilities, transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.</p>
HV06	<p>Overall the site scores as positive</p> <p>Environmental – Scores positively; edge of settlement, FZ1, low susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Biodiversity impact uncertain; arable, part of boundary comprised of mature hedgerow / trees. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access to local healthcare service, education facilities, peak time public transport links, leisure and cultural opportunities.</p> <p>Economic – Scores positively; edge of settlement, good access to employment, educational facilities, transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.</p>
HV07	<p>Overall the site scores as negative</p> <p>Environmental – Scores negatively; loosely related to settlement, FZ1, low susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Rural; potential to increase light pollution, likely significant detrimental impact on landscape. Potential to affect settings of Grade II* & Grade II Listed Buildings (Church of St Peter & an Icehouse). Potential detrimental impact on ungraded Historic Park and Garden (Hoveton Hall). Potential negative biodiversity impact; close proximity CWS (Larch and Fleece Plantations), arable land, parts of boundary comprised of mature hedgerow / trees. Loss of agricultural (1-3) land.</p> <p>Social – Scores mixed; loosely related to settlement, distant from primary school, good access to peak time public transport links, local healthcare service, leisure and cultural opportunities.</p> <p>Economic – Scores neutral; loosely related to settlement, good access to employment and transport links and to some educational facilities and other services / facilities. High speed broadband in vicinity. Town centre accessible from the site.</p>
HV08	<p>Overall the site scores as positive</p> <p>The consultation comment is noted. It does not change the scoring of any of the SA objectives.</p> <p>Environmental – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, small area (relative to site size) potentially susceptible to SWF (CC). Potential negative biodiversity impact; adjacent The Broads, close proximity CWS (Larch and Fleece Plantations), arable, mature hedgerow / trees around and within site. Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access to peak time public transport links, local healthcare service, education facilities, leisure and cultural opportunities.</p> <p>Economic – Scores positively; edge of settlement, good access to employment, educational facilities, transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.</p>
HV10	<p>Overall the site scores as positive</p> <p>The consultation comment is noted. It does not change the scoring of any of the SA objectives.</p> <p>Environmental – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, small area potentially susceptible to SWF (CC). Potential to affect setting of Grade II Listed Building (signal box). Potential negative biodiversity impact; adjacent The Broads, arable, surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access to peak time public transport links, local healthcare service, education facilities, leisure and cultural opportunities.</p> <p>Economic – Scores positively; edge of settlement, good access to employment, educational facilities, transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.</p>

Planning History:

HV01/B: Land East of Tunstead Road: PF/19/1659 is awaiting determination. The proposal is a hybrid application for Full planning application for 150 dwellings (Use Class C3) including a new link road between Tunstead Road and Stalham Road. Outline planning application (with all matters reserved, except access) for the provision of 1ha land for provision of up to 75 bed spaces for elderly-persons, such as Extra Care / Assisted Living housing (Use Class C3).

DRAFT

Sites Assessment

Site Ref	Assessment
HV01/B	<p>Land East of Tunstead Road (includes HV01)</p> <p>SA Conclusion: The site scores as positive. The Environmental objectives score as neutral, being edge of settlement, in flood zone 1 and where the biodiversity impact is uncertain. The Social and Economic objectives score positively, due to there being good access to employment, educational facilities, transport links and services / facilities.</p> <p>Connectivity: The site has good connectivity, the catchment schools are all within walking distance, although the primary school is over 1km away. Hoveton offers sustainable travel options with both bus and rail with regular services to Norwich with a 20min journey time. Bus stops are located adjacent to the site frontage and the rail station is within walking distance. The village centre has a range of employment, shopping and leisure opportunities. A public footpath (FP2 which has been upgraded to cycleway standard) runs along the south of the site providing connectivity from the site to Tunstead Road and Stalham Road.</p> <p>Highways: Suitable highway access can be achieved via Tunstead Road and NCC Highways state that a road connection should be provided through to the new roundabout on Stalham Road. Land to the east of the site is a recently developed previously allocated site which provided a new roundabout which, together with the main estate road, was designed to accommodate a potential Tunstead Road through-route.</p> <p>The existing footpath at Tunstead Road should be upgraded to provide a cycleway/footway between the site and Broadland High School. Development will require the submission of Transport Assessment, along with provision of any identified development traffic mitigation measures. The traffic analysis should as a minimum include B1354 junctions at Tunstead Road and A1151 Stalham Road and the A1151 corridor through Hoveton village centre.</p> <p>Development should provide cycle and walking connections through the development to FP2.</p> <p>Environmental: The site is a large arable field with a large mature hedge along the Tunstead Road frontage, residential properties and the school playing fields to the south and the new development to the east.</p> <p>HRA (where relevant) The site is within 2500m Broadland SPA/Ramsar site and within 2500m of The Broads SAC. <i>Information to be updated following final HRA</i></p> <p>Landscape and Townscape: The North Norfolk Landscape Character Assessment (2018) identifies that Hoveton is situated within the Low Plains Farmland Character Area. This is characterised by a flat or gently undulating open landscape with long, uninterrupted views, predominantly arable land use and</p>

dispersed rural settlements.

The site is level, predominately in arable agricultural use and lacks any specific topographical or landscape features, apart from the mature hedgerows around the site. The setting of this site has changed considerably in recent years with the development of the previous allocation at Stalham Road developed as 'Brook Park'. It is well related to existing residential area including the recent development. The site now occupies an area of land that sits between the high density of Brook Park and the more traditional low density dwellings along Tunstead Road. The site has potential to help integrate the surrounding built forms into a more cohesive character area.

Other:

Anglian Water state that there is a need to ensure that when the site comes forward for development that a site specific water catchment and foul drainage strategic would need to be aligned with a wider catchment strategy.

The site is in Flood Zone 1 and there are no surface water flooding issues.

Regulation 18 responses

There were 13 objections, 5 supporting and 6 general comments regarding the site. A number of concerns raised, focused on the potential impact of development on this site on the existing road infrastructure in Hoveton; the increase in traffic on surrounding streets, especially on Wroxham bridge, between Tunstead Road and Stalham Road and through Brook Park; concern that a new care home on the site would exacerbate traffic problems especially at school pick up times; that the size and potential density of development could impact on the character of the village; general concerns are: air quality issues, noise pollution, biodiversity impact, flooding risk, amenity impact on existing residents.

Conclusion:

The site is considered suitable, it is available and if allocated there is no evidence to suggest that development is undeliverable.

This site is an enlarged version of HV01 and was extended following discussions with the landowner, in advance of the Regulation 18 consultation, in order to accommodate a 1 hectare site for extra care housing.

The site is well connected in relation to the village centre and services and is adjacent to the high school. The site has suitable highway access and good connections to public transport. The site will also facilitate the delivery of a link road between Tunstead Road and Stalham Road.

The site should also provide a serviced, and integrated, 1 hectare site for extra care housing for the elderly.

The site is a natural and obvious extension to the adjacent residential site which has been completed. Development will consider how the design, layout and landscaping will provide a positive inter-relationship with the existing 'Brook Park' development and integrate with the surrounding built forms into a more cohesive character area and seek to mitigate any negative impact on residential amenity of existing residents.

There were a number of objections received during the Draft Local Plan consultation on grounds of highways impacts, impact the amenity of residents and the capacity of local services. The Local Plan must seek to address the development needs of Hoveton over a 20 year period.

	<p>Sites which were previously made available through the last Local Plan are now being developed and are therefore no longer available</p> <p>There are no significant environmental constraints and the site is reasonably well contained in the landscape. No flooding, contamination or utilities issues have been identified.</p> <p>This enlarged site coming forward would provide a number of benefits; providing housing in Hoveton including affordable dwellings, self-build plots and extra care housing for the elderly.. The site has the potential to provide additional open space in line with the requirements set out in the Open Space Study (2020).</p> <p>Recommendation</p> <p>That this site is identified as a Proposed Allocation subject to the production of a water catchment and foul drainage strategy, need to address the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16, that development contributes to the schemes in the Network Improvement Strategy and no new substantive issues being identified in the HRA and/or Heritage Impact Assessment.</p>
<p>HV01</p>	<p>Land East of Tunstead Road (part of larger site HV01/B)</p> <p>SA Conclusion: The site scores as positive. The Environmental objectives score as neutral, being edge of settlement, in flood zone 1 and where the biodiversity impact is uncertain. The Social and Economic objectives score positively, due to there being good access to employment, educational facilities, transport links and services / facilities.</p> <p>Connectivity: The site has good connectivity, the catchment schools are all within walking distance, although the primary school is over 1km away. Hoveton offers sustainable travel options with both bus and rail with regular services to Norwich with a 20min journey time. Bus stops are located adjacent to the site frontage and the rail station is within walking distance. The village centre has a range of employment, shopping and leisure opportunities. A public footpath (FP2 which has been upgraded to cycleway standard) runs along the south of the site providing connectivity from the site to Tunstead Road and Stalham Road.</p> <p>Highways: Suitable highway access can be achieved via Tunstead Road and NCC Highways state that a road connection should be provided through to the new roundabout on Stalham Road. Land to the east of the site is a recently developed previously allocated site which provided a new roundabout which, together with the main estate road, was designed to accommodate a potential Tunstead Road thru-route.</p> <p>The existing footpath at Tunstead Road should be upgraded to provide a cycleway/footway between the site and Broadland High School. Development will require the submission of Transport Assessment, along with provision of any identified development traffic mitigation measures. The traffic analysis should as a minimum include B1354 junctions at Tunstead Road and A1151 Stalham Road and the A1151 corridor through Hoveton village centre. Development should provide cycle and walking connections through the development to FP2.</p> <p>Environmental: The site is a large arable field with a large mature hedge along the Tunstead Road frontage, residential properties and the school playing fields to the south and the new development to the</p>

east.

HRA (where relevant)

The site is within 2500m Broadland SPA/Ramsar site and within 2500m of The Broads SAC.

Landscape and Townscape:

The North Norfolk Landscape Character Assessment (2018) identifies that Hoveton is situated within the Low Plains Farmland Character Area. This is characterised by a flat or gently undulating open landscape with long, uninterrupted views, predominantly arable land use and dispersed rural settlements.

The site is level, predominately in arable agricultural use and lacks any specific topographical or landscape features, apart from the mature hedgerows around the site. The setting of this site has changed considerably in recent years with the development of the previous HV03 allocation at Stalham Road developed as 'Brook Park'. The site now occupies an area of land that sits between the high density of Brook Park and the more traditional low density dwellings along Tunstead Road. The site has potential to help integrate the surrounding built forms into a more cohesive character area.

Other:

Anglian Water state that there is a need to ensure that when the site comes forward for development that a site specific water catchment and foul drainage strategic would need to be aligned with a wider catchment strategy.

The site is in Flood Zone 1 and there are no surface water flooding issues.

Conclusion:

The site is suitable and deliverable.

The site is well connected in relation to the village centre and services and is adjacent to the high school. The site has suitable highway access and good connections to public transport. The site should also facilitate the delivery of a link road between Tunstead Road and Stalham Road.

The site is a natural and obvious extension to the adjacent residential site which has been completed. Development will consider how the design, layout, landscaping and scale will better assimilate the contemporary developments whilst helping integrate the new residential occupiers into an established vibrant community. The site provides potential for expanding upon the existing infrastructure adjacent to the site and development will creating a sense of place, aiding the overall social cohesion of the local community.

There are no significant environmental constraints and the site is reasonably well contained in the landscape. No flooding, contamination or utilities issues have been identified.

Although this site is considered suitable it has now been superseded by the expanded site HV01/B which is an iteration of this site which takes into account the 1 hectare of land that is being provided for the extra-care elderly accommodation and is considered the preferred option.

Recommendation:

That this site is **not considered further** at this stage.

Site To The West Of Tunstead Road**SA Conclusion:**

The site scores as **positive**. The Environmental objectives score as positive, being edge of settlement, in flood zone 1, where there is potential detrimental impact on an ungraded Historic Park and Garden (Hoveton Hall) and where the biodiversity impact is uncertain. The Social and Economic objectives score positively, due to there being good access to employment, educational facilities, transport links and services / facilities.

Connectivity:

The site is on the very northern edge of the town and, as such, has moderate connectivity to the village centre and primary school which are around 1.2km walking distance. The high school is approximately 400m from the site. Hoveton offers sustainable travel options with both bus and rail with regular services to Norwich with a 20min journey time. Bus stops are located adjacent to the site frontage and the rail station is within walking or cycling distance. The village centre has a range of employment, shopping and leisure opportunities. The northern extent of the site is remote from services and the village.

Highways:

The site can be accessed off Tunstead Rd, however, such access is considered unacceptable by Highways owing to the impact that development traffic would have on the wider highway network, particularly on St. Peter's Lane.

Environmental:

The site is a large arable field on the NW edge of Hoveton and with hedge boundaries on all sides. The site surrounds a number of buildings on the Tunstead Road named Two Saints Farm. Directly to the south are existing residential properties at Two Saints Close. There are no other known environmental features on the site.

HRA (where relevant)

The site is within 3000m Broadland SPA/Ramsar site and within 2500m of The Broads SAC.

Landscape and Townscape:

Although the site has reasonable screening offered by the hedge boundaries, residential development of the whole site would introduce an obvious urban extension into open countryside. The current agricultural use of the site provides an open, semi rural, approach into Hoveton along the Tunstead Road in keeping with the Low Plains Farmland character. Development would have an adverse impact on the quality of the landscape.

Other:

The site is in Flood Risk 1 and has a small area in the west of the site that may be susceptible to surface water flooding.

Conclusion:

The site is not considered a suitable site for development. This is a large site and the northern extent is disconnected from services and the village centre. Highways access and the network are considered unsuitable. The site would extend into open countryside beyond the current confines of the village and could have an adverse impact on the landscape.

Recommendation:

That the site is **discounted from further consideration**.

HV05

Land at Horning Road

Previous named Land South of Littlewoods Lane

SA Conclusion:

The site scores as **positive**. The Environmental objectives score as mixed, being edge of settlement, in flood zone 1, where there is potential to affect the setting of a Grade II* Listed Building (Church of St John) and potential for negative biodiversity impact being adjacent to The Broads. The Social and Economic objectives score positively, due to there being good access to employment, educational facilities, transport links and services / facilities.

Connectivity:

The site has good connectivity, the catchment schools are all within walking distance as are the village centre services. Hoveton offers sustainable travel options with both bus and rail with regular services to Norwich with a 20min journey time. Bus stops are located within 400m of the site and the rail station is within walking distance. The village centre has a range of employment, shopping and leisure opportunities.

Highways:

Suitable highway access can be achieved via the Horning Road, however, NCC Highways state that development should be limited to a maximum of 100 dwellings due to the constraints in providing more than 1 safe point of access for the following reasons: The alignment of the A1062 is such that access could only be supported at the south western boundary of the site, within the existing 30mph speed limit; The road has a crest and that is likely to inform where an access can be accepted; Littlewoods Lane is of an insufficient standard to support access from the development. The single point of access should accord with DMRB, subject to vehicle speeds.

Environmental:

The site is a large arable field between the Horning Road and Littlewood Lane. To the west of the site is existing residential development separated from the site by a tree belt. There are a number of trees, abutting the eastern boundary (at the 'Old Vicarage'), which are covered by a Tree Preservation Order.

HRA (where relevant)

The site is within 2000m Broadland SPA/Ramsar site and within 1000m of The Broads SAC.

Landscape and Townscape:

The site is a large open field that is visible in the landscape when approaching Hoveton along the Horning Road. With the high hedge boundary that screens the existing residential area, the sites openness contributes to the setting on Hoveton. Development of the whole site would be an obvious and significant urban expansion into open countryside and would be highly visible in the landscape. Regulation 18 submissions provided by the landowner suggested that landscape impact could be lessened by a reduced level of residential development which would be carefully located and designed with appropriate landscaping.

Other:

Development on the site would be within 300m of a Grade II Listed Building at Church Farm which is located to the south. However, as this building is sufficient distance from the site and screened by hedges and trees, development is unlikely to impact on the Listed Building or its setting. [update in relation to heritage impact assessment](#)

The site is in Flood Risk 1 and has is not subject to surface water flooding.

Conclusion:

The site would only be suitable for up to a maximum of 100 dwellings. Residential development

	<p>would be located on the western half of the site and would have to provide a significant amount of sympathetically designed landscaping and public open space to the east of the site to provide mitigation towards the impact on the landscape. However, even with such mitigation, residential development on the site would constitute an urban expansion into the countryside beyond the existing built form of the village.</p> <p>Recommendation:</p> <p>That this site is not considered further at this stage.</p>
<p>HV06</p>	<p>Land at Stalham Road <i>Previously named Land between Stalham Road and Tunstead Road</i></p> <p>SA Conclusion: The site scores as positive. The Environmental objectives score as positive, being edge of settlement, in flood zone 1, where the biodiversity impact is uncertain. The Social and Economic objectives score positively, due to there being good access to employment, educational facilities, transport links and services / facilities.</p> <p>Connectivity: The site has reasonable connectivity, the catchment schools are all within walking distance as are the village centre services. Hoveton offers sustainable travel options with both bus and rail with regular services to Norwich with a 20min journey time. Bus stops are located within 400m of the site and the rail station is within walking and cycling distance. The village centre has a range of employment, shopping and leisure opportunities.</p> <p>Highways: Suitable highway access can be achieved via the Stalham Road. NCC Highways advise that development should be limited to frontage development with no access off the new Stalham Rd/Salhouse Rd roundabout (i.e. new arm).</p> <p>Environmental: The site is the eastern portion of a large arable field. There is a mature hedge and tree line to the east of the site along the Stalham Rd frontage and residential properties to the NE and east along the Stalham Road.</p> <p>HRA (where relevant) The site is within 2500m Broadland SPA/Ramsar site and within 2000m of The Broads SAC.</p> <p>Landscape and Townscape: The site would fill an obvious gap in the linear ribbon development along the Stalham Road. However frontage development would require the removal of a significant amount of hedging together with a number of trees. If frontage development could be achieved whilst retaining the majority of the hedge line then this would result in a lessened impact on the landscape.</p> <p>Other: The site is in Flood Risk 1 and has a moderate area in the centre of the site that may be susceptible to surface water flooding.</p> <p>Conclusion: The site forms a small countryside gap along the Stalham Road with residential development on</p>

	<p>both sides and across the Stalham Road. Residential development would complete this gap and would have negligible impact on the landscape or townscape. Residential development should be limited to frontage development that mirrors and the design is in keeping with the existing frontage development along Stalham Road and 15 to 20 dwellings would be appropriate.</p> <p>Highways access is considered suitable for frontage development only. Further consultation is required with Highways on the design of the access to determine whether each property would be served by a shared access or with individual access points.</p> <p>Recommendation:</p> <p>That this site is not considered further at this stage.</p>
<p>HV07</p>	<p>Land Adjacent Stalham Road</p> <p>SA Conclusion:</p> <p>The site scores as negative. The Environmental objectives score as negatively, being loosely related to the settlement, in flood zone 1, where there is likely significant detrimental impact on landscape, potential to affect the settings of Grade II* and Grade II Listed Buildings (Church of St Peter and an Icehouse), further potential detrimental impact on an ungraded Historic Park and Garden (Hoveton Hall) and potential negative biodiversity impact being in close proximity to a CWS (Larch and Fleece Plantations). The Social objectives score mixed and the Economic objectives score neutral given that the site is distant from the primary school, but there is good access to employment, educational facilities, transport links and services / facilities.</p> <p>Connectivity:</p> <p>The site is on the very northern edge of the town and, as such, has poor connectivity to the village centre and primary school which are around 1.8km walking distance. Hoveton offers sustainable travel options with both bus and rail with regular services to Norwich with a 20min journey time. Bus stops are located within 800m and the rail station is 2km away. The village centre has a range of employment, shopping and leisure opportunities. The northern extent of the site is remote from services and the village and currently accesses off narrow rural roads..</p> <p>Highways:</p> <p>The site can be accessed off St Peter's Lane, however, such access is considered unacceptable by Highways owing to the impact that development traffic would have on the wider highway network, particularly on St. Peter's Lane.</p> <p>Environmental:</p> <p>The site consists of two large arable fields detached from the northern edge of Hoveton.</p> <p>HRA (where relevant)</p> <p>The site is within 2500m Broadland SPA/Ramsar site and within 2000m of The Broads SAC.</p> <p>Landscape and Townscape:</p> <p>Development of the site would constitute a large urban extension into open countryside detached from the main residential area of Hoveton. The site occupies a large area of open land to the north of Hoveton and would be highly visible on the northern approach along the Stalham Road into Hoveton. Development would have a negative impact on the quality of the landscape</p> <p>Other:</p> <p>The site is in Flood Risk 1 and has two small area sin the NE & SW of the site that may be</p>

	<p>susceptible to surface water flooding.</p> <p>Conclusion:</p> <p>The site is not considered a suitable site for development. The site scores as negative in the Sustainability Appraisal.</p> <p>This is a large site which is disconnected from services and the village. Highways access and the network are considered unsuitable. The site is detached from the existing residential area and would significantly extend into open countryside beyond the current confines of the village and could have an adverse impact on the landscape.</p> <p>Recommendation:</p> <p>That the site is discounted from further consideration.</p>
<p>HV08</p>	<p>Land to East of Stalham Road</p> <p>SA Conclusion:</p> <p>The site scores as positive. The Environmental objectives score as mixed, being edge of settlement, in flood zone 1, where there is potential negative biodiversity impact being adjacent to The Broads and in close proximity to a CWS (Larch and Fleece Plantations). The Social and Economic objectives score positively, due to there being good access to employment, educational facilities, transport links and services / facilities.</p> <p>Connectivity:</p> <p>The site extends for over a kilometre on the eastern side of Hoveton behind properties on the Stalham Road. The southern part of the site bounds Littlewood Lane and has good connectivity to the village centre and the schools Bus stops are located around 200m from the southern part of the site and the rail station is within walking distance. However, the northern part of the site is over 2km from the village centre and is reasonably disconnected from the village services.</p> <p>Highways:</p> <p>Suitable highway access can be achieved via the Stalham Road, however, NCC Highways advise that access to the site of Littlewood Lane access is considered unacceptable. Therefore development would be limited to 100 off the northern single point of access off Stalham Road.</p> <p>Environmental:</p> <p>The site consists of three large arable fields that extend from Littlewood Lane to the south to Long Lane in the north. The fields are surrounded by hedge and tree lined boundaries and along the western there are a number of residential properties along the Stalham Road. The SW part of the site abuts the Littlewood Lane employment site.</p> <p>HRA (where relevant)</p> <p>The site is within 2000m Broadland SPA/Ramsar site and within 1000m of The Broads SAC.</p> <p>Landscape and Townscape:</p> <p>The site is generally shielded from views from the village although there are a number of residential properties along the Stalham Road who's existing outlook would change from open country to a large urbanised area. The site would constitute a large urban expansion into open countryside which would be highly visible when viewed from the east which is in keeping with the Low Plains Farmland character. Development would have a negative impact on the quality of the landscape</p>

	<p>Other: The site is in Flood Risk 1 and has a moderate area in the centre of the site that may be susceptible to surface water flooding.</p> <p>Conclusion: The site is not considered a suitable site for development. This is a very large site and is disconnected from services and the village. Highways access off Littlewood Lane and Long Lane is considered unsuitable and connections into town are poor.</p> <p>The site is located close to the employment area at Littlewood Lane. It is set behind the existing residential area and would significantly extend into open countryside beyond the current confines of the village and could have an adverse impact on the landscape.</p> <p>Recommendation: That the site is discounted from further consideration.</p>
HV10	<p>Land off Coltishall Road</p> <p>SA Conclusion: The site scores as positive. The Environmental objectives score as mixed, being edge of settlement, in flood zone 1, where there is potential to affect the setting of a Grade II Listed Building (signal box) and a potential negative biodiversity impact being adjacent to The Broads. The Social and Economic objectives score positively, due to there being good access to employment, educational facilities, transport links and services / facilities.</p> <p>Connectivity: The site is reasonably connected to the village centre and local services; however, there are concerns that pedestrian connections into the village may not be achievable. The catchment schools are all within walking distance as are the village centre services. Hoveton offers sustainable travel options with both bus and rail with regular services to Norwich with a 20min journey time. Bus stops are located within 400m of the site and the rail station is adjacent to the site. The village centre has a range of employment, shopping and leisure opportunities.</p> <p>Highways: Access is achievable from the Belaugh Road, however, such access is considered unacceptable by Highways owing to the impact that development traffic would have on the wider highway network. There is a lack of pedestrian connections along the road due to the constraint of the railway bridge with narrow carriageway and lack of footway. There is an alternative pedestrian access provided, however, this is across 3rd Party land and is not public highway.</p> <p>Environmental: The site is a triangular shape arable field to the west of Hoveton. It is situated close the Bure Valley Railway station and car park with the narrow gauge railway running along the eastern boundary. The site is bounded by established hedges although the Belaugh Road frontage is completely open. There are no other known environmental features on the site.</p> <p>HRA (where relevant) The site is within 2500m Broadland SPA/Ramsar site and within 2500m of The Broads SAC.</p> <p>Landscape and Townscape:</p>

	<p>Thee site is located west of the railway line where there is currently no significant residential development. There a few properties in the area, however, the Belaugh Road in this area is generally rural in character in keeping with the Low Plains Farmland character. The open frontage of the site would mean that residential development on the site would constitute an obvious and visible extension into the open countryside. Residential development in this location would have a detrimental impact on the character of the landscape on the approach into Hoveton.</p> <p>Other: Development on the site would be within 50m of a Grade II Listed Building (Signal Box) at the Bure Valley Railway Station which is located to the south. Development should preserve the significance listed building and its setting.</p> <p>The site is in Flood Risk 1 and has a small area in the SW of the site that may be susceptible to surface water flooding.</p> <p>Conclusion: The site is not considered a suitable site for development. The site is detached from the village being located on the western side of the railway.</p> <p>Development would extend into open countryside beyond the current confines of the village and could have an adverse impact on the landscape. Highways access off Belaugh Road is considered unsuitable and connections into town are poor particularly under the railway bridge.</p> <p>Recommendation: That the site is discounted from further consideration.</p>
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Further Comments / Publications	
Name / Item	A summary of any further information received
The Wroxham and Hoveton Network Improvement Strategy April 2020	<p>The Wroxham and Hoveton Network Improvement Strategy (WHNIS), in collaboration with stakeholders, has identified potential measures (identified in an 'Action Plan') to help address existing transport network constraints, and transport improvements, to facilitate the growth identified in the emerging Local Plans (North Norfolk and Broadland). The purpose of the study is to identify interventions and provide evidence to secure funding for projects potentially through developer contributions. Norfolk County Council (NCC) has funding committed to the delivery of some short- term schemes that can be delivered within the next two years. There is not the funding to deliver all projects and interventions proposed in the action plan.</p> <p>The WHNIS identifies that the following short-term schemes that have the funding to be delivered:</p> <p>Walking and cycling</p> <ul style="list-style-type: none"> ● Station Road: Parking restriction to help pedestrian access to the train station – a charge for parking has recently been introduced so there is no evidence as yet whether this has made a difference to parking over pedestrian access ● Station Road: Turn Right for cyclists leaving Station Road

	<ul style="list-style-type: none"> • Hoveton: Pedestrian wayfinding - new signage to increase cyclist and pedestrian wayfinding from the Train Station to Hoveton Town centre • Hoveton: General footway improvements to widen the footways where the carriageway is wider than needed – This will facilitate the large numbers of pedestrians in the town centre and groups of school children closer to the High School. <p>Congestion</p> <ul style="list-style-type: none"> • Stalham Road, Horning Road and Horning Road West: Feasibility Study to replace double mini-roundabout <p>The interventions have been identified through the WHNIS study have been examined to understand their potential for releasing growth. Improvements to widen footways, expand cycle links and transform junctions - could all support future growth by making the towns more accessible to navigate for pedestrians and cyclists and ease congestion on major routes.</p> <p>Many of the schemes identified have the potential to help support growth, and these should be considered as requirements for development proposals. The requirements of any particular development will depend on its nature, scale and location but there is an expectation that growth will be required to deliver a number of the interventions identified to mitigate transport impacts.</p> <p>The interventions identified as supporting growth are:</p> <ul style="list-style-type: none"> • Station Road Turn Right for cyclists • General footway improvements to widen the footways • Tunstead Road (south) barrier • Horning Road West / Tunstead Road junction improvement • Town Centre off-street cycling route • Stalham Road upgrade Puffin crossing to toucan crossing • Horning Road West Station pedestrian crossing & bus stop • Uncontrolled crossing points in Hoveton • Three Rivers cycle path extension • Change Wroxham bridge to accommodate cyclists • Add cycle lanes to A1151 • Improvement to the Stalham Road, Horning Road, Horning Road West double mini-roundabout • Horning Road West rail overbridge • Station Road / Stalham Road new bell-mouth layout • Widen the footway on Norwich Road
Anglian Water	<p>Anglian Water Position Statement (May 2019) sets out that the principal issue is surface water ingress into the sewerage network from private sewers and not Hoveton Water Recycling Centre itself.</p> <p>Anglian Water Position Statement is in response to concern of the Hoveton-Brimbelow Road No 2. Sewage Pumping Station being prone to surcharging in some storm conditions and during periods of high water levels in the River Bure.</p> <p>The public sewer network has capacity for all existing and proposed foul water flows. However, AW are investigating discrepancies between recent rainfall event and a more severe hydraulic loading that cannot be generated by the legitimate sewer catchment.</p>

	<p>Investigation so far has found there has been some structural deterioration in public sewer close to the river bank but that these defects are insufficient to account for the extent of surcharge reported. AW have concluded that the surcharging of the foul water sewerage network is predominantly caused by ingress of surface water via direct and indirect connections.</p> <p>Investment in AW assets to enhance capacity to meet future demands. Seek to remove surface water from foul water sewerage. AW have indicated the most vulnerable areas subject to surface water and water inundation are those low lying areas near to the river. The proposed solution is to divert domestic surface water and highway drainage to an alternative outfall and make modifications to the existing foul sewerage assets in these vulnerable areas to provide a higher degree of flood protection from high river levels. Work may also be necessary to ensure that new connections do not feed into the low level foul water network. Investigations are still ongoing but all major developments connecting foul water to the sewer network should reflect practicable mitigation of the additional development flow during rainfall events. All opportunities to prevent and reduce surface water ingress to the foul network should also be taken.</p> <p>The position statement will be updated following further work by Anglian Water.</p>
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DRAFT

Part 3 Overall Site/Settlement Conclusions

There is very little previously developed (brownfield) land in Hoveton; therefore, a new greenfield allocation is necessary in order to deliver the required growth. The impact of any development on the landscape and proximity to local services are key considerations for where new development should be located. The suggested scale and location of development in Hoveton has sought to balance the need for growth while protecting the landscape, the setting of the village and the wider setting of the Broads.

The location of the preferred site option has been carefully considered in order to provide a site which is a natural and obvious extension to the adjacent residential site (Brook Park) which is now complete. It is well related to existing residential area and the High School and occupies an area of land that sits between the high density of Brook Park and the more traditional low density dwellings along Tunstead Road. Therefore, there is an opportunity for the preferred site to deliver a carefully designed residential development that will integrate the surrounding built forms into a more cohesive character area.

One housing site option has been identified in Hoveton which is intended to deliver approximately 150 dwellings over the Plan period, including a 1 hectare serviced site for extra-care elderly accommodation and a new link road between Tunstead Road and Stalham Road. The site will bring forward the appropriate, policy compliant, level of affordable housing and provide opportunities for self-build.

The provision of the 1 hectare extra-care site required the enlargement of the originally submitted site (HV01), which although *is* suitable for development, it is not identified as the preferred option as it would not provide the necessary dwelling numbers required *and* the extra-care site.

The provision of a link road from Tunstead Road through to Stalham Road is seen as a pre-requisite for development by NCC Highways as it will facilitate 2 points of access to the site and improve traffic circulation in the town. The new roundabout on Stalham Road and the estate road through 'Brook Park' has been designed with this through-route in mind as a potential future phase that would be accommodated.

This site is considered to be the most suitable site available for Hoveton and subject to the detailed policy requirements is considered to be the most appropriate option to meet the housing requirement: The site is well located to services within the village centre and to the local schools; it is reasonably contained within the landscape and subject to appropriate mitigation, scale and design limit visual intrusion into the landscape. Residential development of the site would be a natural continuation of the existing built form in this part of the village. Views from the north into the site will be screened by the existing rural, hedged lined landscape to the north and by a new landscape buffer that should be provided by the development. On the approach into Hoveton the site will contribute to a more cohesive urban form on either side of the Tunstead Road.

There are other potentially suitable sites that are acceptable in a number of respects, including having good connectivity to services, however, most are considered to have more of an impact on the landscape setting of Hoveton (without significant mitigation) and are considered to be a more obvious urban extension into the countryside around the village than the preferred site.

The majority of the other sites were not considered suitable due to a number of constraints, particularly: inadequate access arrangements, poor pedestrian connectivity, adverse impact on the highway network and detrimental impacts on the landscape and setting of Hoveton. A number of

the sites were considered unsuitable as they were detached from the town and not well connected to key services and the village centre by walking, cycling or public transport.

The Wroxham and Hoveton Network Improvement Strategy (April 2020) (WHNIS) was a study that considers the existing traffic and transport position in Wroxham and Hoveton and identifies a number of short, medium and long term interventions to help address existing transport network constraints. It details the transport improvements that are required to facilitate the growth identified in the emerging Local Plans.

The WHNIS provides evidence to secure funding for projects including through developer contributions. Many of the schemes identified have the potential to help support growth, and should be considered as requirements for development proposals.

The policies, and subsequent planning applications, for the preferred site (and any sites that may subsequently be identified as suitable and preferred options) will be informed by the information and schemes in the WHNIS, particularly the list of interventions that are identified that mitigate the anticipated transport impacts. There is an expectation that growth in Hoveton will be required to deliver a number of the intervention schemes identified.

The Sustainability Appraisal (SA) for Hoveton concludes that all but one of the sites (HV07) scored positive in the overall assessment. The preferred site, HV01/B, scores positively in the 'Social and Economic' objectives due to there being good access to employment, educational facilities, transport links and services / facilities and scores neutral in respect the 'Environmental' objectives being edge of settlement, in flood zone 1 and has an 'uncertain' impact on biodiversity.

Together, the Sustainability Appraisal and the Site Assessment have informed the selection of which sites are suitable or unsuitable and which site is the preferred option for growth.

The following site has been chosen as the preferred site, and meets the requirements for Hoveton:

HV01/B: Land East of Tunstead Road is located to the north of Hoveton and is an obvious extension of recent development at Brook Park. It will be a carefully designed residential development that will integrate the surrounding built forms into a more cohesive character area. Landscaping proposals for the site should preserve the verdant and rural character of the surrounding area.

The site is well connected to the village centre and the local schools and will deliver improved transport links including a new link between Tunstead Road and Stalham Road.

The site will allow for development of up to 150 dwellings, 56 affordable homes and a site for extra-care elderly accommodation. The site will provide market housing, self-build plots, new public open space, and associated on and off site infrastructure. This site scores as positive in the SA.

Proposed Allocation:

Site Ref	Description	Gross Area (ha)	Indicative Dwellings
HV01/B	Land East of Tunstead Road	6.41	150

Emerging Policy wording for Regulation 19

HV01/B: Land East of Tunstead Road

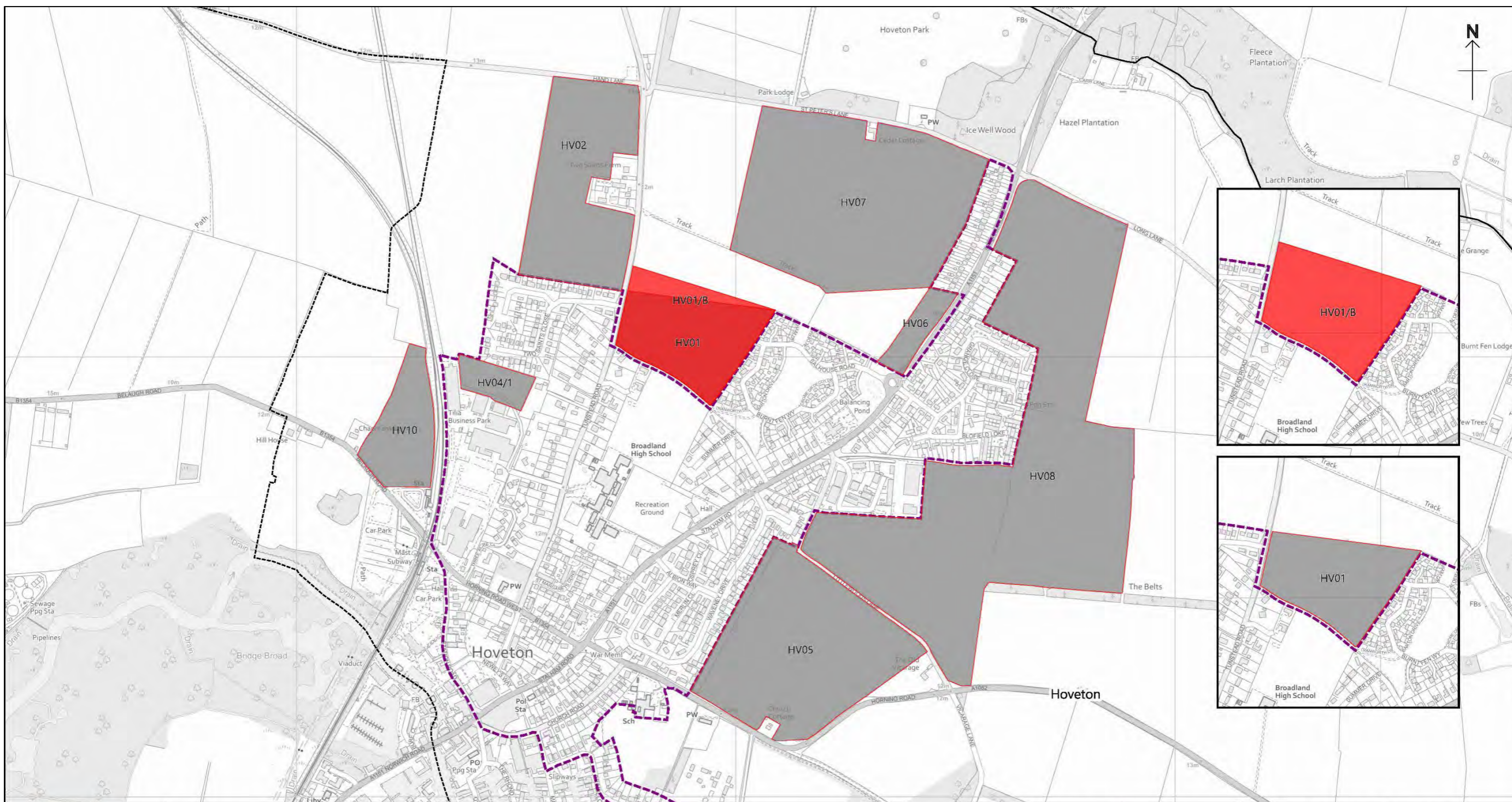
Land amounting to 6.4 hectares is proposed to be allocated for residential development of approximately 150 dwellings. The site should provide a 1 hectare serviced site for extra-care housing for elderly accommodation. This will be self-contained residential accommodation and associated facilities designed and managed to meet the needs and aspirations of older people.

Development proposals should comply with a number of policies elsewhere in this Plan and the following site specific requirements:

1. to deliver a carefully designed residential development that will integrate the surrounding built forms into a more cohesive character area;
2. ensure that the design and layout of the extra-care site promotes social cohesion through integration with the wider residential development and open space;
3. provision of highway access on Tunstead Road to provide a through connection for all vehicles to the new Stalham Road roundabout;
4. provision of extra pedestrian and cycle connections through the development which encourage cycling and walking into Hoveton and neighbouring residential areas, including green access corridors to the open space and to the existing cycle path which runs through the south west of the site;
5. a landscaping buffer should be provided to the north of the site to soften the boundary between the development and the agricultural land to the north;
6. retention of existing trees and hedgerows, particularly on the western boundary the site;
7. provision of XX ha open space and additional green infrastructure on the site which maximises connectivity between the residential development and the open space. Open spaces should provide a distinct character and create a sense of place; *update in line with open space study requirements when available -*
8. contributions to the schemes in the Wroxham and Hoveton Network Improvement Strategy, particularly the list of interventions that are identified that mitigate the anticipated transport impacts of the development;
9. a site specific water catchment and foul drainage strategy should be provided and be aligned with a wider catchment strategy produced by Anglian Water;
10. the site is underlain by a defined Mineral Safeguarding Area for sand and gravel. Any future development on this site will need to address the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 - 'safeguarding' (or any successor policy) in relation to mineral resources, to the satisfaction of the Mineral Planning Authority;
11. that enhancement to sewerage infrastructure is undertaken ahead of occupation of dwellings to prevent detriment to the environment and comply with Water Framework Directive obligations.

Open Space

Site Location	AGS Study Reference	Local Plan Reference	Recommendation	Reasoned Justification Summary
Broadland High School Playing Fields	AGS/HOV01 (School Site)	OSP063	Open Land Area Formal Education / Recreation	Provides important amenity space & recreation and sporting facilities for the school including school playing field x 2, village hall and public playing field, Bowling green & youth centre.
	REC/HOV01 (School Site)			
	AGS/HOV02 (Village Green)	OSP064	Open Land Area Formal Education / Recreation	
	REC/HOV02 (Bowling Green)	OSP065	Formal Education / Recreation	
	AGS/HOV03 (Youth Centre)	OSP066	Open Land Area	
Land off Tunstead Road	AGS/HOV04	OSP067	Open Land Area	The land is within the school grounds and provides beauty, tranquillity and biodiversity value and contributes to the form and character of the settlement.
St Helen's Churchyard	AGS/HOV05	OSP068	Open Land Area	The land is publically accessible churchyard which contributes to the form character of the settlement.
St Johns community primary school	AGS/HOV06 REC/HOV03	OSP069	Open Land Area Formal Education / Recreation	Provides important Amenity space, sports facilities for the school and formal education and recreational area.
Land off Salhouse Road	AGS/HOV07	OSP070	Open Land Area	New space provided within new development.
Additional Sites				
St John's Churchyard, Horning Road (A1062)	AGS/HOV08	OSP071	Open Land Area	Churchyard around St John's Church – open and accessible and provides valuable setting for Church.



Hoveton - Preferred & Alternative Sites (Reg 19)

- Preferred Housing / Mixed Use Allocation
- Preferred Employment Allocation
- Alternative Site Considered
- Parish Boundary
- Existing Settlement Boundary

NOT TO SCALE CB

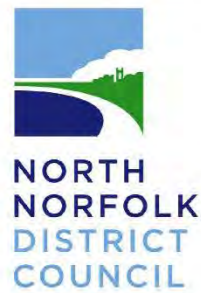
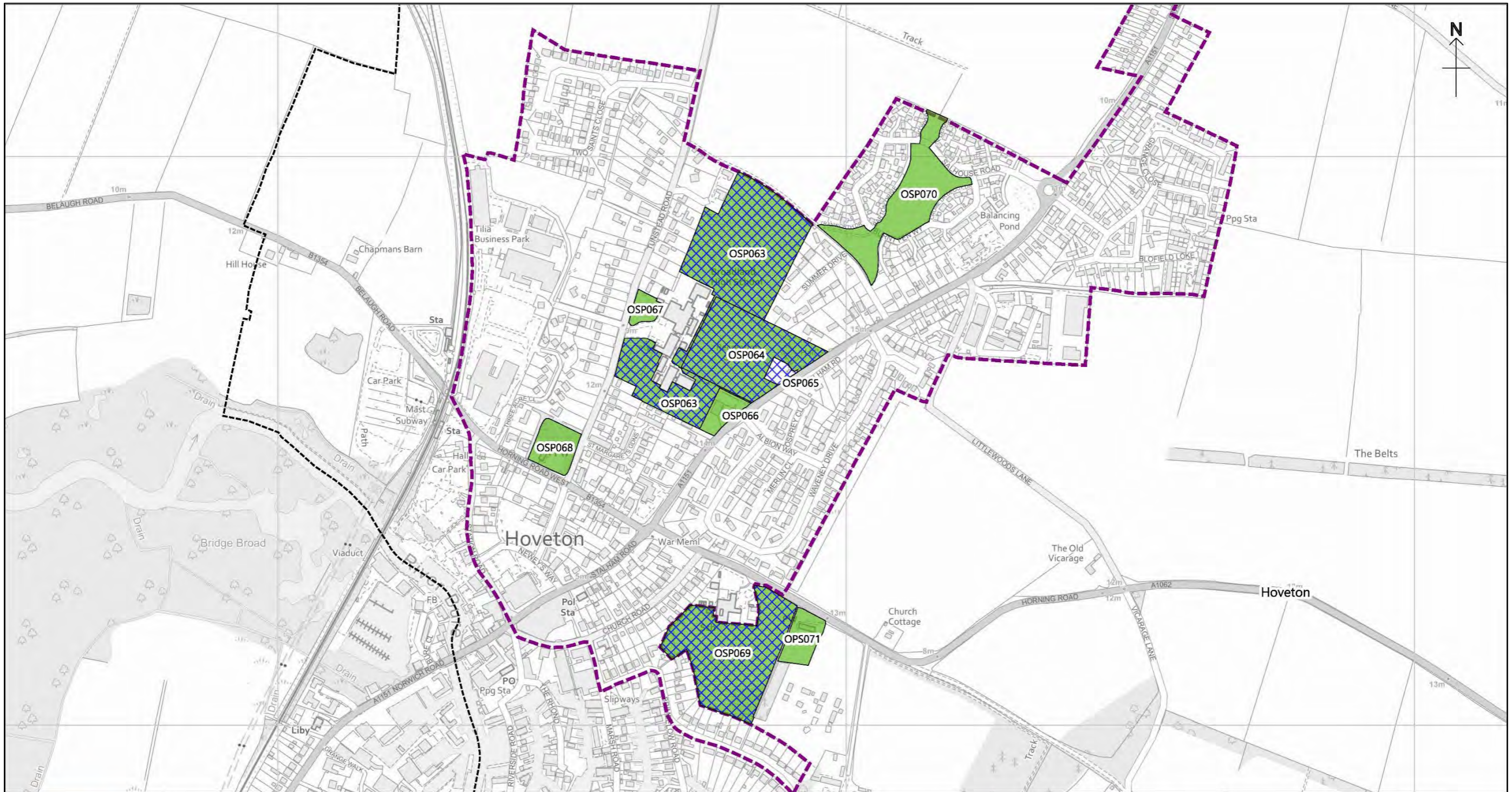
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Hoveton - Open Spaces (Reg 19)

- Open Land Area
- Open Land + Education / Formal Recreation Area
- Education / Formal Recreation Area
- Local Green Space
- Parish Boundary
- Existing Settlement Boundary

NOT TO SCALE

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