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North Norfolk District Council

Background Paper 6

Development Site

Selection Methodology

Contains details of North Norfolk Council's methodological approach to identifying residential and employment sites for inclusion within the Local Plan.

Published to support Regulation 18 First Draft Local Plan (Part 1) consultation.
May 2019

| Background Paper No 6 | Site Selection Methodology |
|-----------------------------------|---|
| National Legislation and Guidance | National Planning Policy Framework (NPPF) (Revised 2018 Version) National Planning Policy Guidance (PPG) |
| Related Evidence | Housing & Economic Land Availability Assessment (HELAA) (2018) North Norfolk Landscape Character Assessment (2018) |

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1. Purpose

- 1.1. This is one of a number of Background Papers which have been prepared to help explain and justify various aspects of the new draft Local Plan which is being prepared by North Norfolk District Council.
- 1.2. We have separately published a new Design Guide for consultation dealing with all aspects of design including for housing proposals. The Background Papers include:
 - Paper 1 - Approach to Setting the draft Housing Target
 - Paper 2 - Distribution of Growth
 - Paper 3 - Approach to Employment
 - Paper 4 - Infrastructure Position Statement
 - Paper 5 - Interim Green Infrastructure Strategy
 - Paper 6 - Development Sites Selection Methodology (this paper)
 - Paper 7 - Housing Construction Standards
- 1.3. It is not the purpose of this document to repeat all of the evidence that the Council has relied upon when preparing the draft Plan. This evidence has been separately published and is available on the Council's web site. However, where appropriate this document refers to the source of evidence and provides a brief summary or explanation of how the evidence has been considered. The results of the site selection including the preferred and alternative options considered are included as an appendix to this document. Conclusions drawn can be found in the **North Norfolk First Draft Plan (Part 1)** and also in the **North Norfolk Local Plan 2016-2036 Alternative Options Considered** and the associated **Sustainability Appraisal** report.
- 1.4. The Council is not seeking comments specifically on this Background Paper although you may wish to refer to it in making any comments on the draft Local Plan. Whether that is to comment on a particular potential development site, or if you wish to propose an alternative/additional site for consideration. Please use the standard response form which has been provided to make comments on the Local Plan.

2. Introduction and Summary

- 2.1. North Norfolk District Council is producing a new Local Plan. The North Norfolk Local Plan 2016-2036 will provide the land use policy framework for the delivery of development across the District up to 2036. As well as identifying how much development the District needs over the Plan period (2016-2036) the Plan will also need to allocate sufficient land to meet the development requirements.
- 2.2. The Plan is being prepared in two main parts. Part 1 explains the overall strategic approach to development in the District and identifies proposed development sites (referred to as allocations) in the larger communities in North Norfolk. Part 2 will identify a number of smaller site development opportunities in each of a number of selected villages identified for growth in Policy SD 3 'Settlement Hierarchy'.

- 2.3. This paper explains the methodology for identifying sites for residential and employment development to meet identified needs, the most suitable of which have been chosen as preferred options and subject to public consultation.
- 2.4. Further consideration will be given to other factors including the results of public consultation, any changes to the housing target, national policies, and additional information that may become available to inform which sites will be selected and included as proposed site allocations in the final North Norfolk Local Plan.
- 2.5. Since 2016 a total of 500 sites have been assessed through the Local Plan site selection process. This paper summarises how these sites have been considered and why sites have been included, or excluded from the emerging Plan.
- 2.6. This topic paper is separated into three separate sections. The first part sets out the site selection methodology in regards to residential sites, the second is focused on employment sites, and the third on open space.

3. Residential Site Selection Methodology

National Policy Context

- 3.1. The National Planning Policy Framework¹, requires that Local Plans “include strategic policies to address each local planning authority’s priorities for the development and use of land in its area” (Para 17). “Strategic policies should provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period, in line with the presumption in favour of sustainable development. This should include planning for and allocating sufficient sites to deliver the strategic priorities of the area” (Para 23). Plans should “be prepared positively, in a way that is aspirational but deliverable” (Para 16). “Planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability” (NPPF, para 67).
- 3.2. It is essential that site allocation can be justified and is supported by a clear audit trail showing how sustainability objectives are taken into account. In addition, any assessment must:
- Take account of national planning principles
 - Be transparent
 - Enable a consistent basis for comparison between sites
 - Enable unsustainable sites to be filtered out and development to contribute to the delivery of sustainable growth

Summary of Site Appraisal Methodology

- 3.3. This section explains the process used to evaluate each site and includes detailed criteria against which proposed sites have been assessed and compared. The consideration of sites

¹ Central government’s national planning policy

needs to demonstrate that all reasonable alternatives have been assessed consistently and thoroughly.

3.4. Assessment Process

- **Stage 1: Screening out sites that don't meet given selection criteria** – sites were excluded from further consideration which are subject to absolute constraints such as those being within a non-selected settlement, coastal erosions zone or within flood risk zone 3. This stage also removes sites that are not capable of delivering **5 or more dwellings, or are less than 0.25 hectares in size (or 500m² of commercial floor space)**. A full list is available in Appendix C.
- **Stage 2a: Applying Sustainability Appraisal process** – assessment of each site against measurable site assessment criteria based on the SA Objectives and SA Framework, the SA is used to inform site selection.
- **Stage 2b: Considering further site suitability criteria** – assessment against further suitability criteria considering the wider issues and policy context and evidence. The assessments are informed by engagement with relevant consultees such as NCC Highways and Anglian Water.
- **Stage 2c: Considering Availability and Deliverability** – assessment against further availability and deliverability criteria considering whether sites can actually be delivered during the Plan period.

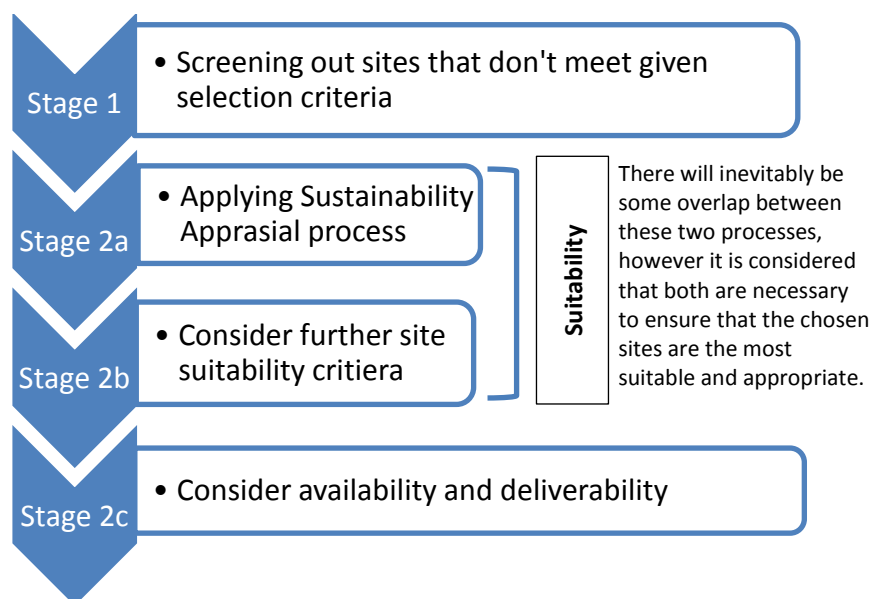


Figure 1: Stages of Site Assessment Process

Identification of Suitable Sites

Call for sites and consultation

3.5. As part of the early engagement stage of the new Local Plan, a 'call for sites'; was undertaken between 18th January and 31 May 2016 to establish which sites land developers and other interested parties wished to be considered for development through the new Local Plan. Consultees on the Local Plan database were notified of this exercise and asked to fill in a

form to ascertain their intentions for the land. The stage was publicised through press releases, events and on the Council's website. A total of 308 sites were put forward for consideration for various proposed uses at this stage. The Council continued to receive site suggestions after the official call for sites, and where these accorded with the emerging settlement hierarchy were assessed.

3.6. A further 'call for sites' is part of the First Draft Plan consultation allowing the opportunity to propose smaller sites for the selected villages for inclusion in Part 2 of The Plan as listed in Policy SD3.

Housing and Economic Land Availability Study (HELAA)

3.7. As well as land put forward through the Call for Sites. Land was also identified by the Council when undertaking the HELAA in 2016. The HELAA was an extensive survey of both existing and potential development sites with an aim to identify the overall capacity of North Norfolk to accommodate housing development in a policy off position.

3.8. Between October 2017 and February 2018 an assessment of land required for employment purposes was undertaken which offers a high level assessment of the capacity of potential and existing employment sites identified from a number of sources. This assessment forms Part 2 of the HELAA and provides the context of potential employment land supply in the District.

3.9. The methodology for the HELAA is based on the guidance contained in the Planning Practice Guidance and was developed jointly across the Norfolk Authorities. Details of the consultation is contained in the Interim Consultation Statement.

3.10. The Planning Practice Guidance sets out the following:

- site size, boundaries, and location;
- current land use and character;
- land uses and character of surrounding area;
- physical constraints (e.g. access, contamination, steep slopes, flooding, natural features of significance, location of infrastructure/utilities);
- potential environmental constraints;
- where relevant, development progress (e.g. ground works completed, number of units started, number of units completed);
- initial assessment of whether the site is suitable for a particular type of use or as part of a mixed-use development.

3.11. The HELAA identified constraints on a number of sites and in July 2017, a letter was sent to developers calling for supporting evidence to be submitted to address any of the concerns raised in the HELAA.

3.12. Further targeted consultation took place in December 2017 to ascertain site availability information and ownership confirmation. A letter was sent to developers and landowners of sites identified from other sources in the HELAA where availability information was not known.

3.13. It was not for the HELAA to determine which sites are to be allocated, as this is a matter for the Local Plan. The HELAA however forms the starting point for the identification of potential sites that could accommodate residential growth to meet the identified needs through the Local Plan.

Stage 1: Screening of sites for appraisal

3.14. The Council needs to assess all potential sites and make choices about which sites to allocate and for what purpose. Not all of the sites put forward to the Council identified in the HELAA and the Call for Sites fit within the emerging spatial strategy of The Plan or are required to meet development needs. In the early stages of the site assessment process sites which fell outside the growth locations were discounted and have not been appraised further. Sites were also discounted if they are subject to a constraint as set out in the following table. Major policy constraints are broadly similar to those used for the HELAA site selection, but have been adjusted to apply to North Norfolk, and further constraints including excluding those outside the selected settlements and those sites which are known not to be available.

Table 1 – High level reasons for discounting potential sites.

| No. | Major Policy constraint | Justification |
|-----|---|--|
| 1 | <p>No further assessment of sites where no part of the site is well related to a selected settlement. (Policy SD3).</p> <p>No further assessment of sites in designated residential areas which do not require allocation in order to be developed.</p> | <p>The NPPF contains a presumption in favour of sustainable development (paragraph 11). With the purpose of the planning system being to contribute to the achievement of sustainable development, including:</p> <ul style="list-style-type: none"> - To ensure that sufficient land of the right types is available in the right places and at the right time to support growth. - To contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land. - By ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services. <p>Paragraph 103 states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.</p> <p>The NPPF therefore indicates a preference for development to be located in areas which can access services and facilities. Reflecting this, the Council has identified settlements in North Norfolk which are identified as more suitable for development.</p> |
| 2 | Discount sites where it is known they are no longer available | <p>A site is normally considered available if the site is in the ownership of a developer or landowner who has expressed an intention to develop or sell land for development. This was ascertained primarily through the Call for Sites process, but also through further targeted consultation towards the end of 2017 with developers and landowners of sites identified from other sources through the HELAA.</p> <p>Sites with unresolved ownership problems such as multiple ownerships</p> |

| | | |
|----------|---|--|
| | | <p>with no agreements, ransom strips, tenancies and covenants were not considered available unless there was a reasonable indication the constraints could be overcome.</p> <p>The NPPF (Paragraph 67) states that planning authorities should “<i>identify a supply of specific, deliverable sites for years one to five of the plan period; specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.</i>” “<i>To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.</i>” “<i>To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.</i>”</p> |
| 3 | Discount sites not capable of delivering 5 or more dwellings, or are less than 0.25 hectares (or 500m² of commercial floor space) in size | <p>Policy SD3 identifies those settlements where new development will be focussed. Sites within those settlements that are not capable of delivering 5 or more dwellings and or less than 0.25 hectares in size excluded from further consideration.</p> <p>The PPG states that: “<i>Plan makers will need to assess a range of different site sizes from small-scale sites to opportunities for large-scale developments such as village and town extensions and new settlements where appropriate. The assessment should consider all sites and broad locations capable of delivering five or more dwellings or economic development on sites of 0.25ha (or 500m² of floor space) and above. Where appropriate, plan makers may wish to consider alternative site size thresholds</i>”.</p> |
| 4 | Remove sites entirely within Flood Risk Zone 3b. | <p>Paragraph 157 of the NPPF states that “<i>inappropriate development in areas of risk of flooding should be avoided by directing development away from areas of highest risk...</i>” and then sets out that the Sequential Test and if necessary the Exceptions Test should be applied. Table 3 (flood risk vulnerability and flood zone ‘compatibility’) in the PPG provides further guidance on flood zones including where development may be appropriate.</p> <p>It confirms that with the exception of essential infrastructure (where the Exception Test would need to be applied) and water compatible uses, other uses should not be permitted in Zone 3b.</p> <p>In line with the PPG the Strategic Flood Risk Assessment provides the basis for the identification of the flood zone extents and for applying any requirement for the Sequential and or Exception Tests.</p> |
| 5 | Remove sites which are fully within nationally and internationally designated sites of importance for biodiversity. | <p>Sites were excluded if they fell within these designated areas, as it would contravene with national planning policy and/or legislation.</p> <p>Paragraph 170, bullet 4, of the NPPF confirms that the planning system should contribute to “<i>minimising impacts on and providing net gains for biodiversity ...</i>”. Paragraph 171 goes on to confirm that Plans should “<i>...allocate land with the least environmental or amenity value, where consistent with other policies in this Framework.</i>”</p> |

| | | |
|----------|--|---|
| | Including SACs, SPAs, Ramsar sites or within SSSI, NNR and Ancient Woodland. | The sites falling in these designated areas were removed on the basis that there were adequate alternative sites elsewhere as identified through the HELAA. |
| 8 | Remove sites within Coastal Erosion Constraint Area (100 year Shoreline Management Plan line). | The NPPG states that <i>“A Coastal Change Management Area will only be defined where rates of shoreline change are significant over the next 100 years, taking account of climate change”</i> and states that <i>“Permanent new residential development will not be appropriate within a coastal change management area”</i> . The NPPF states that only development in a Coastal Change Management Area will be appropriate only where it is demonstrated that it will be safe over its planned lifetime and not have an unacceptable impact on Coastal change. |

3.15. A full list of sites discounted at Stage 1 can be found in Appendix C.

3.16. The remaining sites have been subject to a Sustainability Appraisal and the Detailed Site Assessment in Stage 2.

Stage 2a: Sustainability Appraisal

3.17. Sustainability Appraisal (SA) is a tool that is used to inform decision making by identifying at an early stage the potential social, economic and environmental impacts of proposed allocations, plans and strategies. It provides a tool for assessing the relative merits of alternative options to help inform a decision on a preferred option. The SA uses a detailed assessment framework that assesses sites as having likely positive or adverse Impacts against the identified SA indices.

3.18. A RAG rating system identified those sites with most dark green (++) and least red scores (--) contributing significantly towards the Sustainability Objectives and considered the most sustainable. An element of planning judgement is required to assess the sites in terms of their sustainability. Different weight may be given to each of the indices reflecting the characteristics of the sites being assessed. Where this is the case, the rationale for applying different weight to the criteria in relation to a particular site is documented in the conclusions.

Table 2: Sustainability Appraisal Framework

| Indicator | Effect |
|-----------|-------------------------------|
| ++ | Likely strong positive effect |
| + | Likely positive effect |
| 0 | Neutral/no effect |
| ~ | Mixed effects |

| | |
|----|------------------------------|
| - | Likely adverse effect |
| -- | Likely strong adverse effect |
| ? | Uncertain effect |

3.19. The Sustainability Appraisal (SA) was completed for each of the sites submitted that passed stage 1 of the site selection methodology. This process highlighted any potential critical constraints, including physical constraints flooding etc. and policy constraints such as potential impact upon the historic environment, access to services etc. (Full assessment is contained in the Interim SA). Whilst the SA provides a high-level assessment it is a fundamental step to inform the site selection process.

3.20. All sites were subject to a detailed site assessment which included a site visit as detailed in Stage 2b below.

Stage 2b: Detailed Site Assessment

3.21. It is important that site selection is not based solely on measurable criteria. Using the SA criteria alone would omit consideration of wider issues that are difficult to quantify but important in the decision making process.

3.22. The process of site selection is undertaken in the planning strategy context and involves making professional and planning judgements to produce a portfolio of sites that would be suitable for allocation in the Local Plan.

3.23. To guide the identification of the most suitable candidate Preferred Sites, each settlement is considered in turn. The assessment considers the relative merits of the sites and combinations thereof and then identifies the more appropriate sites.

3.24. All sites have been assessed against the same criteria and included an assessment of the impact on utilities, highways issues, flooding and a range of other considerations as detailed in Appendix A. Using a RAG scoring system, supplemented by detailed notes, the site appraisal framework identifies those sites which are considered most suitable for development, and furthermore, those sites which can be delivered in the plan period. A Summary of the provisional site assessments are contained in Appendix B.

3.25. The criteria are grouped into the following:

- Physical Constraints
- Landscape and Townscape
- Compatibility of uses

3.26. Applying the site assessment criteria a RAG rating system is used, those sites with the most dark green (++) and least red scores (--) are likely to be the most suitable for allocation. However, in common with all site selection/allocation processes, the identification of candidate Preferred Site will involve an element of planning judgement, the effect of which on outcomes cannot be prejudged. It should also be noted that in exercising planning

judgement different weight may be given to each of the criteria reflecting the characteristics of the sites being assessed. Where this is the case, the rationale for applying different weight to the criteria in relation to a particular site is documented in the assessment.

- 3.27. Evidence on the initial suitability of sites is available from the Housing Land Availability Assessment (HELAA). Though this is updated and refined through the more detailed site appraisals.

Stage 2c: Deliverability

- 3.28. The purpose of Stage 2c is to consider the deliverability of sites. The term "*deliverable*" is defined in the NPPF (Annex 2: Glossary), in the following terms:
- 3.29. *To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular: a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans). b) Where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years."*
- 3.30. The key principles considered are whether the sites are: 'suitable', 'available' and 'achievable' as set out in the National Planning Policy Framework (NPPF). Stage 1, 2 and 3 considered the suitability of the sites and, therefore, this stage focuses on whether a site is deliverable.
- 3.31. Site assessment has also been informed by technical information submitted by promoters such as Design and Access statements, and where considered necessary specific technical information e.g. Highway information.
- 3.32. The availability of sites was primarily ascertained through the Call for Sites process, but also through further targeted consultation towards the end of 2017 with developers and landowners of sites identified from other sources through the HELAA. Where up-to-date landownership information was not held by the Council, landownership searches were undertaken at HM Land Registry.
- 3.33. The findings of 2b and 2c process are captured in Appendix B.

4. Evidence Base Documents

- 4.1. Key evidence base documents have supported the assessment such as the 2017 Strategic Flood Risk Assessment and 2018 Landscape Character Assessment.

- 4.2. An Interim Habitats Regulations Assessment (HRA) has also been undertaken and is published alongside the emerging Plan. This is carried out at each stage of the planning process to ensure that the proposals within the plan have no likely significant effect upon European Sites (Natura 2000) either in isolation or in combination.

5. Employment Site Selection Methodology

National Policy Context

- 5.1. The NPPF is clear that planning policies should set criteria, or identify strategic sites for local and inward investment to match the strategy and to meet anticipated needs over the plan period (Paragraph 81).
- 5.2. The NPPF also sets out that all policies within the plan should be underpinned by relevant up to date evidence and that this should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals (Paragraph 31).
- 5.3. The Council has produced an Employment Background Paper (Paper 3), which assesses the existing employment land within the District and synthesises a range of key sources to set out the requirements for the future need of employment land within the District. The Background Paper identifies that new employment land is required in Cromer, Holt, Stalham and North Walsham.
- 5.4. The employment site selection process is in line with the methodology as defined within this topic paper. Sites were screened in terms of size and major policy constraints (Stage 1), were subject to Sustainability Appraisal (Stage 2a) and a detailed Site Assessment (Stage 2b) and must be deliverable (Stage 2c). Further evidence regarding the site selection process highlighted in evidence base documents and through consultation feedback (Section 4 and 5) also fed into, and informed, the site selection process.
- 5.5. A full list of preferred and alternative employment sites is set out within **Appendix B**.

6. Open Space and Local Green Space

- 6.1. The Local Plan identifies open spaces including formal recreation open space, informal parks and gardens, cemeteries, allotments and other recreational open space.
- 6.2. The Council has produced an Amenity Green Space Study which is available as part of the Evidence documents. The Paper consists of a review of all of the Open Land, Education & Formal Recreation Spaces within the towns and local services centres as identified in the Core Strategy Settlement Hierarchy. The study also reviews those sites that have been suggested by Parish Councils that are currently located within the 'countryside' and also additional sites, mainly open space areas brought forward through development.
- 6.3. All of the sites underwent an initial desktop review followed by a subsequent site visit during the autumn months of 2017. A site visit proforma was completed for each site, designed to record

essential site characteristics, appearance, accessibility, visibility as well as any other observations around the qualitative nature of the site.

6.4. Those sites suggested by Town and Parish councils for Local Green Space designation were considered against the requirements of the NPPF and PPG. The NPPF is clear that LGS designation will **not** apply to most green areas or open space and that it is for spaces that are unique in the benefits they provide to local communities and meet a tailored set of criteria. In line with the requirements of the NPPF and PPG nominated sites were assessed against the requirements as set out in Appendix B of the Paper. Where the nominated review sites did not meet the LGS assessment criteria they were reviewed for Open Space Designations.

6.5. The full methodology and the results for the Open Space and Green Open Space can be found in the Amenity Green Space Study.

7. Sites for Renewable Energy

7.1. A number of sites for renewable energy were submitted as part of the Call for Sites process. Policy SD7 of the First Draft Local Plan Part 1 sets out the approach envisaged for Renewable Energy. Proposals for Renewable Energy schemes such as solar farms, anaerobic digestion, and wind farm development will be assessed on their individual merits at the time of any application. As such no further assessment has been undertaken of the sites submitted.

Appendix A: Site Selection Criteria

This part sets out the additional site selection criteria which will be used to assess the suitability of the sites during stage 2b of the sites assessment.

Physical Constraints

| Access to Site | | |
|--|--|--|
| Red No possibility of creating access to the site. | Amber There are potential access constraints on the site, but these could be overcome through development. | Green Access by all means is possible. |
| Combination of site visit and consultee advice from the Highway Authority will be consulted to understand the access implications for sites. | | |

| Transport and Roads | | |
|---|--|--|
| Red Development of the site would have an unacceptable impact on the functioning of trunk roads and/or local roads that cannot be reasonably mitigated. | Amber Any potential impact on the functioning of trunk roads and/or local roads could be reasonably mitigated. | Green Development of the site will not have a detrimental impact on the functioning of trunk roads and/or local roads. |
| The Highway Authority were consulted to ascertain any potential cumulative impacts on the functioning of trunk roads and local roads. | | |

| Sustainable Transport | | |
|-----------------------------|--|--|
| Red Car-dependent | Amber Some sustainable transport opportunities including walking, cycling and buses. | Green Full range of sustainable transport options available from the site. |

| Impact on utilities infrastructure | | |
|--|---|---|
| Red Major utilities across site | Amber Utilities require diversion infrastructure present on the site that could affect the development potential. | Green No constraints from utilities infrastructure. |
| Strategic utilities infrastructure include (either under or over ground) power lines, gas pipelines, water supply pipes, sewers or pumping stations. | | |

| Utilities Capacity | | |
|--|--|--|
| Red No available utilities capacity and no potential for improvements. | Amber No available utilities capacity but potential for improvements to facilitate capacity. | Green Sufficient utilities capacity available. |
| The capacity of utilities includes electricity, gas, and water supply together with the wastewater network and treatment facilities. | | |

| Contamination and ground stability | | |
|---|--|---|
| Red Heavily contaminated and/ or has ground stability issues. | Amber The site is potentially contaminated or has potential ground stability issues that could be mitigated. | Green The site is unlikely to be contaminated and has no known ground stability issues. |

| Flood Risk | | |
|---|--|--|
| Red Part of the site is within the functional flood plain (Zone 3b) | Amber The site is within flood zones 2 or 3a (taking into account climate change) and/or is within an area at high, medium or low risk from surface water flooding (including Climate Change). | Green The site is at low risk of flooding (within Zone 1). |
| The SFRA flood zones will be used for the purpose of this assessment. | | |

Landscape and Townscape

| Landscape Consideration (including Nationally and Locally Significant Landscapes and Setting) | | |
|---|--|--|
| Red Development of the site would have a detrimental impact on the sensitive landscape or other landscapes which cannot be mitigated. | Amber Development of the site would have a detrimental impact on the sensitive landscape or other landscapes which could be mitigated. | Green Development of the site would have either a neutral or positive impact, but importantly not have a detrimental impact, on the sensitive landscape or other landscapes. |

| Townscape | | |
|---|---|---|
| Red Development of the site would have a detrimental impact on townscapes which cannot be mitigated. ² | Amber Development of the site would have a detrimental impact on townscapes which could be mitigated. | Green Development of the site would have either a neutral or positive impact, but importantly not have a detrimental impact, on townscapes. |

| Biodiversity and Geodiversity | | |
|---|---|---|
| Red Development of the site would have a detrimental impact on designated sites, protected species or ecological networks ³ⁱ which cannot be reasonably mitigated or compensated as appropriate. | Amber Development of the site may have a detrimental impact on a designated site, protected species or ecological network ¹ but the impact could be reasonably mitigated or compensated. | Green Development of the site would not have a detrimental impact on any designated site, protected species or ecological networks ¹ . |

² See paragraph 172 of the National Planning Policy Framework.

³ Designated sites are those with national or international protection, namely:

- Special Areas of Conservation (including possible Special Areas of Conservation)
- Special Protection Areas (including potential Special Protection Areas)
- Ramsar sites (including proposed Ramsar sites)
- Sites of Specific Scientific Interest
- National Nature Reserves
- Ancient Woodland

and those with regional or local protection, namely:

- Regionally Important Geological Sites
- Local Nature Reserves
- County Wildlife Sites
- County Geodiversity Sites
- Roadside Nature Reserves
- Priority habitats, veteran trees, ecological networks;
- Priority and/or legally protected species populations.

| Historic Environment | | |
|---|---|---|
| Red Development of the site would cause substantial harm to a designated or non-designated heritage asset or the setting of a designated or non-designated heritage asset ⁱⁱ which cannot be reasonably mitigated. ⁴⁵ | Amber Development of the site could have a detrimental impact on a designated or non-designated heritage asset or the setting of a designated or non-designated heritage assets ⁱⁱ , but the impact could be reasonably mitigated. | Green Development of the site would have either a neutral or positive impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets ⁱⁱ . |

Compatibility of uses

| Loss of other beneficial use | | |
|---|---|---|
| Red Development of the site would result in a loss of the existing beneficial use which is either not surplus to requirements or could not be replaced locally. | Amber Development of the site would result in a loss of an existing beneficial use which is surplus to requirements or could be replaced locally. | Green Development of the site would not result in the loss of an existing beneficial use. |

| Compatibility with Neighbouring/Adjoining Uses | | |
|---|--|--|
| Red Neighbouring/adjoining uses to the proposed site would be incompatible with the proposed development type with no scope for mitigation. | Amber Development of the site could have issues of compatibility with neighbouring/adjoining uses; however, these could be reasonably mitigated. | Green Development would be compatible with existing and/or adjoining uses. |

Availability and Deliverability Criteria

⁴ See paragraphs 193-194 of the National Planning Policy Framework & Sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

⁵ Heritage Assets are buildings, monuments, sites, landscapes and places identified as having a degree of significance meriting consideration in planning decisions because of their heritage interest.

Designated heritage assets include:

- Listed Buildings (grade I, grade II* and grade II)
- Registered Parks and Gardens
- Scheduled Ancient Monuments
- Conservation Areas

Non-designated Heritage Assets can include locally listed buildings, non-registered parks or gardens sites with archaeological potential and sites identified as having local heritage significance in the Norfolk Historic Environment Record (HER).

This part sets out the availability and deliverability criteria which will be used to assess the achievability of the sites during stage 2c of the sites assessment.

Site Availability

| Site Ownership | | |
|--|--|---|
| <p>Red Site ownership is unknown or is in multiple ownership and the other owners are either unknown, oppose the development or are promoting another conflicting scheme.</p> | <p>Amber Site is in multiple ownership where landowners are promoting independent schemes that are not in conflict, or working collaboratively on a scheme, and there is an agreement in place between the parties.</p> | <p>Green Site is in single ownership.</p> |
| Existing uses | | |
| <p>Red Existing uses on-site where the use could cease in more than 10 years or the timescale for on-site uses ceasing is unknown.</p> | <p>Amber Existing uses on-site which could cease between two and 10 years.</p> | <p>Green There are no existing uses on-site or existing uses could cease in less than two years.</p> |
| Availability | | |
| <p>Red Site not expected to be available for at least 10 years or site availability is not known.</p> | <p>Amber Site is expected to be available within 10 years.</p> | <p>Green Site is expected to be available within 5 years.</p> |
| Deliverability | | |
| <p>Red Site is not being actively marketed</p> | <p>Amber Site is being actively marketed for development</p> | <p>Green Planning Application for the site is under discussion</p> |

Appendix B: Summary of Site Assessment for Selected Settlements

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|---------------------------|----------------------------|--------------|---|---|
| Sites for Blakeney | | | | |
| BLA04/A | Land East of Langham Road | Housing | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Access and impact on the highway network is considered to be acceptable by NCC Highways. No footway along a short section of Langham Road. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a reasonable/moderate walking distance to the school. A public footpath runs through the north of the site which could be enhanced to provide a more direct route to school.</p> <p><u>Environmental:</u> The south west corner of the site is adjacent to the Wiveton Downs Site of Special Scientific Interest. Part of the site falls within the SSSI Impact Risk Zone. The site is a large arable field with a farm access onto the Langham Road. There is a patchy hedge on the Langham Road boundary and a conifer tree belt along the northern boundary with the properties at Kingsway. The site is sensitive in environmental terms and any development will need to consider the relationship and impact on the SSSI.</p> <p><u>Landscape and Townscape:</u> The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). There are views across a portion of the site towards St. Nicolas' Church. <u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Preferred Site</p> <p>Suggested Allocation: 30 to 40 dwellings.</p> <p>The site is well positioned for access to the village, school and services. Highways access and network connections are acceptable. Although the site is within the Area of Outstanding Natural Beauty, it is reasonably well-contained in the landscape. The site is considered to be one the most sustainable and suitable of the Blakeney alternatives.</p> |
| BLA01 | Land South of Morston Road | Housing | <p><u>Highway Transport & Access:</u> Access off Morston Road considered to be unacceptable by NCC Highways although achieved off Langham Road would be acceptable. Footway located on north side of Morston Road. A crossing of Morston Road and new section of new footway would be required. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a moderate walking distance to the school.</p> <p><u>Environmental:</u> The site is adjacent to the Wiveton Downs Site of Special Scientific Interest. The site falls within the SSSI Impact Risk Zone. The site is 250m from Ramsar Site and Special Area of Protection (SPA). A large arable field with a farm access onto the Morston Road. There is a tree/hedge boundary on the western side which is part of the SSSI.</p> <p>The site is sensitive in environmental terms and any development will need to consider the relationship and impact on the environmental designations particularly the SSSI.</p> <p><u>Landscape and Townscape:</u> The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site is sheltered from view on the Morston Road edge of the settlement, however, depending on scale and form, could have a negative visual impact on the landscape when viewed from the Langham Road approach. <u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Not preferred</p> <p>Highways access onto the Morston Road is considered unsuitable. The site may have a detrimental impact on the setting of the town and the Area of Outstanding Natural Beauty. The preferred site can deliver sufficient housing for Blakeney.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--|--------------|--|--|
| BLA02 | Land Adjacent Blakeney Downs House, Morston Road | Housing | <p><u>Highway Transport & Access:</u> Access off Morston Road considered to be unacceptable by NCC Highways. No footway along a significant section Morston Road which is outside the 30mph zone. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a moderate walking distance to the school.</p> <p><u>Environmental:</u> The site is adjacent to the Wiveton Downs Site of Special Scientific Interest. The site falls within the SSSI Impact Risk Zone. The site is 300m from Ramsar Site and Special Area of Protection (SPA).</p> <p>A small site currently used as boat storage with access onto the Morston Road. The site is 50m from a Scheduled Ancient Monument.</p> <p>The site is sensitive in environmental terms and any development will need to consider the relationship and impact on the environmental designations particularly the SSSI.</p> <p><u>Landscape and Townscape:</u> The site is within the North Norfolk Area of Outstanding Natural Beauty (AONB).</p> <p>The site is on the crest of a hill and could have a significant negative visual impact on the landscape.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Not preferred</p> <p>The site is remote and detached from the village and services. Highways access onto the Morston Road is considered unsuitable. It would be a development in open countryside and could have an adverse impact on the landscape and the Area of Outstanding Natural Beauty. The preferred site can deliver sufficient housing for Blakeney.</p> |
| BLA04 | Land East of Langham Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access and impact on the highway network is considered to be acceptable by NCC Highways. No footway along a short section of Langham Road. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a reasonable/moderate walking distance to the school.</p> <p>A public footpath runs through the north of the site which could be enhanced to provide a more direct route to school.</p> <p><u>Environmental:</u> The south west corner of the site is adjacent to the Wiveton Downs Site of Special Scientific Interest. Part of the site falls within the SSSI Impact Risk Zone. The site is a large arable field with a farm access onto the Langham Road. There is a patchy hedge on the Langham Road boundary and a conifer tree belt along the northern boundary with the properties at Kingsway. The site is sensitive in environmental terms and any development will need to consider the relationship and impact on the SSSI.</p> <p><u>Landscape and Townscape:</u> The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB).</p> <p>There are views across a portion of the site towards St. Nicolas' Church.</p> <p><u>Other:</u></p> <p>No flooding, contamination or utilities issues currently identified.</p> | <p>Not preferred</p> <p>The site is well located to the village and services. Highways access off Langham Road is considered acceptable. Development of the whole site would extend into open countryside and may have an adverse impact on the landscape and Area of Outstanding Natural Beauty. However, a reduced site which mirrors the Avocet View development would be more contained and have less of an impact.</p> <p>Reduced parcel and preferred option is to be renamed BLA04/A. Site area to be reduced to 1.5ha to provide a site similar in size to previous allocation at Avocet View.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|------------------------------|--------------|--|--|
| BLA05 | Land West Of Saxlingham Road | Housing | <p><u>Highway Transport & Access:</u> Considered to be unacceptable by NCC Highways. Saxlingham Road is narrow with no footway. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a reasonable walking distance to the school. A public footpath runs from Saxlingham Road which could be enhanced to provide a more direct route to school.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. The site forms part of a large arable field with open aspect to the Saxlingham Road.</p> <p><u>Landscape and Townscape:</u> The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site is in exposed open countryside.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | Not preferred Highways Access is considered unsuitable. It would be a development in open countryside and could have an adverse impact on the landscape and the Area of Outstanding Natural Beauty. The preferred site can deliver sufficient housing for Blakeney. |
| BLA06 | Land East Of Saxlingham Road | Housing | <p><u>Highway Transport & Access:</u> Considered to be unacceptable by NCC Highways. Saxlingham Road is narrow with no footway. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a reasonable walking distance to the school. A public footpath runs from Saxlingham Road which could be enhanced to provide a more direct route to school.</p> <p><u>Environmental:</u> The site forms part of a wooded area adjacent to The Old Rectory. Development would require removal of a number of trees within the wooded area.</p> <p><u>Landscape and Townscape:</u> The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site is within the Conservation Area and within 100m of 2 listed buildings.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | Not preferred Highways Access is considered unsuitable. It would be a development in open countryside and could have an adverse impact on the landscape and the Area of Outstanding Natural Beauty. The preferred site can deliver sufficient housing for Blakeney. |
| BLA07 | Land off Langham Road | Housing | <p><u>Highway Transport & Access:</u> Access and impact on the highway network is considered to be acceptable by NCC Highways. The site is within reasonable walking distance of the village shops and services and a reasonable walking distance to the school.</p> <p><u>Environmental:</u> The site is currently designated as an 'Open Land Area' and is proposed as 'Amenity Greenspace'. The site is an open mown grass former playing field. Development on the site would detrimentally impact on the availability of land available for informal recreation.</p> <p><u>Landscape and Townscape:</u> The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). Development on the site would have a detrimental visual impact on views across the village towards the Meadows.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified. The site is also used for seasonal car parking.</p> | Not preferred The site is an important designated open space in the heart of the village and development would impact on the openness and setting of Blakeney and would result in a loss of beneficial use. The preferred sites can deliver sufficient housing for Blakeney without requiring the loss of open space. |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|----------------------------|--------------|---|--|
| BLA08 | Land North of Morston Road | Housing | <p><u>Highway Transport & Access:</u> Considered to be unacceptable by NCC Highways. A new section of new footway would be required along the Morston Road. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a moderate walking distance to the school.</p> <p><u>Environmental:</u> The site is less than 150m from the Wiveton Downs and North Norfolk Coast Sites of Special Scientific Interest. The site falls within the SSSI Impact Risk Zone. The site is less than 150m from Ramsar Site and Special Area of Protection (SPA). The site forms part of a large arable field with access onto the Morston Road. The northern boundary of this site is the SSSI, Ramsar & SPA. The site is highly sensitive in environmental terms and any development will need to consider the relationship and impact on the environmental designations.</p> <p><u>Landscape and Townscape:</u> The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site is reasonably exposed and located between the Morston Road and the coastal marshes and would have a significant negative visual impact on the landscape and setting of Blakeney when viewed from the Morston Road approach into the village.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Not preferred</p> <p>Highways access onto the Morston Road is considered unsuitable. It would be a development in open countryside and could have an adverse impact on the landscape and the Area of Outstanding Natural Beauty. The preferred site can deliver sufficient housing for Blakeney.</p> |
| BLA09 | Land West of Langham Road | Housing | <p><u>Highway Transport & Access:</u> Access and impact on the highway network is considered to be acceptable by NCC Highways. No footway along a short section of Langham Road. There are limited public transport options in Blakeney. The site is within reasonable walking distance of the village shops and services and a reasonable/moderate walking distance to the school. A public footpath runs from the Langham Road to the east of the site which could be enhanced to provide a more direct route to school.</p> <p><u>Environmental:</u> The site is adjacent to the Wiveton Downs Site of Special Scientific Interest. The site falls within the SSSI Impact Risk Zone. The site is 250m from Ramsar Site and Special Area of Protection (SPA).</p> <p>A large arable field with a farm access onto the Morston Road. There is a tree/hedge boundary on the western side which is part of the SSSI. The site is sensitive in environmental terms and any development will need to consider the relationship and impact on the environmental designations particularly the SSSI.</p> <p><u>Landscape and Townscape:</u></p> <p>The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site could have a negative visual impact on the landscape when viewed from the Langham Road approach.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Not preferred</p> <p>The site is well located to the village and services. Highways access off Langham Road is considered acceptable. The site may have a detrimental impact on the setting of the town and the Area of Outstanding Natural Beauty. The preferred site can deliver sufficient housing for Blakeney.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|----------------------------|--------------|--|---|
| BLA11 | Land at 39 New Road | Housing | <p><u>Highway Transport & Access:</u> No access via Little Lane, there would need to be a new access which would require the complete removal of a hedge and provision of a new footway.</p> <p>The site is within reasonable walking distance of the village shops and services and a reasonable walking distance to the school.</p> <p><u>Environmental:</u> The site is currently designated as an 'Open Land Area' and is proposed as 'Amenity Greenspace'.</p> <p>The site is an enclosed parcel of land which forms part of the open land in the heart of the village which includes The Pastures and the recreation ground.</p> <p>Development on the site would detrimentally impact on the Open Land Area.</p> <p><u>Landscape and Townscape:</u> The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site is within the Conservation Area.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Not preferred</p> <p>The site is an important designated open space in the heart of the village and development would impact on the openness and setting of Blakeney and would result in a loss of beneficial use. The preferred sites can deliver sufficient housing for Blakeney without requiring the loss of open space.</p> |
| BRI01 | Land East of Astley School | Housing | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Considered to be acceptable by NCC Highways. Good access available off the Fakenham Road and The Lane. All within 30mph zone. Walking distance to school. Cycle path along Fakenham Road. Bus stops and regular services.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. High hedge all around the site. There is a pond in SW corner of the site which will require consideration.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints. A level site with Housing properties to the south and school site to the west. Would have no detrimental impact of setting of the 2 villages</p> <p><u>Other:</u> Close to village services in Melton Constable and Briston. No flooding, contamination or utilities issues identified.</p> | <p>Preferred Site</p> <p>Suggested Allocation: 30 to 40 dwellings.</p> <p>The site is centrally located to Briston and Melton Constable and the services in each village. It is adjacent to the primary school. The site has acceptable highway access and connections to public transport. 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. The site scores positively in the Sustainability Appraisal. This is considered to be one of the most sustainable and suitable of the Briston alternatives.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|----------------------------|--------------|---|---|
| BRI02 | Land West of Astley School | Housing | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Considered to be acceptable by NCC Highways. Good access available off the Fakenham Road and within 30mph zone. Walking distance to school. Cycle path along Fakenham Road. Bus stops and regular services.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. High Hedge along frontage of site.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints</p> <p>A level arable field site with Housing properties to the west and school site to the east. Would infill the existing rural gap on the south side of Fakenham Road.</p> <p><u>Other:</u> Close to village services in Melton Constable and Briston. No flooding, contamination or utilities issues identified.</p> | <p>Preferred Site</p> <p>Suggested Allocation: 30 to 50 dwellings.</p> <p>The site is centrally located to Briston and Melton Constable and the services in each village. It is adjacent to the primary school. The site has acceptable highway access and connections to public transport. 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. The site scores positively in the Sustainability Appraisal. This is considered to be one of the most sustainable and suitable of the Briston alternatives.</p> |
| BRI02/A | Land West of Astley School | Housing | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Considered to be acceptable by NCC Highways. Good access available off the Fakenham Road and within 30mph zone. Walking distance to school. Cycle path along Fakenham Road. Bus stops and regular services.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. High Hedge along frontage of site.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints. A level arable field site with Housing properties to the west and school site to the east. Would infill the existing rural gap on the south side of Fakenham Road.</p> <p><u>Other:</u> Close to village services in Melton Constable and Briston. No flooding, contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is well located to the village and services. Highways access is considered acceptable. Site area to be reduced to 1.95ha to accord with previous allocation and preferred option named BRI02.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|---|--------------|---|---|
| BRI03 | Land At The Lanes | Housing | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Considered to be acceptable by NCC Highways. The Lane is semi-rural Housing street with development all along north side. Within 30mph zone.</p> <p>Footway on north side. Within walking distance of shops to the east and school to the north west and playing fields to the south.</p> <p><u>Environmental:</u> No environmental designations or identified constraints.</p> <p>Mature mixed hedge and trees on the boundary of The Lane with a verge between The Lane and the hedge. Part of the site may be susceptible to surface water flooding which would require mitigation.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints</p> <p>A large level arable field site with Housing properties to the north.</p> <p><u>Other:</u> Close to village services in Melton Constable and Briston.</p> <p>No contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is well located to the village and services. Highways access is considered acceptable. The site has no major constraints. On balance, this site is not preferred as the preferred sites are better located on the highway network and are closer to the key services in Briston and Melton Constable.</p> |
| BRI04 | Land At Holt Road, Opposite Horseshoe Common | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off Holt Road which is considered unsuitable by NCC Highways. No footway along Holt Road and pedestrians would have to cross Norwich Road to get onto the footway into the village. The site is likely to promote car use even for short journeys.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Mature mixed hedge and trees on the boundary of Holt Road and mature trees and hedges through site.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints</p> <p><u>Other:</u> Remote from services in Melton Constable and Briston.</p> <p>No flooding, contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is remote and detached from the village and services. Highways access is considered unsuitable and pedestrian access to the school would have to cross the Fakenham-Norwich road. It would be a development in open countryside. The preferred sites can deliver sufficient housing for Briston.</p> |
| BRI05 | Land At Norwich Road (Old Vicarage To Horseshoe Lane) | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off Norwich Road which is considered unsuitable by NCC Highways. No footway along Norwich Road and pedestrians would have to walk along Norwich Road to get onto the footway into the village. The site is likely to promote car use even for short journeys.</p> <p><u>Environmental:</u> No environmental designations or identified constraints.</p> <p>Mature mixed hedge and trees on the boundary of Norwich Road.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints.</p> <p>Would be development outside settlement and very much in the countryside. The site could have a detrimental impact on the landscape.</p> <p><u>Other:</u> Remote from services in Melton Constable and Briston. No flooding, contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is remote and detached from the village and services. Highways access is considered unsuitable and pedestrian access to the school would have to be along the unsuitable Fakenham-Norwich road. It would be a development in open countryside and could have an adverse impact on the landscape. The preferred sites can deliver sufficient housing for Briston.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--|--------------|---|--|
| BRI07 | Lawn Farm | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off Norwich Road and/or C468 Edgefield Road which is considered unsuitable by NCC Highways. No footway along Norwich Road and pedestrians would have to walk along Norwich Road to get onto the footway into the village. The site is likely to promote car use even for short journeys.</p> <p><u>Environmental:</u> No environmental designations. There is a 'Major Hazard' identified on the site due to flammable liquids and gases on the site. This would require remedial action.</p> <p>Large parts of the western side of the site is wooded/tree cover and is subject to a TPO.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints. Would be development outside settlement and in the countryside. The proposed large scale development could have a significant detrimental impact on the landscape.</p> <p><u>Other:</u> Remote from services in Melton Constable and Briston. Development of the scale proposed is not required or appropriate in Briston. No flooding, contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>This is a large site that is remote and detached from the village and services. Highways access is considered unsuitable and pedestrian access to the school would have to cross the Fakenham-Norwich road. It would be a development in open countryside and could have an adverse impact on the landscape. The preferred sites can deliver sufficient housing for Briston.</p> |
| BRI08 | Land At Mill Road (Springfield To Horseshoe Lane) | Housing | <p><u>Highway Transport & Access:</u> Access would be off Mill Road. No footway along Mill Road into village. A moderate walking distance from the school.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. A small agricultural parcel of land with rough grass and areas of scrub.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints. Development could be integrated into the existing properties along Mill Road.</p> <p><u>Other:</u> Part of the site may be susceptible to surface water flooding which would require mitigation. No contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>Highways access is considered unsuitable. The preferred sites can deliver sufficient housing for Briston.</p> |
| BRI10 | Land To The South Of Playing Field | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off Stone Beck Lane which is narrow and is considered unsuitable by NCC Highways. There is a footway into village along Hall Street and a public footpath link – which provides acceptable walking route to the school. However, the site is a moderate walking distance from the school.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. A small agricultural parcel of land with rough grass and areas of scrub</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints. Development would be adjacent to the settlement and in the countryside although to the north is open space/recreation ground and existing development to the east.</p> <p><u>Other:</u> Part of the site may be susceptible to surface water flooding which would require mitigation. No contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is reasonably remote from village services. Highways access is considered unsuitable. The preferred sites can deliver sufficient housing for Briston.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|---|--------------|--|---|
| BRI11 | Land to The North Of Craymere Beck Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off Craymere Road which is considered unsuitable by NCC Highways. No footway along Craymere Road and pedestrians would have to walk a moderate distance to get onto the footway on Hall Street into the village. The site is over 2km walk to the school. The site is likely to promote car use even for short journeys.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. A small agricultural parcel of land</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints. Development would be adjacent to the settlement but in the countryside.</p> <p><u>Other:</u> This area of Briston is characterised by ribbon development which is remote from the village centre and services. No flooding, contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is remote and detached from the village and services. Highways access is considered unsuitable. It would be a development in open countryside. The preferred sites can deliver sufficient housing for Briston.</p> |
| BRI12 | Land at Craymere Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off Craymere Road which is considered unsuitable by NCC Highways. No footway along Craymere Road and pedestrians would have to walk a moderate distance to get onto the footway on Hall Street into the village. The site is over 2km walk to the school. The site is likely to promote car use even for short journeys.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. A small agricultural parcel of land</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints. Development would be adjacent to the settlement but in the countryside.</p> <p><u>Other:</u> This area of Briston is characterised by ribbon development which is remote from the village centre and services. No flooding, contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is remote and detached from the village and services. Highways access is considered unsuitable. It would be a development in open countryside. The preferred sites can deliver sufficient housing for Briston.</p> |
| BRI13 | Land At Craymere Road (Site 8) | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off Craymere Road which is considered unsuitable by NCC Highways. No footway along Craymere Road and pedestrians would have to walk a moderate distance to get onto the footway on Hall Street into the village. The site is over 2km walk to the school. The site is likely to promote car use even for short journeys.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. A small agricultural parcel of land.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints. Development would be adjacent to the settlement but in the countryside.</p> <p><u>Other:</u> This area of Briston is characterised by ribbon development which is remote from the village centre and services. No flooding, contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is remote and detached from the village and services. Highways access is considered unsuitable. It would be a development in open countryside. The preferred sites can deliver sufficient housing for Briston.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|---------------------------------|--------------|---|---|
| BRI17/1 | Land at Reepham Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off Reepham Road which is considered unsuitable by NCC Highways. No footway along Reepham Road and pedestrians would have to walk a significant distance to get onto the footway on Hall Street into the village. The site is over 2.5km walk to the school. The site is likely to promote car use even for short journeys.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. A small agricultural parcel of land. Part of the site may be susceptible to surface water flooding which would require mitigation.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints. Development would be adjacent to the settlement but in the countryside.</p> <p><u>Other:</u> This area of Bristol is characterised by ribbon development which is remote from the village centre and services. No contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is remote and detached from the village and services. Highways access is considered unsuitable. It would be a development in open countryside. The preferred sites can deliver sufficient housing for Bristol.</p> |
| BRI17/2 | Land at Reepham Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off Reepham Road which is considered unsuitable by NCC Highways. No footway along Reepham Road and pedestrians would have to walk a significant distance to get onto the footway on Hall Street into the village. The site is over 2.5km walk to the school. The site is likely to promote car use even for short journeys.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. A small agricultural parcel of land. Part of the site may be susceptible to surface water flooding which would require mitigation.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints. Development would be adjacent to the settlement but in the countryside.</p> <p><u>Other:</u> This area of Bristol is characterised by ribbon development which is remote from the village centre and services. No contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is remote and detached from the village and services. Highways access is considered unsuitable. It would be a development in open countryside. The preferred sites can deliver sufficient housing for Bristol.</p> |
| BRI17/3 | Land at Reepham Road Scrap Yard | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off Reepham Road which is considered unsuitable by NCC Highways. No footway along Reepham Road and pedestrians would have to walk a significant distance to get onto the footway on Hall Street into the village. The site is over 2.5km walk to the school. The site is likely to promote car use even for short journeys.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. A small agricultural parcel of land. Part of the site may be susceptible to surface water flooding which would require mitigation.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints. Development would be adjacent to the settlement but in the countryside.</p> <p><u>Other:</u> This area of Bristol is characterised by ribbon development which is remote from the village centre and services. No contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is remote and detached from the village and services. Highways access is considered unsuitable. It would be a development in open countryside. The preferred sites can deliver sufficient housing for Bristol.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|----------------------|--------------|--|---|
| BRI18 | Land at Highfield | Housing | <p>Considered unsuitable for development.</p> <p><u>Highway Transport & Access:</u> Access would be off Craymere Road which is considered unsuitable by NCC Highways. No footway along Craymere Road and pedestrians would have to walk a moderate distance to get onto the footway on Hall Street into the village. The site is over 2km walk to the school. The site is likely to promote car use even for short journeys.</p> <p><u>Environmental:</u> No environmental designations or identified constraints.</p> <p>A small agricultural parcel of land</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints.</p> <p>Development would be adjacent to the settlement but in the countryside.</p> <p><u>Other:</u> This area of Briston is characterised by ribbon development which is remote from the village centre and services. No flooding, contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is remote and detached from the village and services. Highways access is considered unsuitable. It would be a development in open countryside. The preferred sites can deliver sufficient housing for Briston.</p> |
| BRI20 | Land at Reepham Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off Reepham Road which is considered unsuitable by NCC Highways. No footway along Reepham Road and pedestrians would have to walk a significant distance to get onto the footway on Hall Street into the village. The site is over 2.5km walk to the school. The site is likely to promote car use even for short journeys.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. A small agricultural parcel of land. Part of the site may be susceptible to surface water flooding which would require mitigation.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints.</p> <p>Development would be adjacent to the settlement but in the countryside.</p> <p><u>Other:</u> This area of Briston is characterised by ribbon development which is remote from the village centre and services. No contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is remote and detached from the village and services. Highways access is considered unsuitable. It would be a development in open countryside. The preferred sites can deliver sufficient housing for Briston.</p> |
| BRI23 | Land At Reepham Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off Reepham Road which is considered unsuitable by NCC Highways. No footway along Reepham Road and pedestrians would have to walk a significant distance to get onto the footway on Hall Street into the village. The site is over 2.5km walk to the school. The site is likely to promote car use even for short journeys.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. A small agricultural parcel of land. Part of the site may be susceptible to surface water flooding which would require mitigation.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints.</p> <p>Development would be adjacent to the settlement but in the countryside.</p> <p><u>Other:</u> This area of Briston is characterised by ribbon development which is remote from the village centre and services. No contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is remote and detached from the village and services. Highways access is considered unsuitable. It would be a development in open countryside. The preferred sites can deliver sufficient housing for Briston.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| BRI25 | Land South Of Woodfield (Coal Yard) | Housing | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Considered to be acceptable by NCC Highways. The Lane is semi-rural Housing street with development to the north and west. Within 30mph zone. Footway on north side. Within walking distance of shops to the east and school to the north west and playing fields to the south.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Mature mixed hedge and trees on the boundary of The Lane with a verge between The Lane and the hedge. Part of the site may have historical contamination.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints. A large level arable field site with Housing properties to the north.</p> <p><u>Other:</u> Planning permission for 1 dwelling on part of the site which may impact on delivery of further development behind. Close to village services in Melton Constable and Briston. No flooding or utilities issues identified.</p> | <p>Not preferred</p> <p>Although this site is suitable for development, sites BR01 & BR02 adequately deliver the quantum of development required. Therefore, on balance, this site is not preferred.</p> |
| BRI26 | Land At The Loke | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off The Loke private road which is considered unsuitable by NCC Highways.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Mature mixed hedge boundary of The Loke. Part of the site may be susceptible to surface water flooding which would require mitigation.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints. On the edge of settlement with properties to the north and west. The site could provide an integrated development.</p> <p><u>Other:</u> No contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>Highways access is considered unsuitable. It would be a development in open countryside. The preferred sites can deliver sufficient housing for Briston.</p> |
| BRI28 | Land at West End | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off via private road off West End which is considered unsuitable by NCC Highways. No footway along West End and pedestrians would have to cross Norwich Road to get onto the footway into the village. The site is likely to promote car use even for short journeys. <u>Environmental:</u> No environmental designations or identified constraints. <u>Landscape and Townscape:</u> No landscape designations or identified constraints. On the edge of settlement with properties to the south. The site could provide an integrated development. <u>Other:</u> Remote from services in Melton Constable and Briston. No flooding, contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is remote and detached from the village and services. Highways access is considered unsuitable and pedestrian access to the school would have to cross the Fakenham-Norwich road. It would be a development in open countryside. The preferred sites can deliver sufficient housing for Briston.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|-------------------------|-----------------------------|--------------|---|---|
| BRI29 | Land East of Holt Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be off Holt Road which is considered unsuitable by NCC Highways. No footway along Holt Road and pedestrians would have to cross Norwich Road to get onto the footway into the village. The site is likely to promote car use even for short journeys. <u>Environmental:</u> No environmental designations or identified constraints. Large arable field with tree and hedge boundaries.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints</p> <p>Would be development outside settlement and in open countryside. The site could have a significant detrimental impact on the landscape. <u>Other:</u> Remote from services in Melton Constable and Briston. No flooding, contamination or utilities issues identified.</p> | <p>Not preferred</p> <p>The site is remote and detached from the village and services. Highways access is considered unsuitable and pedestrian access to the school would have to cross the Fakenham-Norwich road. It would be a development in open countryside. The preferred sites can deliver sufficient housing for Briston.</p> |
| Sites for Cromer | | | | |
| C07/2 | Land at Cromer High Station | Housing | <p>Considered suitable for development</p> <p><u>Highway Transport & Access:</u> Access would be from the private road to the north which is considered to be acceptable by NCC Highways. Footways available along Norwich Road for access to the town centre. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Greenfield site comprising of grassland/ scrub with mature woodland adjacent to the site. Scrub and grassland should be retained where possible to protect habitats and provide links to the surrounding woodland.</p> <p><u>Landscape and Townscape:</u> The site is adjacent to the North Norfolk Area of Outstanding Natural Beauty (AONB). Most of the site is well contained in the landscape due to the varying land levels in the area and the properties located between the site and Norwich Rd. <u>Other:</u> No flooding or utilities issues identified. Some signs of contamination on the site. The site is adjacent to existing employment uses including several small business premises and is well related to the built area of Cromer.</p> | <p>Preferred Option</p> <p>Considered suitable to be allocated for residential development for approximately 22 dwellings. This site is already allocated for Housing development in the current adopted Plan but has not been developed. The site is located behind existing development along Norwich Road and is well related to the built area of Cromer. The area is not prominent in the landscape due to the varying land levels and is screened from view by existing development. Public transport, services and schools nearby, and the town centre is in walking distance. The site scores positively in the Sustainability Appraisal. This is considered to be one of the most sustainable and suitable of the Cromer alternatives.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| C10/1 | Land at Runton Road / Clifton Park | Housing | <p>Considered suitable for development</p> <p><u>Highway Transport & Access:</u> Access off the A149 is considered to be acceptable by NCC Highways. Footways available along Runton Road for access to the town centre. Acceptable walking distance to services. Not within walking distance to schools, but would be if a school was provided on part of the site. Bus stops close by and walking distance to train station.</p> <p>The site is used for recreational use, with informal footpath routes running across the site. A bridleway runs from east to west which should be retained.</p> <p><u>Environmental:</u> A relatively large site consisting of dry grassland and scrub, trees located on part of the site.</p> <p><u>Landscape and Townscape:</u> The site is located within the Coastal Shelf as defined in the Landscape Character Assessment (LCA). The site is slightly undulating and is located adjacent to the AONB. The site is partially contained by existing development (Clifton Park) to the east which is located on higher ground and the railway line to the south. Along with the adjacent fields, it currently provides an undeveloped gap between Cromer and East Runton. And there are concerns that development in this location would lead to the coalescence of the two settlements. However with suitable landscaping, an open frontage to the site and ensuing development is of suitable design, development on this site could offer the opportunity to enhance the hard edge at the key gateway site.</p> <p><u>Other:</u> The south east corner of the site is designated as Open Land Area and this should be retained. Anglian Water has advised that there is an encroachment risk to the Water Recycling Centre at the south of the site. And there are water mains crossing the site. Flood Risk 1, some risk of ground water flooding and small area of surface water flooding. No utilities or contamination issues identified.</p> | <p>Preferred Option</p> <p>Considered suitable to be allocated for residential development for approximately 90 dwellings and location for a new primary school. The site is well positioned for access to services and to the town centre. There are good pedestrian links available and public transport is in walking distance. The site is large enough to accommodate housing, a site for a new school and plenty of open space and the proposed number of dwellings reflects this. Development of the site could offer the opportunity to enhance the hard edge at the key gateway to the town. The site scores positively in the Sustainability Appraisal. This is considered to be one of the most sustainable and suitable of the Cromer alternatives and is the Education Authority's preferred location for a new school.</p> |
| C16 | Former Golf Practice Ground , Overstrand Road | Housing | <p>Considered suitable for development</p> <p><u>Highway Transport & Access:</u> The site is located between Northrepps Road and Overstrand Road where the site could be accessed. Footways available along Overstrand Road to town, but is narrow in places. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station (Roughton Road).</p> <p><u>Environmental:</u> A triangle of grassland with mature hedgerow and trees along the northern and western boundaries and woodland to the south, which provide biodiversity benefit. The site is less than 400m to the coastline SSSI and SAC.</p> <p><u>Landscape and Townscape:</u> The site is located within the Coastal Shelf as defined in the Landscape Character Assessment (LCA). The LCA sets out the landscape strategy and guidelines for the Coastal Shelf and specifies that development should conserve and enhance the individual character of settlements. It is important that development on this site retains the distinctive character of Cromer responding to historic built form and the traditional vernacular style and materials, with reference to the Design Guide. It is also important that new development is well integrated into the landscape and does not form</p> | <p>Preferred Option</p> <p>Considered suitable to be allocated for residential development for approximately 180 dwellings. The site is well positioned for access to the town centre, school and services. There are public transport options available. Although the site is within the Area of Outstanding Natural Beauty, it is not intrusive in the wider landscape. The site is large enough to accommodate housing, plenty of open space and landscaping. The site scores positively in the Sustainability Appraisal. This is considered to be one of the most</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| | | | <p>a harsh edge. The site falls within the AONB and the undeveloped coast. The site is an attractive area of open land lying on the approach into the town. Development on this site could have an impact on the landscape and the character of the AONB. Whilst development would be visible from Overstrand Road and Northrepps Road, the impact would be mitigated by retaining existing hedges and trees around the site, incorporating significant internal open space and tree planting within the site, and introducing a landscaped buffer to the northern and western boundaries. Such landscaping should aim to break up key views of the new development.</p> <p><u>Other:</u> Flood Risk 1, some risk of ground water flooding and small area at risk of surface water flooding. No utilities issues, but small signs of contamination near the south of the site.</p> | sustainable and suitable of the Cromer alternatives. |
| C22/1 | Land West of Pine Tree Farm | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access from Norwich Road considered to be acceptable by NCC Highways, subject to a new footbridge over railway and access via a roundabout on Norwich Road. A new footbridge could connect to existing footways along Norwich Road providing pedestrian access to Cromer. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station (Roughton Road).</p> <p><u>Environmental:</u> No environmental designations or constraints. The site consists of two parcels of land which are in agricultural use with woodland along the western edge. There are some large mature trees and hedges along A149.</p> <p><u>Landscape and Townscape:</u> The site is located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA) characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. The site falls within the Area of Outstanding Natural Beauty. The site is visible from the south and immediate surrounding area. But due to the topography of the site and the surrounding development and landscaping it is not prominent in the wider landscape. Development on this site shouldn't have a detrimental impact on the landscape and wider countryside. Development on the site could have an impact on the adjacent Grade II Listed Pine Tree Farmhouse. The layout and landscaping for the site should consider the impact on the listed building.</p> <p><u>Other:</u> Flood Risk 1 with a small area at risk of surface water flooding to the south of the site. No utilities or contamination issues. Drain running through site.</p> | <p>Preferred Option</p> <p>Considered suitable to be allocated for residential development for approximately 300 dwellings and provision of sports pitches and facilities. Land to the south Cromer is a large site that can help to accommodate large amount of housing required for Cromer. The site is within acceptable distance to the town, schools and services. Public Transport options available from the site. Although the site is located within the Area of Outstanding Natural Beauty, due to the topography of the site and surrounding development/ landscaping it is not prominent in the wider landscape. The site scores positively in the Sustainability Appraisal. This is considered to be one of the most sustainable and suitable of the Cromer alternatives.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| C07/1 | Land Gurney's Wood, Norwich Road. | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would be from the private road to the north which is considered to be acceptable by NCC Highways. Footways available along Norwich Road for access to the town centre. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station. <u>Environmental:</u> Greenfield site comprising of grassland/ scrub and mature woodland. The eastern part of the site encroaches into Gurney's Wood. Development on this part would result in an unacceptable loss of woodland within the AONB. And potentially result in the loss of habitats. <u>Landscape and Townscape:</u> Most of the site is well contained in the landscape due to the varying land levels in the area and the properties located between the site and Norwich Rd. However part of the site encroaches into woodland which falls within the Area of Outstanding Natural Beauty. Development of this part of the site would result in the loss of woodland and would have a detrimental impact on the landscape. <u>Other:</u> No flooding or utilities issues identified. Some signs of contamination on the site. The site is adjacent to existing employment uses including several small business premises and the majority of the site is well related to the built area of Cromer.</p> | <p>Not Preferred</p> <p>Part of the site is considered suitable for allocation and has been identified as preferred option C07/2.</p> <p>Site C07/1 is not considered suitable for development. As it would result in an unacceptable loss of woodland within the Area of Outstanding Natural Beauty, the potential loss of habitats and could have an adverse impact on the landscape.</p> |
| C09 | Land at Burnt Hills | Housing | The site has planning permission. | Site has planning permission for 13 dwellings. |
| C11 | Land at Sandy Lane | Housing | | The site is no longer available. |
| C15/1 | Land At Harbord House, Overstrand Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Overstrand Road considered to be acceptable by NCC Highways but is located near to the junction of Station Rd/ Northrepps Rd/ Overstrand Rd. Footways available along Overstrand Road to the town centre. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station (Roughton Road).</p> <p><u>Environmental:</u> Undulating site containing a number of valuable trees. Development would require the removal of a number of TPO trees. The site is less than 200m to the coastline SSSI and SAC. <u>Landscape and Townscape:</u> The site is located within the undeveloped coast and partly within the Area of Outstanding Natural Beauty. The Grade II Listed Light House is 75m away. This site is in a prominent location on the approach into Cromer, containing a number of valuable trees which provide an important wooded character. Development would threaten the existing trees, which are an important part of the local landscape. Development on the site could have an adverse impact on the landscape and potentially on the townscape. The site is located within the Coastal Shelf as defined in the Landscape Character Assessment (LCA).</p> <p><u>Other:</u> Flood Risk 1, some risk of ground water flooding. No utilities or contamination issues.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development. It is in a prominent location on the approach into Cromer, containing a number of valuable trees which provide an important wooded character. Development would threaten the existing trees, which are an important part of the local landscape.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| C18 | Land South of Burnt Hills | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is located off Roughton Road which is considered to be sub-standard and unsuitable by NCC Highways. Small scale residential development may be possible. No Footway along significant section of Roughton Road. Majority of the site is within acceptable walking distance to schools and services. Bus stops close by and walking distance to train station (Roughton Road).</p> <p><u>Environmental:</u> Large arable field in countryside with limited boundary treatment some mature trees along eastern boundary.</p> <p><u>Landscape and Townscape:</u> The site is located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA), characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site and surrounding landscape is flat with little change in topography. The site wraps behind existing housing on Roughton Road and also protrudes beyond them into the open countryside. If developed the site would have an adverse impact on the special qualities of the AONB, landscape and townscape.</p> <p><u>Other:</u> No flooding, utilities or contamination issues. Drain running through site.</p> | <p>Not preferred</p> <p>The site has a number of constraints and development could adversely affect the settlement. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside and would have a greater material impact on the Area of Outstanding Natural Beauty than the preferred sites. It also has poorer access to services and facilities in Cromer and Roughton Road is considered to be sub-standard and unsuitable for further development. For these reasons the site is not considered suitable for allocation as part of the Local Plan. The preferred sites can deliver sufficient housing for Cromer.</p> |
| C19 | Land at Compitt Hills (Larners Plantation) | Housing / Retail / General Industrial / Assembly & Leisure / Housing Care Home / Holiday Accommodation / Storage or Distribution / Business & Office | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is located between Roughton Road, and Metton Road which is considered unsuitable for further development by NCC Highways. Small scale residential development accessed from Roughton Road may be considered acceptable. There is an informal path running along the north of the site which connects to Roughton Road. Although the majority of the site is within walking distance schools and services, There are no footway along significant section of Roughton Road and no footway along Metton Road. Bus stops close by and walking distance to train station (Roughton Road).</p> <p><u>Environmental:</u> Arable with mature trees on the western boundary.</p> <p><u>Landscape and Townscape:</u> The site is located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA) characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site is slightly undulating rising to the North. The site is visually well screened by the surrounding landform and housing along Roughton Road. Development on this site shouldn't have an overly detrimental impact on the landscape and wider countryside.</p> <p><u>Other:</u> No flooding, utilities or contamination issues. Water mains crossing the site.</p> | <p>Not preferred</p> <p>The site is not considered to be suitable for development, it is located off Roughton Road and Metton Road which are considered to be sub-standard and unsuitable for further development. Furthermore, the preferred sites can deliver sufficient housing for Cromer.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| C19/1 | Land at Compitt Hills (Larners Plantation) | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is located off Roughton Road. The highway network is considered to be unacceptable by NCC Highways. There is an informal path running along the north of the site which connects to Roughton Road. The site is within walking distance to the infant, junior and high schools. The majority of the site is within walking distance to the town centre with a range of services and facilities available. However there are no footways along a significant section of Roughton Road and none available along Metton Road. There are some public transport options available from the site. The site is within walking distance to Roughton Road train station. And there is a bus stop along Roughton Road with some services available. <u>Environmental:</u> Arable with mature trees on the western boundary. <u>Landscape and Townscape:</u> The site is located within Tributary Farmland as defined in the Landscape Character Assessment (LCA) characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). The site is slightly undulating rising to the North. The site is visually well screened by the surrounding landform and housing along Roughton Road. Development on this site shouldn't have an overly detrimental impact on the landscape and wider countryside. <u>Other:</u> No flooding, utilities or contamination issues. Water mains crossing the site.</p> | <p>Not preferred</p> <p>The site is not considered to be suitable for development, it is located off Roughton Road which is considered to be sub-standard and unsuitable for further development. Furthermore, the preferred sites can deliver sufficient housing for Cromer.</p> |
| C23 | Old Zoo site, land at Howards Hill | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Howards Hill considered to be acceptable by NCC Highways, currently provides access for the existing dwellings located behind site. Footways available along Howards Hill for access to town centre. Acceptable walking distance to high school and services, but not currently to the Infant and Junior Schools. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Greenfield site consisting of scrub and grassland. Trees subject to TPO lie adjacent to the site along the southern boundary.</p> <p><u>Landscape and Townscape:</u></p> <p>The site is located within the Coastal Shelf as defined in the Landscape Character Assessment (LCA). Very elevated site which is visible within the local and wider landscape. The site provides recreational open space and development on this site would result in the loss of open green space within the town.</p> <p><u>Other:</u> Designated Open Land. Flood Risk 1 with some risk of ground water flooding. No utilities or contamination issues. There are water mains crossing the site.</p> | <p>Not Preferred</p> <p>This site is not suitable for development due to the loss of open space which is very elevated in the landscape. The preferred sites can deliver sufficient housing for Cromer.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--|--------------|--|--|
| C24 | Land Adjacent To Holt Road Industrial Estate | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is located between Holt Road and Stonehill Way where access to the site could be provided. Access and impact on the highway network is considered to be acceptable by NCC Highways. Footways available along Holt Road for access to town centre. Acceptable walking distance to services, but not within walking distance to schools. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Undulating greenfield site consisting of part of two arable fields.</p> <p><u>Landscape and Townscape:</u> The site is located within the Coastal Shelf as defined in the Landscape Character Assessment (LCA). The site lies on higher ground than the land to the south and is therefore very visible in the landscape and along the approach into Cromer. The site is detached from the residential areas within Cromer. Development of this site would extend into the open countryside, and would have a negative effect on the quality of the landscape, and the Area of Outstanding Natural Beauty.</p> <p><u>Other:</u> No flooding or utilities or contamination issues. The site is located in close proximity to the adjacent industrial estate.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, it is in a prominent location on the approach into Cromer. Development would extend into the open countryside, and would have a negative effect on the quality of the landscape, and the Area of Outstanding Natural Beauty. Furthermore the preferred sites can deliver sufficient housing for Cromer.</p> |
| C25 | Adjacent Pine Tree Farm, Norwich Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is located off Norwich Road, unless the site comes forward with site C22/1, suitable access to the site cannot be achieved. Access and impact on the highway network is considered to be unacceptable by NCC Highways. The site is within walking distance to the town centre with a range of services and facilities available and in walking distance to the schools. There are some public transport options available from the site. The site is within walking distance to Roughton Road train station and there is bus stop located close to the site on Norwich Road.</p> <p><u>Environmental:</u> Small greenfield currently used for grazing.</p> <p><u>Landscape and Townscape:</u> The site is located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA) characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. The site falls within the Area of Outstanding Natural Beauty. The site is amongst existing development along Norwich Road and if developed shouldn't have a detrimental impact on the landscape. The site is in close proximity to the Grade 2 listed building to the north of the site.</p> <p><u>Other:</u> No flooding or utilities or contamination issues.</p> | <p>Not Preferred</p> <p>The site on its own is not considered to be suitable for development, the site cannot be satisfactorily accessed. The preferred sites can deliver sufficient housing for Cromer.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--|--------------|---|--|
| C26/1 | Cricket Ground, Overstrand Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site has access from Norwich Road serving the existing cricket ground which is considered to be acceptable by NCC Highways. Footways available along Overstrand Road for access to the town centre. Acceptable walking distance to services and schools. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Mainly a greenfield site consisting of grassland currently used for cricket. There are mature trees along the eastern and southern boundaries. With the trees located in the SE corner subject to Tree Preservation Order.</p> <p><u>Landscape and Townscape:</u> The site is located within the Coastal Shelf as defined in the Landscape Character Assessment (LCA) and lies adjacent to the Conservation Area. A Grade II listed building is located opposite the site. The site is amongst existing development along Norwich Road. Although it is contained within the wider landscape by existing development. The site is important to the local landscape and development of this site would have a negative effect on the quality of the landscape. Resulting in the loss of open space which is important for both its recreational use and contribution to settlement character and appearance.</p> <p><u>Other:</u> Designated Open Land. The site is within flood risk 1, with some risk of groundwater flooding and the majority of the site is at risk of surface water flooding. No utilities or contamination issues. There are sewers crossing the site.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development. It is adjacent to residential development and within the built up area of Cromer. Although it is contained within the wider landscape by existing development. The site is important to the local landscape. Development of this site would have a negative effect on the quality of the landscape, resulting in the loss of open space which is important for both its recreational use and contribution to settlement character and appearance. The majority of the site is at risk of surface water flooding. Furthermore the preferred sites can deliver sufficient housing for Cromer.</p> |
| C27 | Land West Of Holt Road Industrial Estate | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site could be accessed from the adjacent employment land or through site C24 which is considered to be acceptable by NCC Highways. Footways available along part of Middlebrook Way for access to town centre. Acceptable walking distance to services but not within walking distance to schools. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Greenfield site comprising of arable land with some hedgerows/ trees along the boundaries.</p> <p><u>Landscape and Townscape:</u> The site is located within the Coastal Shelf as defined in the Landscape Character Assessment (LCA). The site falls within the AONB and the Undeveloped Coast. Due to the positioning of the site, development would extend into the open countryside and be prominent in the landscape, having a negative effect on the quality of the landscape, and the Area of Outstanding Natural Beauty. The site is detached from the residential area of Cromer.</p> <p><u>Other:</u> The site is located adjacent to existing employment land. Flood Risk 1 with very small part subject to surface water flooding. Small part of the site along the eastern edge has signs of contamination. There are water mains crossing the site.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, it is in a prominent location on the approach into Cromer. Development of this site would extend into the open countryside, and would have a negative effect on the quality of the landscape, and the Area of Outstanding Natural Beauty. Furthermore the preferred sites can deliver sufficient housing for Cromer.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--|--------------|--|--|
| C28 | Land between Roughton Road and Metton Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is detached from Cromer, has reasonably poor access to services and facilities and Roughton Road is considered to be sub-standard and unsuitable for further development by NCC Highways. Majority of the site is within acceptable walking distance to schools and services. However there are no footways along significant section of Roughton Road. Bus stop close by and walking distance to train station (Roughton Road).</p> <p><u>Environmental:</u> No environmental designations or constraints.</p> <p>Arable land with hedgerows on the northern and eastern boundaries and mature trees along the western boundary.</p> <p><u>Landscape and Townscape:</u> The site is located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA) characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. The site falls within the Norfolk Area of Outstanding Natural Beauty. The site and surrounding landscape is flat with little change in topography. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside and would have a detrimental impact on the Area of Outstanding Natural Beauty.</p> <p><u>Other:</u> No flooding, utilities or contamination issues.</p> | <p>Not Preferred</p> <p>The site has a number of constraints and development could adversely affect the settlement. Development of this site would extend into the open countryside and have a negative effect on the quality of the landscape by reducing the rural character and would have a greater material impact on the Area of Outstanding Natural Beauty than the preferred sites. The site is detached from Cromer, has poorer access to services and facilities and Roughton Road is considered to be sub-standard and unsuitable for further development. For these reasons the site is not considered suitable for allocation as part of the Local Plan. The preferred sites can deliver sufficient housing for Cromer.</p> |
| C30/1 | Football Ground, Mill Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Mill Road is considered to be acceptable by NCC Highways. There is an existing access serving the football ground located on the site. Footways available along Mill Road for access to town centre. Acceptable walking distance to schools and services. The hospital and the new doctor's surgery are located adjacent to the site. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Mostly a greenfield site which is currently used for football, consisting of a grassed football pitch with gravelled parking area. Mature trees along three boundaries and trees on land to south subject to Tree Preservation Orders.</p> <p><u>Landscape and Townscape:</u> The site is located within the Coastal Shelf as defined in the Landscape Character Assessment (LCA). There is limited visibility of the site, it is located amongst existing development along Mill Road, behind the new doctor's surgery. If developed the site shouldn't have a detrimental impact on the landscape and townscape.</p> <p><u>Other:</u> Designated Open Land used for formal recreation. The site is currently allocated for education purposes and for approximately 10 dwellings.</p> <p>Flood Risk 1, with some risk of groundwater flooding and surface water flooding. No utilities or contamination issues.</p> | <p>Not Preferred</p> <p>Although the site is well related to the town centre and may be considered suitable for residential development. The site is currently occupied by the Football Club and will only be suitable for development once the football club is relocated. The preferred sites can deliver sufficient housing for Cromer.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|----------------------------------|---|--|--|
| C31 | Land at Stonehill Way | Retail, General Industrial, Business and Office | <p><u>Highway Transport & Access:</u> The site is located along Stonehill Way where the site could be accessed. Footways along A148 for access to the town centre. Bus stop close by and walking distance to train station.</p> <p><u>Environmental:</u> No environmental designations or constraints. Majority of site is brownfield, but does include some grassland with trees.</p> <p><u>Landscape and Townscape:</u> Brownfield site which if developed should have limited impact on the surrounding landscape.</p> <p><u>Other:</u> Site falls within the designated Employment Area where retail will only be supported if it is first demonstrated that no alternative sequentially preferable site is available and the proposal meets the requirements as set out in the employment area policy. No flooding or utilities issues. Contamination on part of the site.</p> | <p>Not Preferred</p> <p>The site is in a designated Employment Area and proposed employment development including B1, B2 and B8 would be acceptable in principle. However Retail development in this located is not preferred.</p> |
| C32 | Land at Furze Hill | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Site is located off Furze Hill where access could be available. Footways available along Norwich Road for access to town centre. Acceptable walking distance to schools and services. Walking distance to train station. <u>Environmental:</u> The site is greenfield consisting of scrub and woodland. Trees subject to TPO. <u>Landscape and Townscape:</u> The site is located within the Coastal Shelf as defined in the Landscape Character Assessment (LCA). The site sits on a very elevated site which is visible within the local and wider landscape. The site provides open space and development on this site would result in the loss of open green space within the town.</p> <p><u>Other:</u> Designated Open Space. Flood Risk 1 with some risk of ground water flooding. No utilities or contamination issues.</p> | <p>Not Preferred</p> <p>This site is not suitable for development due to the loss of open space which is elevated in the landscape. The preferred sites can deliver sufficient housing for Cromer.</p> |
| C33 | Land Adjacent 69 Northrepps Road | Housing / Holiday Accommodation | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is located off Northrepps Road which is narrow with no footpaths and is considered to be unacceptable by NCC Highways. Acceptable walking distance to schools and services. Bus stop is reasonably close by and site is walking distance to train station.</p> <p><u>Environmental:</u> No environmental designations or constraints. Greenfield site consisting of grassland with hedges/mature trees surrounding the site. <u>Landscape and Townscape:</u> The site is located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA) characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. Limited visibility of site from Northrepps Road, due to the mature trees along the boundary. The site falls within the Area of Outstanding Natural Beauty and within the undeveloped coast. The site is detached from the settlement and development on this site could have an adverse impact on the landscape. <u>Other:</u> No flooding or utilities issues. Small section of the site has signs of contamination. Water mains crossing the site.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, the local road network is considered to be unsuitable. The preferred sites can deliver sufficient housing for Cromer.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|---------------------------|-----------------|--|---|
| C34 | Land South of Runton Road | Housing / Hotel | <p><u>Highway Transport & Access:</u> Access off Runton Road is considered to be acceptable by NCC Highways. Footways available along Runton Road for access to town centre. Acceptable walking distance to services, but not within walking distance to schools. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Brownfield site with historic employment use.</p> <p><u>Landscape and Townscape:</u> The site is located within the Coastal Shelf as defined in the Landscape Character Assessment (LCA). No landscape designations or identified constraints. The site is amongst exiting development, and if developed shouldn't have an adverse impact on the landscape or townscape.</p> <p><u>Other:</u> The site falls within the settlement boundary of Cromer and is within the residential area. The site could therefore come forward at any time, and does not require being allocated.</p> <p>Flood Risk 1, small area at risk of surface water and ground water flooding. The site has signs of contamination. No utilities issues.</p> | The site falls within the settlement boundary of Cromer and is within the residential area. The site could therefore come forward at any time, and does not require being allocated. |
| C35 | Land South of Runton Road | Housing | | The site is discounted due to size. |
| C36 | Land at Pine Tree Farm | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off A149 is considered to be acceptable by NCC Highways, subject to a new footbridge over the railway and potentially access via a roundabout on Norwich Road. A new footbridge could connect to existing footways along Norwich Road providing pedestrian access to Cromer town centre. Part of site has acceptable walking distance to services, and site is within walking distance to schools. Bus stops close by and walking distance to train station (Roughton Road).</p> <p><u>Environmental:</u> Greenfield site consisting of arable land with mature trees/ hedgerows along the western boundary.</p> <p><u>Landscape and Townscape:</u> The site is located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA) characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. The site falls within the Norfolk Area of Outstanding Natural Beauty. There is currently no development on the eastern side of the A149 beyond the railway line. The site is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside beyond the current confines of the town. Development would have an adverse impact on the landscape, townscape and the special qualities of the AONB. Grade II Listed Building adjacent the site.</p> <p><u>Other:</u> No flooding, contamination or utilities issues identified. Water mains crossing the site.</p> | <p>Not Preferred</p> <p>The site has a number of constraints and development could adversely affect the settlement. Development of this site would extend into the open countryside and have a negative effect on the quality of the landscape by reducing the rural character and would have a greater material impact on the Area of Outstanding Natural Beauty than the preferred sites. There is currently no development on this side of Norwich Road to the south of the railway line. The site is not considered suitable for allocation as part of the Local Plan. The preferred sites can deliver sufficient housing for Cromer.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|----------------------------------|--------------|---|--|
| C39 | Land At Hall Road, Cromer | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Hall Road is considered to be acceptable by NCC Highways. Footways available along Hall Road for access to town. Acceptable walking distance to schools and services. The site is within walking distance to Roughton Road train station (1206m).</p> <p><u>Environmental:</u> No environmental designations or constraints.</p> <p>Arable land with mature trees/ hedgerows along the southern and eastern boundaries.</p> <p><u>Landscape and Townscape:</u> The site is located within the Coastal Shelf as defined in the Landscape Character Assessment (LCA). The site falls adjacent to the Norfolk Area of Outstanding Natural Beauty. The land to the NW of the site is an ungraded Historic Park and Garden.</p> <p>There is currently limited development on this section of Hall Road. Development would have a negative effect on the quality of the landscape by reducing the undeveloped character and extending into the open countryside.</p> <p><u>Other:</u> Flood Risk 1, some risk of surface water flooding. No utilities or contamination issues identified. Sewers and Water mains crossing the site.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development. Development would extend into the open countryside and would have a negative effect on the quality of the landscape by reducing the undeveloped character. There is currently limited development on this section of Hall Road. Furthermore, the preferred sites can deliver sufficient housing for Cromer.</p> |
| C40 | The Meadow Car Park, Meadow Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Although the site could be accessed from Hall Road, the junction with West Street is substandard and is considered to be unacceptable by NCC Highways. The site is well connected to the town centre, there are footways available along Hall Road. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station. <u>Environmental:</u> Mostly greenfield site used for recreational purposes, consisting of a skate park, golf course and play area. The land to the south of the site is a County Wildlife Site and ungraded Historic Park and Garden and consists of mature woodland. <u>Landscape and Townscape:</u> The site is located within the Coastal Shelf as defined in the Landscape Character Assessment (LCA). The site falls within the Conservation Area. Development of this site would have a negative effect on the quality of the landscape and would result in the loss of open space which is important to the local landscape and currently provides important recreational value. <u>Other:</u> Designated Open Land. Flood Risk 1 with some risk of surface water flooding. No utilities or contamination issues.</p> | <p>Not Preferred</p> <p>The site has a number of constraints and development could adversely affect the settlement. Development of this site would have a negative effect on the quality of the landscape and would result in the loss of open space which is important to the local landscape and currently provides important recreational value. The preferred sites can deliver sufficient housing for Cromer.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|--|----------------------|--------------|--|---|
| C41 Large site to the south of Cromer consisting of sites C18, C19/1, C42/1, C42/2, C43/1, C43/2, along with proposed link road between Norwich Road and Roughton Road. | Land south of Cromer | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Considered to be unacceptable by NCC Highways. Roughton Road is unsuitable for further development. Some improvement has been made along Roughton Road for pedestrian provision but there is no scope for further improvement. Roughton Road to the south of the site is unsuitable for the additional traffic created by the development. A comprehensive approach to development to the south could deliver a link road. However such a link has been unproven in its effectiveness to allow suitable pedestrian and vehicular improvements. Furthermore a link could only address local issues associated with the delivery of these sites and will not deliver wider benefits to the town centre. To deliver the link would require a significant amount of growth. As the link brings no strategic benefits to the centre of Cromer it is considered that the delivery of a link is not something the plan should seek to achieve. Majority of the sites are remote from the settlement and are not within walking distance to services within the town centre. Limited public transport available. <u>Environmental:</u> Greenfield sites consisting of mainly arable land with some mature trees/ hedgerows along the boundaries. <u>Landscape and Townscape:</u> The site is located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA) characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. Development of this site would result in a very large extension into the open countryside within the Area of Outstanding Natural Beauty. The site is highly visible and prominent in the open countryside. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside and development would have adverse impact on the Area of Outstanding Natural Beauty. The majority of the site is detached from Cromer and has poor access to services and facilities. <u>Other:</u> No flooding, utilities or contamination issues identified.</p> | <p>Not Preferred</p> <p>The site has a number of constraints and development would adversely affect the settlement. Development of this site would result in a very large extension into the open countryside within the Area of Outstanding Natural Beauty. Which would have a negative effect on the quality of the landscape and have an adverse impact on the Area of Outstanding Natural Beauty. The majority of the site is detached from Cromer and has poor access to services and facilities. Furthermore Roughton Road is considered to be unsuitable for further development and the proposed link between the proposed development on Norwich Road (43/1) and Roughton Road (C42/2) has been unproven in its effectiveness and brings no strategic benefits. For these reasons the site is not considered suitable for allocation as part of the Local Plan. The preferred sites can deliver sufficient housing for Cromer.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|--|----------------------------|--------------|--|--|
| C42 The site consists of sites C42/1 and C42/2. | Roughton Road South | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is located off both sides of Roughton Road which is considered to be sub-standard and unsuitable for further development by NCC Highways. No footway along significant section of Roughton Road. Site within walking distance to schools, but majority of site is not within walking distance to town centre and services. Bus stop close by and walking distance to train station (Roughton Road).</p> <p><u>Environmental:</u> Greenfield site consisting of arable land with Hedgerows along the road frontage and Woodland to the west of the site.</p> <p><u>Landscape and Townscape:</u> The site is located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA) characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. The site falls within the Norfolk Area of Outstanding Natural Beauty. The site and surrounding landscape is flat with little change in topography. The site is highly visible in the landscape and prominent in the open countryside. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside and would have a detrimental impact on the Area of Outstanding Natural Beauty. The site is detached and fairly remote from the settlement.</p> <p><u>Other:</u> No flooding, utilities or contamination issues identified.</p> | <p>Not Preferred- The site has a number of constraints and development would adversely affect the settlement. Development would extend into the open countryside and have a negative effect on the quality of the landscape by reducing the rural character and would have a greater material impact on the Area of Outstanding Natural Beauty than the preferred sites. The site is detached from Cromer, has poorer access to services and facilities and Roughton Road is considered to be sub-standard and unsuitable for further development. For these reasons the site is not considered suitable for allocation as part of the Local Plan. Furthermore the preferred sites can deliver sufficient housing for Cromer.</p> |
| C42/1 | Land West of Roughton Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is located off Roughton Road which is considered to be sub-standard and unsuitable for further development by NCC Highways. No Footway along significant section of Roughton Road. Site within acceptable walking distance to schools, but not to town centre and services. Bus stop close by and walking distance to train station (Roughton Road).</p> <p><u>Environmental:</u> Greenfield site consisting of arable land with hedgerows along the road frontage and woodland to the west of the site.</p> <p><u>Landscape and Townscape:</u> The site is located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA) characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. The site falls within the Norfolk Area of Outstanding Natural Beauty. The site and surrounding landscape is flat with little change in topography. The site is highly visible in the landscape and prominent in the open countryside. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside and would have a detrimental impact on the Area of Outstanding Natural Beauty. The site is detached from Cromer, has poorer access to services and facilities.</p> <p><u>Other:</u> No flooding, utilities or contamination issues identified.</p> | <p>Not Preferred -The site has a number of constraints and development would adversely affect the settlement. Development of this site would extend into the open countryside and have a negative effect on the quality of the landscape by reducing the rural character and would have a greater material impact on the Area of Outstanding Natural Beauty than the preferred sites. The site is detached from Cromer, has poorer access to services and facilities and Roughton Road is considered to be sub-standard and unsuitable for further development. For these reasons the site is not considered suitable for allocation as part of the Local Plan. The preferred sites can deliver sufficient housing for Cromer.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|--|----------------------------|--------------|--|--|
| C42/2 | Land East of Roughton Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is located off Roughton Road which is considered to be sub-standard and unsuitable for further development by NCC Highways. No Footway along significant section of Roughton Road. The site is detached from the settlement. Majority of the site is within acceptable walking distance to schools, but not to the town centre and services. Bus stop close by and walking distance to train station (Roughton Road).</p> <p><u>Environmental:</u> No environmental designations or constraints. Greenfield site consisting of arable land with limited boundary treatment but some boundary hedgerows.</p> <p><u>Landscape and Townscape:</u> The site is located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA) characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. The site falls within the Norfolk Area of Outstanding Natural Beauty. The site and surrounding landscape is flat with little change in topography. The site is highly visible in the landscape and prominent in the open countryside. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside and would have a detrimental impact on the Area of Outstanding Natural Beauty. The site is detached and has poor access to services and facilities. <u>Other:</u> No flooding, utilities or contamination issues identified</p> | <p>Not Preferred</p> <p>The site has a number of constraints and development would adversely affect the settlement. Development of this site would extend into the open countryside and have a negative effect on the quality of the landscape by reducing the rural character and would have a greater material impact on the Area of Outstanding Natural Beauty than the preferred sites. The site is detached from Cromer, has poorer access to services and facilities and Roughton Road is considered to be sub-standard and unsuitable for further development. For these reasons the site is not considered suitable for allocation as part of the Local Plan. The preferred sites can deliver sufficient housing for Cromer.</p> |
| C43 The site consists of sites C43/1 and C43/2. | Norwich Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> A large site located on the approach into Cromer, either side of Norwich Road (A149). Access off A149 is considered to be acceptable by NCC Highways, subject to a new footbridge over the railway and potentially access via a roundabout on Norwich Road. A new footbridge could connect to existing footways along Norwich Road providing pedestrian access. Majority of the site is within walking distance to schools, and part is within walking distance to the town centre and services. Bus stops close by and walking distance to train station (Roughton Road).</p> <p><u>Environmental:</u> Greenfield site consisting of arable land with mature trees/ hedgerows along boundary. <u>Landscape and Townscape:</u> Located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA), the site is characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. The site falls within the Norfolk Area of Outstanding Natural Beauty. The site is located on the approach into Cromer, and is highly visible and prominent in the open countryside. The site is detached and fairly remote from the settlement. Development of this large site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside which would have an adverse impact on the Area of Outstanding Natural Beauty. There is currently no development on this side of Norwich Road to the south of the railway line. Grade II Listed Building adjacent the site. <u>Other:</u> No flooding, contamination or utilities</p> | <p>Not Preferred - The site has a number of constraints and development would adversely affect the settlement. Development of this large site would extend into the open countryside and have a negative effect on the quality of the landscape by reducing the rural character which would have an adverse impact on the Area of Outstanding Natural Beauty. There is currently no development on this side of Norwich Road to the south of the railway line. The site is detached from the settlement and the majority to the site is not within walking distance to the town centre. For these reasons the site is not considered suitable for allocation as part of the Local Plan. The preferred sites can deliver sufficient housing for Cromer.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|---------------------------|--------------|---|---|
| | | | issues identified. | |
| C43/1 | Land West of Norwich Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Norwich Road is considered to be acceptable by NCC Highways subject to a new footbridge over the railway and a new roundabout forming the beginning of the link road to Roughton Road. Footway available along A149, but site is not within walking distance to the town and services. Part of the site is within acceptable walking distance to schools. Bus stop close by.</p> <p><u>Environmental:</u> Greenfield site consisting of arable land with mature trees/ hedgerows along the boundary. <u>Landscape and Townscape:</u> Located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA), the site is characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape.</p> <p>Falls within the Norfolk Area of Outstanding Natural Beauty. The site is located on the approach into Cromer, and is highly visible and prominent in the open countryside. Development of this large site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside which would have an adverse impact on the Area of Outstanding Natural Beauty. The site is detached from the settlement.</p> <p><u>Other:</u> No flooding, utilities or contamination issues identified.</p> | Not Preferred - The site has a number of constraints and development would adversely affect the settlement. Development of this large site would extend into the open countryside and have a negative effect on the quality of the landscape by reducing the rural character and would have an adverse impact on the Area of Outstanding Natural Beauty. The site is detached from the settlement and the majority to the site is not within walking distance to the town centre. For these reasons the site is not considered suitable for allocation as part of the Local Plan. The preferred sites can deliver sufficient housing for Cromer. |
| C43/2 | Land East of Norwich Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> A large site located on the approach into Cromer, to the east of the A149. Access off A149 is considered to be acceptable by NCC Highways, subject to a new footbridge over the railway and potentially access via a roundabout on Norwich Road. A new footbridge could connect to existing footways along Norwich Road providing pedestrian access to the town centre. Majority of the site is within walking distance to schools, but not to the town centre and services. Bus stops close by and walking distance to train station (Roughton Road). <u>Environmental:</u> Greenfield site consisting of arable land with mature trees/ hedgerows along the western boundary. <u>Landscape and Townscape:</u> Located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA), the site is characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. Falls within the Norfolk Area of Outstanding Natural Beauty. The site is located on the approach into Cromer, where there is currently no development on the eastern side of the A149 beyond the railway line. Development would extend into the open countryside and be highly visible; having a negative effect on the quality of the landscape by reducing the rural character and having an adverse impact on the Area of Outstanding Natural Beauty. The site is detached and fairly remote from the settlement. Grade II Listed Building adjacent the site. <u>Other:</u> No flooding, contamination or utilities issues identified.</p> | Not Preferred The site has a number of constraints and development would adversely affect the settlement. Development of this large site would extend into the open countryside and have a negative effect on the quality of the landscape by reducing the rural character and would have an adverse impact on the Area of Outstanding Natural Beauty. There is currently no development on this side of Norwich Road to the south of the railway line. The site is detached from the settlement and the majority to the site is not within walking distance to the town centre. For these reasons the site is not considered suitable for allocation as part of the Local Plan. The preferred sites can |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| | | | | deliver sufficient housing for Cromer. |
| C44 | Norwich Road | Housing, Residential Care Home, sports pitches | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is located off Roughton Road. The highway network is considered to be unacceptable by NCC Highways. There are no footways along a significant section of Roughton Road and none available along Metton Road. The majority of the site is within walking distance to the infant, junior and high school and to the town centre with a range of services and facilities available. There are some public transport options available from the site. The site is within walking distance to Roughton Road train station. And there is a bus stop is located along Roughton Road with some services available. <u>Environmental:</u> No environmental designations or constraints. The site is greenfield consisting of arable land which is contained, with housing to the north and east. There are mature trees on the western boundary. <u>Landscape and Townscape:</u> The site is located within the Tributary Farmland as defined in the Landscape Character Assessment (LCA) characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. The site is within the Area of Outstanding Natural Beauty (AONB). The majority of the site and surrounding landscape is flat with little change in topography, there is some undulation in the western part of the site, which is visually well screened by the surrounding landform and housing along Roughton Road. The section to the east of Roughton Road wraps behind exiting housing on Roughton Road and also protrudes beyond them into the open countryside. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside and would have a detrimental impact on the Area of Outstanding Natural Beauty.</p> <p><u>Other:</u> No flooding, utilities or contamination issues. Drain running through part of the site.</p> | <p>Not preferred</p> <p>The site has a number of constraints and development would adversely affect the settlement. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside and would have a greater material impact on the Area of Outstanding Natural Beauty than the preferred sites. It also has poorer access to services and facilities in Cromer and Roughton Road is considered to be sub-standard and unsuitable for further development. For these reasons the site is not considered suitable for allocation as part of the Local Plan. The preferred sites can deliver sufficient housing for Cromer.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| FLB02 | Land at Metton Road | Housing / Business & Offices | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is located off Metton Road which is narrow and unsuitable for development and is considered to be unacceptable by NCC Highways. There are no footways available along Metton Road. The site is remote from the settlement and is not within walking distance to the schools or services. The site is within walking distance to train station (Roughton Road). <u>Environmental:</u> Arable land with some buildings located within the south west corner. There are some boundary hedgerows and mature trees along the western boundary.</p> <p><u>Landscape and Townscape:</u> The site is located within the Tributary Farmland as defined in the LCA characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. Within the Area of Outstanding Natural Beauty. The site is remote from the settlement and is visible in the landscape. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside which would have adverse impact on the Area of Outstanding Natural Beauty.</p> <p><u>Other:</u> No flooding or contamination issues. Would require enhancement to treatment capacity.</p> | <p>Not Preferred</p> <p>The site has a number of constraints and development could adversely affect the settlement. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside and development would have adverse impact on the Area of Outstanding Natural Beauty. The site is detached from Cromer, has poor access to services and facilities and Metton Road is narrow and unsuitable for development. For these reasons the site is not considered suitable for allocation as part of the Local Plan. The preferred sites can deliver sufficient housing for Cromer.</p> |
| NOR08 | Land North of Pine Tree Barns | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Norwich Road is considered to be unacceptable by NCC Highway unless the sites comes forward with site C22/1. Acceptable walking distance to schools and services. Bus stop is close by and site is walking distance to train station (Roughton Road).</p> <p><u>Environmental:</u> Greenfield site consisting of grassland with mature trees along Norwich Road. There is pond located in the south east corner. <u>Landscape and Townscape:</u> The site is located within the Tributary Farmland as defined in LCA characterised by generally open and rolling rural farmland, with hedgerows and mature hedgerows frequent features in the landscape. The site falls within the Norfolk Area of Outstanding Natural Beauty. There is limited visibility of the site. The site is adjacent to existing development along Norwich Road and if developed shouldn't have a detrimental impact on the landscape and townscape. <u>Other:</u> No flooding, utilities or contamination issues.</p> | <p>Not Preferred</p> <p>The site on its own is not considered to be suitable for development, the site cannot be satisfactorily accessed. Furthermore the preferred sites can deliver sufficient housing for Cromer.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| RUN07 | Land at Mill Lane | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is located off Mill Lane. The highway network is considered to be unacceptable by NCC Highway, due to the local road network being unsuitable. There are no footways available along Mill Lane and the site is detached from Cromer. The site is not within walking distance to the schools or to the doctor's surgery. The site is within walking distance to train station. <u>Environmental:</u> Greenfield site adjacent to existing camping and caravan site.</p> <p><u>Landscape and Townscape:</u> Located within the Coastal Shelf as defined in the LCA. The site is remote from the town and would be visible in the landscape. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside. <u>Other:</u> Flood Risk 1, some risk of ground water flooding. No utilities or contamination issues.</p> | <p>Not Preferred</p> <p>The site has a number of constraints and development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside. The site is detached from Cromer and from footways along Cromer Road and has poor access to services and facilities. For these reasons the site is not considered suitable for allocation as part of the Local Plan. The preferred sites can deliver sufficient housing for Cromer.</p> |
| HE0012 | Land at Stonehill Way, Cromer (1) | Employment | <p>Considered unsuitable that the whole/ part of the site is allocated for employment development.</p> <p>Due to the positioning of the site, it would be prominent in the landscape. Development would be a pronounced and obvious extension into the countryside. Development of this site would have an adverse impact on the landscape and townscape of Cromer and on the special qualities of the AONB.</p> | <p>Not Preferred</p> <p>The availability of the site is unknown. Development of this site would extend into the open countryside and have a negative effect on the quality of the landscape by reducing the rural character and would have an adverse impact on the Area of Outstanding Natural Beauty. For these reasons the site is not considered suitable for allocation as part of the Local Plan.</p> |
| HE0013 | Land South of Holt Road | Employment | | <p>Not Preferred</p> <p>The site is no longer available</p> |
| F01/A | Land North of Rudham Stile Lane | Mixed Use | The site has a decision for planning permission pending | The site has outline planning application pending for up to 950 dwellings. |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|---------------------------------|--------------|---|--|
| F01/B | Land North of Rudham Stile Lane | Mixed Use | <p>Considered Suitable for development</p> <p><u>Highways Transport & Access:</u> Adjacent to existing allocation (F01 (A)) with potential access from proposed roundabout at Watermoor Lane. Improvements required at Wells Road between the new roundabout and B1105 Barsham Rd, and at the Shell (A148/ A1065) roundabout. Would require the B1105 to the junction with the A148 being closed to traffic. The site would need to link to the adjacent site (F01A) and follow the same highway principles as set out in the development brief. There should be no vehicular access to the south, with only pedestrian, cycling and public transport being permitted. Footways available along Field Lane and Rudham Stile Lane to town centre. Acceptable walking distance to schools and services. Footways, cycle paths and bus routes will be available once the adjacent site (F01/A) has been completed.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. A large site, predominantly in agricultural use. The rugby club, sports centre and sport pitches are located within the site. Some mature hedgerows and trees along the A148. Links to green infrastructure networks will be essential in successful accommodation of development into this landscape.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints. The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA) which is characterised by a land use which is predominantly arable farmland with typically low-cut hedgerows, high level topography, lack of woodland, large field sizes and sloping plateau terrain.</p> <p>The site is level and lacks any specific topographical or landscape features which are worthy of protection. Development should not have a detrimental impact on the landscape and townscape.</p> <p>Residential properties and Fakenham High School and College (Secondary) to the south of the site.</p> <p><u>Other:</u> Flood Risk 1, some risk of ground water flooding and very small area of surface water flooding. Small area of contamination on the site. Development of the site would require enhancement to treatment capacity. Sewers and water mains cross the site. The site may have medieval finds and therefore archaeological work may be necessary prior to any development taking place. The site may be of geological importance or interest and may require geodiversity investigation.</p> <p><u>Existing Uses:</u> Site includes rugby club, sports centre and playing fields.</p> | <p>Preferred Site</p> <p>Considered suitable to be allocated for residential development for approximately 560 dwellings with appropriate highway works.</p> <p>This site provides an opportunity to accommodate a large amount of housing required for Fakenham. The area is level and lacks any specific topographical or landscape features which are worthy of protection. The site is within acceptable distance to the town, schools and services. There are public transport options available from the site. The site scores positively in the Sustainability Appraisal. This is considered to be one of the most sustainable and suitable of the Fakenham alternatives.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|------------------------------------|------------------------------|--|--|
| F03 | Land at Junction of A148 and B1146 | Housing / Business & Offices | <p>Considered Suitable for development</p> <p><u>Highways Transport & Access:</u> Access off Wells Road is considered to be acceptable by NCC Highways. The site should be looked at in combination with site F01B as it has the potential to assist with improvement of the A148/A1065 roundabout arising from the impacts of development. Improved PROW on Rudham Stile Lane required. Acceptable walking distance to schools and services. Bus stop nearby on Wells Road. <u>Environmental:</u> No environmental designations or identified constraints. Greenfield site consisting of grassland with some mature trees/hedgerows along all three boundaries. <u>Landscape and Townscape:</u> No landscape designations. The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA). Although the site currently acts as a buffer between the built-up area and the bypass. The site is level and lacks any specific topographical or landscape features which are worthy of protection. Therefore the site should have limited impact on landscape and townscape of Fakenham. <u>Other:</u> Gas Pipe Line Zone in south west corner of the site. Flood Risk 1, with some risk of ground water flooding. No contamination or utilities issues identified.</p> | <p>Preferred Site</p> <p>Considered suitable to be allocated for residential development for approximately 65 dwellings.</p> |
| F10 | Land South of Barons Close | Housing / Open Space | <p>Considered Suitable for development</p> <p><u>Highways Transport & Access:</u> Access can be achieved from Barons Hall Close which is considered to be acceptable by NCC Highways. Footpath runs along north of site and links to Oxborough Lane, providing access to the town centre and services. <u>Environmental:</u> This is a greenfield site, on the southern edge of Fakenham, comprising of grassland which slopes down towards an area of wet grassland and the River Wensum. There are a number of mature trees on the boundaries of the site, including a row subject to Tree Preservation Orders, any development should ensure that these are protected and retained. To the south of the site is the River Wensum which is a Site of Special Scientific Interest (SSSI) and a Special Area of Conservation (SAC). Any development will need to consider the relationship and impact on the environmental designations particularly the SSSI and landscaping should be provided along the southern boundary. <u>Landscape and Townscape:</u> No landscape designations. The site is located within the River Valley as defined in the Landscape Character Assessment (LCA) which is characterised by relatively high level of woodland forms, high biodiversity and complex interplay of settlement, riverline, and industrial and high quality ecological land types within a very small and discrete area. A valued feature of this landscape is the wealth of biodiversity and the variety of landscape elements. Grade 2 listed Baron's Hall located near to site, however development should not have a harmful impact. The site is amongst existing development, including employment uses to the west, development on this site shouldn't have a detrimental impact on the landscape. <u>Other:</u> Part of the site is at risk of flooding and this area has been proposed for public open space, shown in green. The remaining land is proposed for residential development. Small part at risk of surface water flooding and ground water flooding. Small area of</p> | <p>Preferred Site</p> <p>Considered suitable to be allocated for residential development for approximately 35-55 dwellings. The number of dwellings proposed has been reduced to ensure development would be located within flood zone 1. This site provides an opportunity for new housing along with a large amount of open space and connections to the River Wensum. The site will include 2.6ha of public open space. The site has good connections to the town, school and services. There are public transport options available from the site. The site scores positively in the Sustainability Appraisal. This is considered to be one of the most sustainable and suitable of the Fakenham alternatives.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| | | | contamination on the site. Sewers cross the site. Located adjacent to employment area. | |
| F01/2 | Land North of Rudham Stile Lane | Housing | <p>Site on its own considered unsuitable for development</p> <p><u>Highways Transport & Access:</u> Access from Water Moor Lane is preferred by NCC Highways subject to significant offsite highway work and no access to Rudham Stile Lane. Footways available along Field Lane and Rudham Stile Lane to town centre. Acceptable walking distance to schools and services. Footways, cycle paths and bus routes will be available once the adjacent site (F01/A) has been completed.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Arable field with mature hedgerows along the A148.</p> <p><u>Landscape and Townscape:</u> No landscape designations or identified constraints</p> <p>The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA) which is characterised by a land use which is predominantly arable farmland with typically low-cut hedgerows, high level topography, lack of woodland, large field sizes and sloping plateau terrain. The site is level and lacks any specific topographical or landscape features which are worthy of protection.</p> <p>Development should not have a detrimental impact on the landscape and townscape.</p> <p><u>Other:</u> Development of the site could require enhancement to treatment capacity.</p> <p>Flood Risk 1, some risk of ground water flooding and small section of surface water flooding, Small area of contamination on the site.</p> | <p>The site is suitable to be identified as a preferred option as part of a combined site, however on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites F01/2, F01/3 and F01/4 forms site F01/B which is considered to be suitable to be allocated.</p> |
| F01/3 | Land North of Fakenham High School | Housing / General Industrial / Housing Care Home | <p>Site on its own considered unsuitable for development</p> <p><u>Highways Transport & Access:</u> The site is located off Rudham Stile Lane which is considered to be sub-standard and unacceptable by NCC Highways when considered on its own. Limited footways available from the site. Acceptable walking distance to schools and services. Limited access to sustainable transport.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Arable field with trees and hedgerows along southern boundary.</p> <p><u>Landscape and Townscape:</u> No landscape designations. The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA) which is characterised by a land use which is predominantly arable farmland with typically low-cut hedgerows, high level topography, lack of woodland, large field sizes and sloping plateau terrain. The site is level and lacks any specific topographical or landscape features which are worthy of protection.</p> <p><u>Other:</u> Flood risk zone 1, some risk of ground water flooding and very small part at risk of surface water flooding. No contamination issues identified.</p> | <p>The site is suitable to be identified as a preferred option as part of a combined site, however on its own the site is not considered suitable due to the sub-standard nature of Rudham Stile Lane. Furthermore it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites F01/2, F01/3 and F01/4 forms site F01/B which is considered to be suitable to be allocated.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| F01/4 | Land North of Fakenham High School | Housing | <p>Site on its own considered unsuitable for development</p> <p><u>Highways Transport & Access:</u> The site is located off Rudham Stile Lane which is considered to be sub-standard and unacceptable by NCC Highways when considered on its own. Limited footways available from the site. Acceptable walking distance to schools and services. Limited access to sustainable transport.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Arable field with hedgerow along A148.</p> <p><u>Landscape and Townscape:</u> No landscape designations. The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA) which is characterised by a land use which is predominantly arable farmland with typically low-cut hedgerows, high level topography, lack of woodland, large field sizes and sloping plateau terrain. The site is level and lacks any specific topographical or landscape features which are worthy of protection.</p> <p><u>Other:</u> No flooding or contamination issues.</p> | <p>The site is suitable to be identified as a preferred option as part of a combined site, however on its own the site is not considered suitable due to the sub-standard nature of Rudham Stile Lane. Furthermore it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites F01/2, F01/3 and F01/4 forms site F01/B which is considered to be suitable to be allocated.</p> |
| F02 | Land Rear of Shell Garage, Creake Road | Residential | <p>Considered unsuitable for development</p> <p><u>Highways Transport & Access:</u> Site located between the A1065 bypass and existing housing off Sandy Lane. Considered to be unacceptable by NCC Highways, there is no access from bypass and Sandy Lane is narrow with no footways. Acceptable walking distance to schools and services. Bus stop nearby on Wells Road.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Greenfield site consisting of grassland with mature trees along boundary including TPOs along Eastern boundary.</p> <p><u>Landscape and Townscape:</u> The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA). Undulating site rising to the south, which is fairly visible within the landscape. Currently acts as a buffer between the built-up area and the bypass.</p> <p><u>Other:</u> Part of the site is in a Gas Pipe Line Zone. Flood Risk 1, part at risk of surface water flooding. And ground water flooding. No contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, the site cannot be satisfactorily accessed. The preferred sites can deliver sufficient housing for Fakenham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| F04 | Land To South Of Whitehorse Street | Housing | <p>Considered unsuitable for development</p> <p><u>Highways Transport & Access:</u> Access could be provided from the roundabout serving Whitehorse St and Olivet Way which is considered to be acceptable by NCC Highways. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> Greenfield site consisting of grassland with trees along southern boundary. The area is sensitive in environmental terms and any development would need to consider the relationship and impact on the environmental designations particularly the SSSI and SAC which covers the southern part of the site.</p> <p><u>Landscape and Townscape:</u> The site is level and lacks any landscape features, development shouldn't have a detrimental impact on the landscape and townscape.</p> <p><u>Other:</u> Majority of site falls within Flood Zone 2, along with a small part within Zone 3b. Site is at risk of surface water and ground water flooding. No contamination issues identified. Sewers cross the site. Site is currently allocated as a Retail Opportunity Site.</p> | Not Preferred- The majority of the site is within Flood Risk Zone 2 and as there are more suitable sites in a lower Flood Zone - the site is not considered to be suitable for residential development. The site is identified as a Retail Opportunity Site in the Core Strategy, an updated Retail Study has been prepared which continues to suggest a modest need for further retail development. The other allocated sites adequately deliver the quantum of development required. |
| F05 | Land Between Holt Road & Greenway Lane | Housing / Retail | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Access available to the site from Greenway Lane which is considered to be acceptable by NCC Highways. Acceptable walking distance to schools and services. Bus stop nearby.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. The site includes a number of mature trees, particularly on the southern boundary.</p> <p><u>Landscape and Townscape:</u> No landscape designations. Brownfield site located within a densely developed area of Fakenham, currently occupied by agricultural machinery suppliers. The building is of poor quality and has a negative impact on the appearance of this part of Fakenham. Development on this site provides an opportunity for improvement. <u>Other:</u> Flood Zone 1, with small area at risk of surface water flooding. No contamination or utilities issues identified.</p> | The site falls within the settlement boundary of Fakenham and is currently allocated for residential development. The site could therefore come forward at any time, and does not require being allocated. |
| F06/1 | Great Eastern Way Railway Cutting | Housing | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> No possible access to the site, considered to be unacceptable by NCC Highways. Acceptable walking distance to schools and services. Limited access to sustainable transport.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Greenfield site located at bottom of embankment with a number of mature trees.</p> <p><u>Landscape and Townscape:</u> No landscape designations. The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA) which is characterised by a land use which is predominantly arable farmland with typically low-cut hedgerows, high level topography, lack of woodland, large field sizes and sloping plateau terrain. Limited visibility of site. <u>Other:</u> The land is designated as Open Land. Signs of contamination on site. Flood risk 1 with small area at risk of surface water flooding. No utilities issues identified.</p> | Not Preferred This site is not considered to be suitable for development due to the loss of open space. The preferred sites can deliver sufficient housing for Fakenham. |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| F07 | Land East of Clipbush Lane | Housing / Open Space / Retail / General Industrial / Assembly & Leisure / Storage & Distribution / Business & Offices | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> Access off A1067 considered to be acceptable by NCC Highways. Limited footways available from the site and limited access to sustainable transport options. Majority of site is not within walking distance to schools and services.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Undulating arable land.</p> <p><u>Landscape and Townscape:</u> No landscape designations. Located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA), the site is characterised by a land use which is in arable farmland with typically low-cut hedgerows, high level topography, lack of woodland, large field sizes and sloping plateau terrain. Highly visible in the landscape, has rural countryside character and is poorly integrated into the town. Development on this site would be a pronounced and obvious extension into the countryside and would have an adverse impact on landscape and townscape. Grade II Listed site adjacent to site.</p> <p><u>Other:</u> Flood Risk 1, with small part at risk of surface water flooding. And ground water flooding. Small area of contamination identified. Will require enhancement to treatment capacity in Water Recycling Centre. Sewers cross the site.</p> | Not Preferred- This is a large site, which is poorly integrated with the existing town and is very prominent in the landscape. Development on this site would result in a significant extension into the open countryside adversely affecting the character of the area. The site is detached from the settlement and the majority to the site is not within walking distance to the town centre. For these reasons the site is not considered suitable for allocation as part of this Local Plan. The preferred sites can deliver sufficient housing for Fakenham. |
| F08 | Land rear of 41 Hayes Lane | Housing / Business & Office | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> Access off Hayes Lane is considered to be unacceptable by NCC Highways, the site would be unable to achieve the required level of visibility. Hayes Lane and Sandy Lane junction are also sub-standard. Acceptable walking distance to schools and services. But limited access to sustainable transport.</p> <p><u>Environmental:</u> The site is partly developed, with mature trees subject to TPOs on eastern boundary.</p> <p><u>Landscape and Townscape:</u> No landscape designations. Located behind a row of existing dwellings, there is limited visibility of the site. Site adjacent to County Wildlife Site and close proximity to SAC and SSSI.</p> <p><u>Other:</u> Majority of site in Flood Zone 2, and parts at risk of surface water and ground water flooding. No contamination or utilities issues identified.</p> | Not Preferred The majority of the site is within Flood Risk Zone 2 and as there are more suitable sites in a lower Flood Zone - the site is not considered to be suitable for residential development. The site cannot be satisfactorily accessed. The preferred sites can deliver sufficient housing for Fakenham. |
| F11 | Distribution Centre, Corner Of Drift Road & Norwich Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> Existing access from the Drift considered to be acceptable by NCC Highways, Acceptable walking distance to schools and services. Limited access to sustainable transport. <u>Environmental:</u> No environmental designations or identified constraints.</p> <p>Brownfield site currently occupied by factory. <u>Landscape and Townscape:</u> No landscape designations. The site is currently developed and located within the built up area of Fakenham. Development would not have a detrimental impact on the landscape and townscape.</p> <p><u>Other:</u> Signs of contamination on site. In Flood Zone 1, with some risk of surface water</p> | Not Preferred The site is currently occupied by a factory and is identified as an Employment Area in the Core Strategy. The preferred sites can deliver sufficient housing for Fakenham. |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| | | | and ground water flooding. No utilities issues identified. Located within the designated Employment Area in the Core Strategy. | |
| F12 | Land off Parker Drive | Housing | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> Access from Parker Drive considered acceptable by NCC Highways for residential development or from Wymans Way for commercial. Acceptable walking distance to schools and services. Limited access to sustainable transport.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Greenfield site consisting of Scrub/Grassland with Mature trees along the northern boundary.</p> <p><u>Landscape and Townscape:</u> No landscape designations. The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA). Amongst existing development. Development would have a limited impact on the landscape and townscape.</p> <p><u>Other:</u> Contamination on site. Flood Risk 1, with some risk of surface water and ground water flooding. Recreational path running through the site, near to western boundary. No utilities issues identified. Located within the designated Employment Area in the Core Strategy. The site is located amongst existing employment uses on three sides, it is considered that the adjoining employment use would be incompatible with the proposed residential development.</p> <p>The site is poorly related to the residential area.</p> | <p>Not Preferred</p> <p>Although reasonably close to key services the site is poorly related to the residential area and located amongst existing employment uses. The site is not considered to be suitable for residential development.</p> <p>The site is currently designated as an Employment Area in the Core Strategy. The preferred sites can deliver sufficient housing for Fakenham.</p> |
| F15 | Land Adjacent To Baron's Hall Farm / Meadow | Housing | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> No access to the site, not considered to be acceptable by NCC Highways, Limited footways available from the site. Acceptable walking distance to schools and services. Limited access to sustainable transport.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Arable land with trees along boundary.</p> <p><u>Landscape and Townscape:</u> The site is located within the River Valley as defined in the Landscape Character Assessment (LCA) which is characterised by relatively high level of woodland forms, high biodiversity and complex interplay of settlement, riverline, and industrial and high quality ecological land types within a very small and discrete area. The site is within 250m of SAC and SSSI with high biodiversity value. There is limited visibility of site.</p> <p><u>Other:</u> Part of site within Flood Zone 2 and small part in Flood Zone 3. Small area at risk of surface water flooding. No contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, the site cannot be satisfactorily accessed. The preferred sites can deliver sufficient housing for Fakenham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| F16 | Land Adjacent Football Ground | Housing | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> Access off Clipbush Lane is considered to be unacceptable for residential development by NCC Highways. Limited access to sustainable transport. Close to bus stop but some distance from the town centre. <u>Environmental:</u> No environmental designations or identified constraints. Grassland with eastern section used for recreational football pitches.</p> <p><u>Landscape and Townscape:</u> No landscape designations. The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA). Due to its location and topography there are limited views in and out of the site. <u>Other:</u> Flood Risk Zone 1, some risk from ground water flooding. No contamination or utilities issues identified.</p> <p><u>Existing Uses:</u> Loss of football pitches on site.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, the site is poorly integrated with the town and cannot be satisfactorily accessed for housing development The preferred sites can deliver sufficient housing for Fakenham.</p> |
| F17 | Land Adjacent 72, Holt Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> Access from Holt Road, which serves the existing business, considered acceptable by NCC Highways.</p> <p><u>Environmental:</u> No environmental designations or identified constraint, the land rises to the north.</p> <p><u>Landscape and Townscape:</u> No landscape designations Developed brownfield site.</p> <p><u>Other:</u> Contamination on site. Flood Risk 1, with small part at risk of surface water and ground water flooding. No utilities issues identified.</p> <p><u>Existing Uses:</u> Located within the designated Employment Area in the Core Strategy, with existing businesses on site.</p> | <p>Not Preferred</p> <p>The site is currently occupied by existing businesses and is identified as an Employment Area in the Core Strategy, it is therefore not considered to be suitable for housing. The preferred sites can deliver sufficient housing for Fakenham.</p> |
| F18 | Land at Thorpland Road | Housing / Retail / Residential Care Home | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> Considered unsuitable by NCC Highways, the site is segregated by the bypass and there is no continuous footway. It is remote from town and sustainable transport.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Arable fields with mature trees along the A148 southern boundary. <u>Landscape and Townscape:</u> No landscape designation. The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA) which is characterised by a land use which is predominantly arable farmland with typically low-cut hedgerows, high level topography, lack of woodland, large field sizes and sloping plateau terrain. The site is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside beyond the current confines of the town. Development would have an adverse impact on the landscape and townscape.</p> <p><u>Other:</u> Flood Risk 1, with some risk of ground water flooding. No contamination or utilities issues identified.</p> | <p>Not Preferred- The site has a number of constraints. Development on this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside. The site is detached from Fakenham segregated by the bypass with no continuous footway available and is remote from services and facilities in the town. For these reasons the site is not considered suitable for allocation as part of this Local Plan. The preferred sites can deliver sufficient housing for Fakenham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| F19 | Land Abutting Short Stay Travellers Site | Housing / General Industrial / Residential Care Home / Storage & Distribution | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> Access would only be acceptable if through adjacent site F07. Reduced access to sustainable transport including bus. Remote from services in the town and from the schools.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Greenfield site consisting of arable land with boundary trees and hedgerows.</p> <p><u>Landscape and Townscape:</u> No landscape designations. The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA) which is characterised by a land use which is predominantly arable farmland with typically low-cut hedgerows, high level topography, lack of woodland, large field sizes and sloping plateau terrain. The site is detached from the town and visible in the landscape. Development would be a pronounced and obvious extension into the countryside and could have an adverse impact on the landscape and townscape.</p> <p><u>Other:</u> Small part of contamination on site. Within Flood Zone 1, with some risk of ground water flooding. No utilities issues identified</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, the site is poorly integrated with the town and cannot be satisfactorily accessed. The preferred sites can deliver sufficient housing for Fakenham.</p> |
| HEMP03 | Land East of Dereham Road | Housing / Retail / General Industrial / Residential Care Home / Business & Offices | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> Existing access from Hempton Road considered to be acceptable by NCC Highways. However the site is remote from Fakenham and from sustainable transport.</p> <p><u>Environmental:</u> Adjacent to County Wildlife Site.</p> <p><u>Landscape and Townscape:</u> The site is located within the River Valley as defined in the Landscape Character Assessment (LCA) .The site is currently developed and partly located within Conservation Area.</p> <p><u>Other:</u> Brownfield site with contamination. Gas Pipe Zone runs through the site. Majority in Flood Zone 1, with small part along eastern boundary within Flood Zone 2. Some risk of ground water flooding. No utilities issues identified.</p> | <p>Not Preferred</p> <p>The site is located in Hempton which is not a selected settlement, as there are preferable sites available in Fakenham, it is not considered to be suitable.</p> |
| HEMP04 | Land NorthEast of Back Street | Housing / Retail / General Industrial / Business & Offices | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> Access off Hempton Road considered to be acceptable by NCC Highways, but not off Back Street unless the road is improved and widened. Site is remote from Fakenham and from sustainable transport.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. The site is within 50m to CWS, SAC, and SSSI.</p> <p><u>Landscape and Townscape:</u> The site is located within the River Valley as defined in the Landscape Character Assessment (LCA) .The site is currently developed and partly located within Conservation Area.</p> <p><u>Other:</u> Brownfield site with contamination. Gas Pipe Zone runs through the site. Flood Risk Zone 1, some risk of ground water flooding. No utilities issues identified. Existing Uses: Currently used for employment purposes with builders yard located on the site.</p> | <p>Not Preferred</p> <p>The site is located in Hempton which is not a selected settlement, as there are preferable sites available in Fakenham, it is not considered to be suitable.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| SCU15 | Land off Creake Road | Housing / General Industrial / Residential Care Home | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> Access from A1065 or A148 are considered to be unacceptable by NCC Highways. Site detached from town but is located near to bus stop. The site is remote from services within the town and from the schools. <u>Environmental:</u> No environmental designations or identified constraints. Arable field with limited boundary treatment.</p> <p><u>Landscape and Townscape:</u> No landscape designations. The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA) which is characterised by a land use which is predominantly arable farmland with typically low-cut hedgerows, high level topography, lack of woodland, large field sizes and sloping plateau terrain. Has rural countryside character, and is highly visible in the landscape. Development would be a pronounced and obvious extension into the countryside. This site is considered to be poorly integrated into the town and development on this site would have an adverse impact on landscape and townscape.</p> <p><u>Other:</u> Flood Risk Zone 1, some risk from ground water flooding. No contamination or utilities issues identified. Site is separated from Fakenham by A1065 bypass.</p> | <p>Not Preferred</p> <p>The site has a number of constraints. Development on this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside. The site is detached from Fakenham segregated by the bypass, remote from services and facilities in the town and cannot be satisfactorily accessed. For these reasons the site is not considered suitable for allocation as part of this Local Plan. The preferred sites can deliver sufficient housing for Fakenham.</p> |
| SCU16 | Land North of Creake Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> Access from either Creake Road or the B1355 are considered to be unacceptable by NCC Highways. Site is remote from Fakenham and from sustainable transport. The site is remote from services and schools within Fakenham.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Large arable field with mature trees and hedgerow along southern boundary. The site is less than 400m to County Wildlife Site.</p> <p><u>Landscape and Townscape:</u> No landscape designations. The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA) which is characterised by a land use which is predominantly arable farmland with typically low-cut hedgerows, high level topography, lack of woodland, large field sizes and sloping plateau terrain. Highly visible greenfield site which has rural countryside character. This site is considered to be poorly integrated into the town. Development would be a pronounced and obvious extension into the countryside and would have an adverse impact on landscape and townscape. The site is within 200m of a Grade 2 listed building.</p> <p><u>Other:</u> Flood Risk 1, with small area at risk of surface water and ground water flooding. No contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>The site is located in Sculthorpe which is not a selected settlement, as there are preferable sites available in Fakenham, it is not considered to be suitable. The other allocated sites adequately deliver the quantum of development required.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|---------------------------|--------------|---|--|
| SCU17 | Land South of Creake Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> No suitable access to the site and is considered to be unacceptable by NCC Highways. Site is remote from Fakenham town centre, services, and schools and from sustainable transport.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Large arable field with mature trees and hedgerow along boundary. The site is less than 400m to County Wildlife Site.</p> <p><u>Landscape and Townscape:</u> No landscape designations. The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA) which is characterised by a land use which is predominantly arable farmland with typically low-cut hedgerows, high level topography, lack of woodland, large field sizes and sloping plateau terrain. Highly visible greenfield site which has rural countryside character and is poorly integrated into the town. Development would be a pronounced and obvious extension into the countryside and would have an adverse impact on landscape and townscape. The site is within 200m of a Grade 2 listed building.</p> <p><u>Other:</u> Flood Risk 1, with small part at risk of surface water and ground water flooding. No contamination issues identified. Water mains cross the site. Site is separated from Fakenham by A1065 bypass.</p> | <p>Not Preferred</p> <p>The site has a number of constraints. Development on this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside. The site is detached from Fakenham segregated by the bypass, remote from services and facilities in the town and cannot be satisfactorily accessed. For these reasons the site is not considered suitable for allocation as part of this Local Plan. The preferred sites can deliver sufficient housing for Fakenham.</p> |
| H0702 | Land at Barber's Lane | Housing | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> Considered to be unacceptable by NCC Highways, the local road network is considered to be unsuitable. Acceptable walking distance to schools and services. Bus stop located nearby.</p> <p><u>Environmental:</u> TPOs on and adjacent to the site.</p> <p><u>Landscape and Townscape:</u> No landscape designations. The site is located within the River Valley as defined in the Landscape Character Assessment (LCA).</p> <p><u>Other:</u> The land is currently designated as Open Land and is not proposed to be designated as Amenity Greenspace. The site lies in Flood Risk 1, with some risk of ground water flooding. No contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, the local road network is considered to be unsuitable. The preferred sites can deliver sufficient housing for Fakenham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| H0705 | Fakenham College | Housing | <p>Considered Unsuitable for development</p> <p><u>Highways Transport & Access:</u> Access off Highfields Road with a link through to Field Lane considered to be acceptable by NCC Highways. Access solely off Highfields Lane wouldn't be acceptable.</p> <p><u>Environmental:</u> Former Fakenham College is located on this site, along with associated playing fields and other parkland.</p> <p><u>Landscape and Townscape:</u> The site is located within the Rolling Open Farmland as defined in the Landscape Character Assessment (LCA). Part of the site is developed and partly within the Conservation Area, main building is Grade II listed.</p> <p><u>Other:</u> Part of the site is currently designated as Open Land and is proposed to be designated as 'Education/ Formal Recreation Area & Amenity Greenspace'. The site falls within Flood Risk 1, with some risk of ground water flooding. No contamination issues identified. Sewers mains cross the site. The site falls within the settlement boundary of Fakenham, and part of the site is located within the designated 'residential area'.</p> | <p>Not Preferred</p> <p>The former Fakenham College is located on this site which is no longer occupied. The site falls within the settlement boundary of Fakenham and part of the site is within the designated residential area. The rest of the site is identified as open space. At present there is no evidence that this site is available for development. The preferred sites can deliver sufficient housing for Fakenham.</p> |
| H04 | Land South of Lodge Close | Housing/ Open Space / Education | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Highways Access would be achieved off Lodge Close and Beresford Road. Footways to site. Within 30mph urban area – slow road speeds – quiet residential streets</p> <p>Close to bus stops and services. Acceptable and reasonable walking distance to school and services</p> <p><u>Environmental:</u> Site is adjacent to Holt Country Park CWS. No significant environmental constraints</p> <p><u>Landscape and Townscape:</u> The site is screened behind existing settlement but may have an impact of the setting of HCP and views from the northern edge of HCP. <u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Preferred Site</p> <p>Considered suitable to be allocated for residential development for 100 to 120 dwellings with potential provision of a 2ha - 2 form primary school site</p> <p>The site is well located in relation to the town centre and services. There are no significant environmental constraints and the site is well contained in the landscape. No flooding, contamination or utilities issues have been identified.</p> <p>The site is suitable as a potential location for a relocated primary school. The site scores positively in the Sustainability Appraisal. This is considered to be one of the most sustainable and suitable of the Holt alternatives.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| H17 | Land North of Valley Lane | Housing | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Acceptable to Highways. Access off Pound Close – feeds onto Norwich Road. Appears wide enough. Footways along both sides – close to pedestrian crossing. Very close to school and town centre</p> <p><u>Environmental:</u> Close to Sprout Hills CWS. A pasture field which drops down towards Sprout Hills.</p> <p>Tree cover to SW of site</p> <p><u>Landscape and Townscape:</u> Hidden when viewed from town side and would sit reasonable well with existing urban area. Could compliment recent development along Pound Close.</p> <p>The site is much more visible from the SW – looking back towards the town when viewed from the railway path. Site would be visible from Sprout Hills. <u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Preferred Site</p> <p>Considered suitable to be allocated for residential development for 20 to 30 dwellings. The site is well located in relation to the town centre and services. There are no significant environmental constraints, however, the site is close to a County Wildlife Site. It is reasonably well contained in the landscape and townscape - but is more visible from the west. No flooding, contamination or utilities issues have been identified. This is considered to be one of the most sustainable and suitable of the Holt alternatives.</p> |
| H20 | Land at Heath Farm | Housing/ Open Space / General Industrial / Storage & Distribution / Business & Offices / Residential Care Home | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Highways access is only acceptable off the existing estate road and new roundabout. Access into town would be via new estate road and the new footpath/cycle path which links to Hempstead Rd. There should be investigation into the provision of a footpath link across A148 to link to health services to the NE. The site is a moderate walking distance to school and town centre services.</p> <p><u>Environmental:</u> Large arable fields in countryside. Tree and hedge boundaries. No significant environmental constraints.</p> <p><u>Landscape and Townscape:</u> Would be an urban extensions into the countryside but in keeping with existing development. <u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Preferred Site</p> <p>The site considered suitable to be allocated for residential development for up to 200 dwellings. The site is the most appropriate site to accommodate the revised dwelling numbers identified for Holt.</p> |
| H27/1 | Land at Heath Farm (Employment) | Employment | <p>Considered Suitable for development.</p> <p><u>Highway Transport & Access:</u> Highways access is only acceptable of existing estate road and new roundabout. The site cannot be access via Hempstead Rod due to Highways Objection. Access into town would be via new estate road and the new footpath/cycle path which links to Hempstead Rd. The site is a moderate walking distance to school and town centre services. Heath Lane is a private road and public footpath.</p> <p><u>Environmental:</u> Large arable fields in countryside. Tree and hedge boundaries. No significant environmental constraints.</p> <p><u>Landscape and Townscape:</u> The site is reasonably remote and detached from town – even taking new development into account and would appear large urban extensions into the countryside</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Preferred Option- Part of the site is considered Suitable for development of up to 2ha of employment land. The site will be accessed off the A148 and is reasonably well located to the town and services. There are no significant environmental constraints and the southern part of site is reasonably well contained in the landscape. No flooding, contamination or utilities issues have been identified. Employment development on the land would, effectively, be an extension of the</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| | | | | existing industrial estate in order to provide a continued supply of greenfield employment land in Holt (serving the Holt, Cromer and Sheringham cluster). The site scores positively in the Sustainability Appraisal. |
| H05 | Land North Of Poultry Farm, Cley Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access onto Cley Road & New Street/High Street junction considered unsuitable. Access would be achieved off Cley Road. Wide grass verges Within 30 zone – but speeds appear high on approach into town. Footway up to site boundary</p> <p>Parking on road – restricts width</p> <p>Acceptable walking distance to services and school</p> <p><u>Environmental:</u> Part of a large arable field - no significant environmental constraints</p> <p><u>Landscape and Townscape:</u> Open countryside on edge of settlement. Would be visible on approach into town with a rural backdrop. Disconnected from town</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Not Preferred</p> <p>The site is not considered to be in a suitable location for development. The site is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside and Area of Outstanding Natural Beauty and could have an adverse impact on the landscape. The site is considered to have unsuitable highways access and network connections. The preferred sites can deliver sufficient housing for Holt.</p> |
| H06 | Former Poultry Farm, Cley Road | Housing/ Residential Care Home / Open Space / Car Parking | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access onto Cley Road & New Street/High Street junction considered unsuitable. Access would be achieved off Cley Road. Wide grass verges. Within 30 zone – but speeds appear high on approach into town. Footway up to site boundary. Parking on road – restricts width. Acceptable walking distance to services and school</p> <p><u>Environmental:</u> Within AONB. Part pasture field & part of the land has existing agricultural buildings (former poultry farm). No other obvious environmental features</p> <p><u>Landscape and Townscape:</u> Open countryside on edge of settlement. Would be visible on approach into town with a rural backdrop. Disconnected from town. Attractive countryside view from Woodfield Rd.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Not Preferred</p> <p>The site is not considered to be in a suitable location for development. The site is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside and Area of Outstanding Natural Beauty and could have an adverse impact on the landscape. The site is considered to have unsuitable highways access and network connections as traffic would be routed through the unsuitable and congested town centre roads. The preferred sites can deliver sufficient housing for Holt.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| H07 | Garden House, Peacock Lane | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Off private road Peacock Lane narrow – no footways from Hales Court Reasonable walking distance to town and school</p> <p><u>Environmental:</u> All trees on site subject to TPO</p> <p><u>Landscape and Townscape:</u> Largely hidden from view</p> <p>Would not be visible from surroundings - except from public footpath to north of site</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | Not Preferred- The site may be suitable for small scale development as it is within the settlement boundary, however, a Tree Preservation Order covers the entire site. The site is considered to have unsuitable highways access and network connections onto Peacock Lane. The preferred sites can deliver sufficient housing for Holt. |
| H08 | Playing Field At Woodfield Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Highways objection on the grounds of the access is not acceptable and the local road network is considered to be unsuitable. Existing access off Woodfield Road</p> <p>Could have secondary access off Kelling Road. Moderate/acceptable walking distance to school</p> <p>Reasonable walking distance to town centre.</p> <p><u>Environmental:</u> Currently designated open space used as sports pitches with clubhouse, changing rooms and office. Hedges around most boundaries. Bounded to north by woodland.</p> <p>All grass areas managed and well mown for sports purposes.</p> <p><u>Landscape and Townscape:</u> Within AONB. Edge of town. Adjacent to existing residential area – but would be reasonably visible in the landscape along the Kelling Road.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified. Appears to be a well-used facility and with a good state of management. Club house is in a good state</p> | Not Preferred The site is unsuitable for development as it forms important open space and recreation area and development would result in a loss of beneficial use. Development on the site would be a pronounced and obvious extension into the countryside and Area of Outstanding Natural Beauty and could have an adverse impact on the landscape. The site is considered to have unsuitable highways access and network connections. The preferred sites can deliver sufficient housing for Holt without requiring the loss of community facilities. |
| H10 | Land off Swann Grove | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Considered Acceptable by Highways.</p> <p>Access would be off existing Swann Grove residential access. Access off Hempstead Road would not be achievable. Close to underpass and acceptable walking distance to school and services.</p> <p><u>Environmental:</u> A small parcel of designated open space which provides a connection through to Gravel pit Lane. Grassland with dense tree cover to the boundary with the by-pass.</p> <p><u>Landscape and Townscape:</u> A secluded open space which can be glimpsed from the Hempstead Rd junction and Swann Grove</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | Not Preferred - The site is well located to the town and services and has acceptable highways access. The site forms part of the designated open space for Holt and provides landscape screening to the A148 and development would result in a loss of beneficial use. The site is located on an area of informal open space adjacent to a County Wildlife Site and development of the site would require a significant removal of trees. The preferred sites can deliver sufficient housing for Holt. |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| H16 | Land Adjacent Cemetery, Cley Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access onto Cley Road & New Street/High Street junction considered unsuitable. Wide grass verges. Within 30 zone – but speeds appear high on approach into town.</p> <p>Footway up to site boundary (on other side of Cley Rd. Parking on road – restricts width. Acceptable walking distance to school and services.</p> <p><u>Environmental:</u> Mostly large arable field – with a couple of agricultural buildings. Tree and hedge boundaries. No other obvious features.</p> <p><u>Landscape and Townscape:</u> Partially in AONB. Open countryside on edge of settlement</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | Not Preferred -The site is not considered to be in a sustainable location for development. The site is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside and AONB and could have an adverse impact on the landscape. The site is considered to have unsuitable highways access and network connections as traffic would be routed through the unsuitable and congested town centre roads. The preferred sites can deliver sufficient housing for Holt. |
| H16/1 | Land West of Cley Road | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access onto Cley Road & New Street/High Street junction considered unsuitable. Wide grass verges. Within 30 zone – but speeds appear high on approach into town.</p> <p>Footway up to site boundary (on other side of Cley Rd. Parking on road – restricts width. Acceptable walking distance to school and services.</p> <p><u>Environmental:</u> Mostly large arable field – with a couple of agricultural buildings. Tree and hedge boundaries. No other obvious features.</p> <p><u>Landscape and Townscape:</u> Partially in AONB. Open countryside on edge of settlement.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | Not Preferred- The site is not considered to be in a sustainable location for development. The site is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside and partially into the Area of Outstanding Natural Beauty and could have an adverse impact on the landscape. The site is considered to have unsuitable highways access and network connections as traffic would be routed through the unsuitable and congested town centre roads. The preferred sites can deliver sufficient housing for Holt. |
| H18 | Land at Valley Farm | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Site is only acceptable to Highways if served off H17. Without this access - site is landlocked.</p> <p><u>Environmental:</u> A pasture field. A number of trees and a stream. Hedge boundaries all around</p> <p>Large area of scrub. No significant environmental constraints</p> <p><u>Landscape and Townscape:</u> A countryside location and remote from town. Rolling landscape dropping down to small stream valley. Site would be partially visible from B1110 – but screened when viewed from town.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | Not Preferred - The site is not considered to be in a suitable location for development. The site is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside and could have an adverse impact on the landscape. The site is considered to have unsuitable highways access and network connections. The preferred sites can deliver sufficient housing for Holt. |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|----------------------------|--|---|--|
| H19 | Land West Of Norwich Road | Housing | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Acceptable to Highways. Access would be off Norwich Road – 2 possible locations. Footway on Norwich Road and close to school and town centre.</p> <p><u>Environmental:</u> Part arable field – part pasture. Hedge and trees and pond located in SE corner</p> <p>No significant environmental constraints. <u>Landscape and Townscape:</u> The site is largely hidden behind existing Norwich Rd properties. Only the southern part of the site is visible from the Norwich Rd. <u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | The site is no longer available. |
| H19/1 | Land West Of Norwich Road | Housing | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Acceptable to Highways. Access would be off Norwich Road – 2 possible locations. Footway on Norwich Road and close to school and town centre.</p> <p><u>Environmental:</u> Part arable field – part pasture. Hedge and trees and pond located in SE corner. No significant environmental constraints. <u>Landscape and Townscape:</u> The site is largely hidden behind existing Norwich Rd properties. Only the southern part of the site is visible from the Norwich Rd. <u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | The site is no longer available. |
| H20/1 | Land at Heath Farm | Housing/ Open Space / General Industrial / Storage & Distribution / Business & Offices / Residential Care Home | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Highways access is only acceptable of existing estate road and new roundabout. Access into town would be via new estate road and the new footpath/cycle path which links to Hempstead Rd. There should be investigation into the provision of a footpath link across A148 to link to health services to the NE. The site is a moderate walking distance to school and town centre services. <u>Environmental:</u> Large arable fields in countryside. Tree and hedge boundaries. No significant environmental constraints <u>Landscape and Townscape:</u> Would be an urban extensions into the countryside but in keeping with existing development. <u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Not Preferred Site</p> <p>The reduced parcel was previously identified as the preferred option. Further consideration of the housing numbers have required a further 50 to 70 dwellings to be allocated in Holt and this smaller parcel being superseded.</p> |
| H22 | Land North of Charles Road | Housing / Residential Care Home / Open Space | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Acceptable to Highways. Access of Charles Road. Charles Road has footways on both sides. Acceptable walking distance to school and town services.</p> <p><u>Environmental:</u> An already developed site with a number of educational and community uses. Part of the site is used for allotments. Part of site is open space with children’s play equipment (for Sure Start Centre use only). <u>Landscape and Townscape:</u> Within settlement boundary and residential area.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>The site is within the settlement boundary. The site is currently used for a range of community facilities including community centre and sure start centre and development would result in a loss of beneficial use. The site is not considered suitable until and unless alternative community facilities are provided. The preferred sites can deliver sufficient housing for Holt without requiring the loss of community facilities.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| H23 | Land at Thornage Road | Market Housing / Car Parking | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Highways objection on access and detached location from town.</p> <p>No footways along Thornage Rd</p> <p>All approaches 60mph</p> <p>Public footpath to south of site links to Norwich Road</p> <p>Old railway footpath to north of site</p> <p><u>Environmental:</u> Large arable fields (and part pasture) on either side of Thornage Road</p> <p>Hedge boundaries all around. No significant environmental constraints.</p> <p><u>Landscape and Townscape:</u></p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Not Preferred</p> <p>The site is not considered to be in a suitable location for development as it is detached and reasonably remote from the town. The site is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside and could have an adverse impact on the landscape. The site is considered to have unsuitable highways access and network connections into town. The preferred sites can deliver sufficient housing for Holt.</p> |
| H24 | Petrol Filling Station, Cromer Road | Housing | | The site is no longer available. |
| H25 | Tricorn Farm, Norwich Road | Car Parking / Education / Open Space / Assembly & Leisure / Retail / General Industrial / Storage & Distribution | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Highways Object on the grounds of access and impact on network.</p> <p>No footways along both roads.</p> <p>High speeds on both roads – crossing B1149 would be challenging.</p> <p><u>Environmental:</u> A large triangular field currently used for keeping pigs</p> <p>Thick tree belts around all 3 sides</p> <p>No significant environmental constraints</p> <p><u>Landscape and Townscape:</u> Site is detached from town and would be a large scale development in the countryside</p> <p>There is a tree belt which acts as screening around the site.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Not Preferred - The site is not considered to be in a suitable location for development as it is detached and remote from the town. The site is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside and could have an adverse impact on the landscape. The site is considered to have unsuitable highways access and network connections. The preferred sites can deliver sufficient housing for Holt.</p> |
| H26 | Holt Primary School | Housing / Open Space | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would have to be achieved off Valley Lane.</p> <p><u>Environmental:</u> This is an early 1900's school site with associated hard standing playgrounds.</p> <p><u>Landscape and Townscape:</u> Within the settlement boundary and residential area.</p> <p>A sensitive redevelopment with re-use of existing buildings could complement the existing townscape.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Site is within the settlement boundary.</p> <p>The site is not considered suitable until and unless an alternative school site is provided. The preferred sites can deliver sufficient housing for Holt. Therefore, on balance, this site is not considered suitable to be preferred at this time.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| H27 | Land at Heath Farm | Housing / Open Space / General Industrial / Storage & Distribution / Business & Offices / Residential Care Home | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Highways access is only acceptable of existing estate road and new roundabout. The site cannot be access via Hempstead Rod due to Highways Objection. Access into town would be via new estate road and the new footpath/cycle path which links to Hempstead Rd. The site is a moderate walking distance to school and town centre services. Heath Lane is a private road and public footpath.</p> <p><u>Environmental:</u> Large arable fields in countryside</p> <p>Tree and hedge boundaries</p> <p>No significant environmental constraints</p> <p><u>Landscape and Townscape:</u> The site is reasonably remote and detached from town – even taking new development into account and would appear large urban extensions into the countryside</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | Not Preferred - The site is not considered to be in a suitable location for residential development. The site would be a pronounced and obvious extension into the countryside and development of the whole site could have an adverse impact on the landscape. The site is adjacent to a Listed Building. The site is considered to have unsuitable highways access and network connections unless it is access via the new roundabout and spine road. The preferred sites can deliver sufficient housing for Holt. |
| H28 | Land At Gresham's School | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access to be off Grove lane which is acceptable to Highways</p> <p>There is a footway along Grove Lane into town</p> <p>Moderate/acceptable walking distance to school</p> <p><u>Environmental:</u> Currently Open Land area - school playing fields.</p> <p><u>Landscape and Townscape:</u> Outside settlement boundary and residential area. Will be shielded by Grove Lane development and by Gresham school buildings.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | Not Preferred Site is within the settlement boundary. The site is unsuitable for development as it forms part of the important open space for Holt as part of the playing fields for Gresham's School and development would result in a loss of beneficial use. The preferred sites can deliver sufficient housing for Holt without requiring the loss of open space. |
| H29 | School Playing Fields, Cromer Road / Neil Avenue | Housing | <p>Considered Unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access would have to be off Neil Ave – through small area of greenspace</p> <p><u>Environmental:</u> Designated Open land Area. Currently a school playing field used by primary school</p> <p>Mowed grass with hedge around outside.</p> <p><u>Landscape and Townscape:</u> Housing site could blend well with existing housing although the site is in an elevated position.</p> <p><u>Other:</u> This site has to be taken into account with the existing school site and the potential for a relocated school site. No flooding, contamination or utilities issues currently identified.</p> | Site is within the settlement boundary. The site is not considered suitable as it forms part of the designated open space for Holt as part of the playing fields for the primary school. Development would result in a loss of this beneficial use. The preferred sites can deliver sufficient housing for Holt without requiring the loss of open space. |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| HV01/B | Land East of Tunstead Road | Housing / Open Space / Residential Care Home | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Adjacent to existing allocation (HV03) with potential access through this site and from Tunstead Road. Appears good visibility. Footways on Tunstead Rd into town and within 30mph zone. A surfaced cycleway runs through the site from Tunstead Road to Stalham Road.</p> <p><u>Environmental:</u> Arable field with established hedgerow along Tunstead Road. No other (obvious) environmental features.</p> <p><u>Landscape and Townscape:</u> A reasonably level site with views across to HV03 site and existing properties on Tunstead Rd. Long views across the site from St Peters Lane. Setting would be very similar to HV03 allocation.</p> <p><u>Other:</u> There is an opportunity to link the site through HV03 in highway terms and integration of the two developments. Power lines through the site.</p> | <p>Preferred Site- Considered suitable to be allocated for residential development for approximately 150 dwellings at least 1ha of land for elderly care.</p> <p>The site is well located in relation to the town centre and services and is adjacent to the high school. The site has acceptable 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 is a natural and obvious extension to the adjacent HV03 site which has been completed. 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. The site scores positively in the Sustainability Appraisal. This is considered to be the most sustainable and suitable of the Hoveton alternatives.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|-----------------------------------|--|--|---|
| HV01 | Land East of Tunstead Road | Housing / Open Space / Residential Care Home | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Adjacent to existing allocation (HV03) with potential access through this site and from Tunstead Road. Appears good visibility. Footways on Tunstead Rd into town and within 30mph zone. A surfaced cycleway runs through the site from Tunstead Road to Stalham Road. <u>Environmental:</u> Arable field with established hedgerow along Tunstead Road. No other (obvious) environmental features. <u>Landscape and Townscape:</u> A reasonably level site with views across to HV03 site and existing properties on Tunstead Rd. Long views across the site from St Peters Lane. Setting would be very similar to HV03 allocation.</p> <p><u>Other:</u> There is an opportunity to link the site through HV03 in highway terms and integration of the two developments. Power lines through the site.</p> | See - HV01/B – above |
| HV02 | Site To The West Of Tunstead Road | Housing | <p><u>Highway Transport & Access:</u> Access would be possible off Tunstead Road. No footway on western side beyond Two Saints Close. Good visibility. Hand lane single carriage lane.</p> <p><u>Environmental:</u> Established hedgerow – fronting Tunstead Rd. Hedge and trees to western boundary. Open boundary to Hand Ln. No other (obvious) environmental features.</p> <p><u>Landscape and Townscape:</u> Level site with views to north across arable field and south into the site from Hand lane. Has rural countryside character and would be a pronounced and obvious extension into the countryside.</p> | <p>Not Preferred</p> <p>This is a large site and the northern extent is remote from services and the village. Highways access is considered unsuitable and connections into town are poor. The site would extend into open countryside beyond the current confines of the village and could have an adverse impact on the landscape. The preferred site can deliver sufficient housing for Hoveton.</p> |
| HV04/1 | Norfolk Fruit Growers Site | Employment | | <p>Excluded - existing planning permission. The site is remote from services and the village.</p> |
| HV05 | Land South of Littlewoods Lane | Housing | <p><u>Highway Transport & Access:</u> Site would be best accessed from Horning Rd. Access may be on a hill – but with reasonable visibility. Part of site within 30mph zone. Footway along Horning Rd - along full extent of site. Parking pressures with school and church may impact on access</p> <p><u>Environmental:</u> A large arable field with tree belt to the west and a patchy tree/hedge on Littlewoods lane boundary.</p> <p><u>Landscape and Townscape:</u> The site is raised above the town and has an open countryside character. There is tree belt screening to the west of the site which means the town is not visible from the site. The site is directly opposite the church and forms a rural open landscape on approach to the eastern side of town.</p> | <p>Not Preferred</p> <p>The site is well related to the village and services. Highways access is considered suitable for up to 100 houses. The site would be highly visible in the landscape and would extend into open countryside beyond the current confines of the village and could have an adverse impact on the landscape. The preferred site can deliver sufficient housing for Hoveton.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| HV06 | Land between Stalham Road and Tunstead Road | Housing | <p><u>Highway Transport & Access Observations:</u> Accessed off Stalham Rd with good visibility. Footway improvements would be required. Bus stops in close proximity. Beyond site – good pedestrian links into town and schools.</p> <p><u>Environmental Observations:</u> The edge of a large arable field with established hedge and trees along Stalham Rd frontage.</p> <p><u>Landscape and Townscape Observations:</u> Site has rural character, however is opposite existing residential properties along Stalham Rd and would fill a gap between the HV03 Persimmon development and the properties along the NW of Stalham Rd.</p> | Not Preferred - The site forms a small countryside gap along the Stalham Road with residential development on both sides and across the Stalham Road. Highways access is considered suitable for frontage development only and an extra spur off the existing roundabout would not be acceptable. The preferred site can deliver sufficient housing for Hoveton. |
| HV07 | Land Adjacent Stalham Road | Housing | <p><u>Highway Transport & Access Observations:</u> Remote location which would be accessed off St. Peters Lane - which is a narrow single carriage lane and would require significant improvement. No footways and a significant walk to schools and services</p> <p><u>Environmental Observations:</u> Large arable fields with established hedge boundaries along St Peters Lane</p> <p><u>Landscape and Townscape Observations:</u> Has rural countryside character and would be a pronounced and obvious development in the countryside. Remote with no connection to existing settlement. Could have an impact on St Peters church – grade 2* listed.</p> | Not Preferred - This is a large site and is remote from services and the village. Highways access is considered unsuitable and connections into town are poor. 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. The preferred site can deliver sufficient housing for Hoveton. |
| HV08 | Land To East Of Stalham Road | Housing | <p><u>Highway Transport & Access:</u> Large site which could be accessed off Stalham Road and Littlewoods lane. Littlewoods lane is a rural single carriageway lane and would require significant improvement to serve a site of this size. Access off Stalham Rd may be more achievable – but is more remote from the town. There is a footway along Stalham Road and bus stops on the north end of Stalham Road</p> <p><u>Environmental:</u> A collection of 3 large arable fields with established hedge boundaries along Stalham Rd.</p> <p><u>Landscape and Townscape:</u> Has rural countryside character and would be a pronounced and obvious development in the countryside. More open character along Littlewoods lane. Would be adjacent to employment land at Littlewoods Lane.</p> <p><u>Other:</u> A very large site – which is more appropriate to be considered in smaller (although still large) parcels.</p> | Not Preferred- This is a very large site and is remote from services and the village. Highways access off Littlewood Lane and Long Lane is considered unsuitable and connections into town are poor. 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. The preferred site can deliver sufficient housing for Hoveton. |
| HV09 | Land South Of Horning Road | Housing | | Excluded - existing planning permission. |
| HV10 | Land off Coltishall | Housing | <p><u>Highway Transport & Access:</u> Access would be off Belaugh Rd with possible conflict with Bure Valley Railway access and long stay car park access. No footway and is on other side</p> | Not Preferred - The site is detached from the village being located on the western |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| | Road | | <p>of railway bridge. Close to railway station. <u>Environmental:</u> Arable field. No other obvious features. <u>Landscape and Townscape:</u> Has remote and rural character Outside the settlement and on the other side of the railway. Is disconnected from the town by the railway lines. <u>Other:</u> Power lines through site and electricity station across road.</p> | <p>side of the railway. The site is located close to the railway station and employment area. Development would significantly extend into open countryside beyond the current confines of the village and could have an adverse impact on the landscape. Highways access is considered unsuitable as access underneath the railway bridge is challenging. The preferred site can deliver sufficient housing for Hoveton.</p> |
| LUD01/A | Land South Of School Road | Housing | <p>Considered suitable for development <u>Highway Transport & Access:</u> Access off School Road considered to be acceptable by NCC Highways, subject to the local widening of School Road which would require land. Footways available along School Road to primary school, recreation ground and general store. The site is within walking distance to the school. But there are limited public transport options available from the site and from Ludham. <u>Environmental:</u> No environmental designations or identified constraints. Arable land with limited boundary treatment, albeit a hedgerow along School Road. <u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) characterised by flat / very flat terrain, rural landscape in which arable land use predominates with an open landscape and moderately long views. The site and the surrounding landscape is relatively flat but does undulate slightly rising to the West. The site lies behind existing development along School Road and is not overly prominent in the open countryside. Development of the site would not have any significant impact on the wider landscape or overall character of the village. The site should not have any material impacts upon any heritage assets. This is dependent upon the important views into the CA from School Road (mainly of the Grade I Listed Church) being preserved across the southern end of the site. <u>Other:</u> No known hazards or contamination constraints. Enhancement to water treatment capacity will be required. The site is within Flood Zone 1 with a small section along the Eastern boundary within Flood Zone 2. The site is located within a Dry Island. A site-specific Flood Risk Assessment and / or Flood Warning and Evacuation Plan may be required.</p> | <p>Preferred Option Considered suitable to be allocated for residential development for approximately 20 dwellings. The site is well located to the village, services and the school. There are public transport options available from the site. Development would not have any significant impact on the wider landscape or overall character of the village. This is considered to be one of the most sustainable and suitable of the Ludham alternatives.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| LUD06/A | Land South Of Grange Road | Housing | <p>Considered suitable for development</p> <p><u>Highway Transport & Access:</u> Access off Grange Close considered to be acceptable by NCC Highways. The site is within walking distance to the school and other services within Ludham. There is a footway available along Grange Close. There are very limited public transport options available from the site and from Ludham. <u>Environmental:</u> Enclosed agricultural field, with mature hedgerow. The western boundary of the site is adjacent to a belt of oak trees covered by a group Tree Preservation Order. The extension of Grange Close would have to have full regard to the need to retain and safeguard these trees. <u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) characterised by flat / very flat terrain, rural landscape in which arable land use predominates with an open landscape and moderately long views. Flat site with limited landscape features. The site is enclosed, located adjacent to existing development. There are limited views into the site. Development on this site shouldn't have a detrimental impact on the landscape or townscape. <u>Other:</u> No flooding or contamination issues currently identified. The site is located within a Dry Island. A site-specific Flood Risk Assessment and / or Flood Warning and Evacuation Plan may be required. Enhancement to water treatment capacity will be required.</p> | <p>Preferred Option</p> <p>Considered suitable to be allocated for residential development for approximately 20 dwellings.</p> <p>The site is well located to the village, services and schools. There are public transport options available from the site. The site is not prominent in the landscape. This is considered to be one of the most sustainable and suitable of the Ludham alternatives.</p> |
| LUD01 | Land South Of School Road | Housing | <p>Considered suitable for development</p> <p><u>Highway Transport & Access:</u> Access off School Road considered to be acceptable by NCC Highways, subject to the local widening of School Road which would require land. Footways available along School Road to primary school, recreation ground and general store. Limited public transport options available from the site and from Ludham. <u>Environmental:</u> No environmental designations or identified constraints. Arable land with limited boundary treatment, albeit a hedgerow along School Road. <u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) characterised by flat / very flat terrain, rural landscape in which arable land use predominates with an open landscape and moderately long views. The site and the surrounding landscape is relatively flat but does undulate slightly rising to the West. The site lies behind existing development along School Road and is not overly prominent in the open countryside. Development of the site would not have any significant impact on the wider landscape or overall character of the village. Views available into the CA from School Road (mainly of the Grade I Listed Church). <u>Other:</u> No known hazards or contamination constraints. Enhancement to water treatment capacity will be required. The site is within Flood Zone 1 with a small section along the Eastern boundary within Flood Zone 2. The site is located within a Dry Island. A site-specific Flood Risk Assessment and / or Flood Warning and Evacuation Plan may be required.</p> | <p>Not Preferred</p> <p>Part of the site is considered suitable for allocation and has been identified as a preferred option LUD01/A. The preferred sites including site LUD01/A can deliver sufficient housing for Ludham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| LUD02 | Land At Catfield Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Catfield Road considered to be acceptable by NCC Highways. Footways available but improvements required to the school. The site is within walking distance to the school and other services within Ludham. There are very limited public transport options available from the site and from Ludham. <u>Environmental:</u> No environmental designations or identified constraints. Arable land with mature trees along Catfield Rd boundary and hedgerows along western boundary. <u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) characterised by flat / very flat terrain, rural landscape in which arable land use predominates with an open landscape and moderately long views. Relatively flat site which has rural countryside character. Development would extend beyond the current extent of the village into open countryside and would have an adverse impact on the landscape. There are long distance views of the church from the site.</p> <p><u>Other:</u> Majority of site falls within Flood Zone 1, but a very small part of the site in the SW corner is within Flood Zone 2. Small area at risk of surface water flooding. No known hazards or contamination constraints. Enhancement to water treatment capacity will be required.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside. The preferred sites can deliver sufficient housing for Ludham.</p> |
| LUD05 | Land at Yarmouth Road | Housing / Health Care | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is located between Latchmoor Lane and Yarmouth Road which are considered to be unacceptable by NCC Highways, Highways would resist access to the Yarmouth A Road and Latchmore is considered to be inadequate due to being narrow with no footways. There are no footways available along Yarmouth Road. There are very limited public transport options available from the site and from Ludham. <u>Environmental:</u> No environmental designations or identified constraints. Group of paddocks with a hedgerow along the southern boundary.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) characterised by flat / very flat terrain, rural landscape in which arable land use predominates with an open landscape and moderately long views.</p> <p>Relatively level site. The site has rural countryside character and is prominent in the landscape. Development in this location would extend beyond the current extent of the village into open countryside and would have an adverse impact on the landscape. The site lies adjacent to the Conservation Area.</p> <p><u>Other:</u> No flooding or contamination issues currently identified. Enhancement to water treatment capacity will be required.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development. The site cannot be satisfactorily accessed and Latchmore Lane is narrow with no footways. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside. The preferred sites can deliver sufficient housing for Ludham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| LUD06 | Land South Of Grange Road | Housing | <p><u>Highway Transport & Access:</u> Access off Grange Close considered to be acceptable by NCC Highways. There is a footway available along Grange Close. The site is within walking distance to the school and other services within Ludham. There are very limited public transport options available from the site and from Ludham to primary school, recreation ground and general store. Limited public transport options available from the site and from Ludham.</p> <p><u>Environmental:</u> Enclosed agricultural field, with mature hedgerow. The western boundary of the site is adjacent to a belt of oak trees covered by a group Tree Preservation Order. The extension of Grange Close would have to have full regard to the need to retain and safeguard these trees.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) characterised by flat / very flat terrain, rural landscape in which arable land use predominates with an open landscape and moderately long views. Flat with limited landscape features and limited views available of the site. The site is enclosed, located adjacent to existing development. Development on this site shouldn't have a detrimental impact on the landscape or townscape.</p> <p><u>Other:</u> The site is located within a Dry Island. A site-specific Flood Risk Assessment and / or Flood Warning and Evacuation Plan may be required. No known hazards or contamination constraints. Enhancement to water treatment capacity will be required.</p> | Part of the site is considered suitable for allocation and has been assessed separately as LUD06/A. The rest of the site is unavailable. |
| LUD07 | Land East of Catfield Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site is located between Catfield Road, Malthouse Lane and Grange Road which are considered to be unacceptable by NCC Highways. Malthouse Lane and Grange Rd are considered to be unsuitable for further development and Catfield Rd would also require improvement beyond the site boundary. The site is fairly detached and remote from the village centre. There are no footways available along Grange Road. There are very limited public transport options available from the site and from Ludham.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Large agricultural field with limited boundary treatment, albeit some trees along Malthouse Lane. <u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) characterised by flat / very flat terrain, rural landscape in which arable land use predominates with an open landscape and moderately long views. The site is flat and has rural countryside character and is prominent in the landscape. Development in this location would extend beyond the current extent of the village into open countryside and would have an adverse impact on the landscape. <u>Other:</u> No flooding or contamination issues currently identified. The site is located within a Dry Island. A site-specific Flood Risk Assessment and / or Flood Warning and Evacuation Plan may be required. Enhancement to water treatment capacity will be required. Water mains crossing the site.</p> | Not Preferred The site is not considered to be suitable for development. Malthouse Lane and Grange Rd are unsuitable for further development. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside. The preferred sites can deliver sufficient housing for Ludham. |
| LUD09 | Land South of | Residential | Considered unsuitable for development | Not Preferred |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|-----------------------------------|--------------|---|--|
| | Norwich Road, East of Lovers Lane | | <p><u>Highway Transport & Access:</u> The site is located off Norwich Road and although the site is reasonably well positioned near to Ludham with access to the primary school, church and general store. There is no continuous footway link to the village and no ability to provide a new footpath at sections along the road, therefore considered to be unacceptable by NCC Highways. There are very limited public transport options available from the site and from Ludham.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Large agricultural field with mature hedgerow along the A1062. With mature trees along Lovers Lane and along southern boundary.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) characterised by flat / very flat terrain, rural landscape in which arable land use predominates with an open landscape and moderately long views. The site provides an important open landscape within this part of Ludham. And if developed would have a detrimental impact on the landscape. The site is located near to the Grade 1 listed Church, and if not appropriately designed and landscaped development could have a detrimental impact. Part of the site falls within Conservation Area.</p> <p><u>Other:</u> The southern part of the site lies within flood risk zones 2 and 3. The sequential approach should be applied within the site, and development should be directed to the areas of lowest flood risk. In this case, all development would need to be located within flood risk 1. Layout should ensure that any part of the site which is demonstrated to be at risk of flooding during the lifetime of the development remains undeveloped. A flood risk assessment would be required as part of the planning application to assess all forms of flooding to and from the development and inform the inclusion of suitable control measures. The site is located within a Dry Island. A site-specific Flood Risk Assessment and / or Flood Warning and Evacuation Plan may be required.</p> | <p>The site is not considered to be suitable for development. The Highway Authority do not support an additional access onto the A1062 and there is no continuous footway link to the village with no ability to provide a new footpath at sections along the road. This site provides an important open landscape in this part of Ludham. Development of this site would have a greater impact on the quality of the landscape than the preferred sites. Furthermore the preferred sites can deliver sufficient housing for Ludham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|-------------------------------------|--|---|--|
| LUD10 | Land West of Catfield Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Catfield Road is considered to be acceptable by NCC Highways. However the site is considered to be detached from the settlement and highways consider this to be an unsuitable location unless in connection with site LUD02. Although there is footpath along Catfield Rd, this would require significant improvements.</p> <p><u>Environmental:</u> No environmental designations or identified constraints. Large arable field with mature trees along Catfield Rd boundary and to rear of site. Hedgerow along western boundary.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) characterised by flat / very flat terrain, rural landscape in which arable land use predominates with an open landscape and moderately long views. The site is relatively level and has rural countryside character and is prominent in the landscape. The site is detached from the village. Development in this location would extend beyond the current extent of the village into open countryside and would have an adverse impact on the landscape. There are long distance views of the church from the site.</p> <p><u>Other:</u> No flooding or contamination issues currently identified. The site is located within a Dry Island. A site-specific Flood Risk Assessment and / or Flood Warning and Evacuation Plan may be required. Enhancement to water treatment capacity will be required.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside. The preferred sites can deliver sufficient housing for Ludham.</p> |
| MUN03/A | Land at Cromer Road and Church Lane | Housing | <p><u>Highway Transport & Access:</u> Suitable highway access is achievable subject to improvement to Cromer Road/Church Lane junction. Footpath required along site frontage on Cromer Road and Church Lane. The site is well located to the services in the historic village centre and those along Beach Road.</p> <p><u>Environmental:</u> A large elevated arable field with patchy hedge boundaries to the Cromer Rd & Church Ln frontages. No other obvious environmental features. No formal designations.</p> <p><u>Landscape and Townscape:</u> The site does sit in a prominent position and development of the whole site could have a detrimental impact on the setting and character of this part of the village.</p> <p><u>Other:</u> Very close to Coastal Erosion Zone and small part of site frontage is within CEZ.</p> | <p>Preferred Site- The site is well located to the village and services. There are public transport options available from the site. The site will provide a large area of public open space and a landscape led approach to any development will be required. This is considered to be one of the most sustainable and suitable of the Mundesley alternatives. This site is a combined site with MUN03 and MUN04/1.</p> |
| MUN03 | Land West of Church Lane | Market Housing / Affordable Housing / Open Space | <p><u>Highway Transport & Access:</u> Suitable highway access is achievable subject to improvement to Cromer Road/Church Lane junction. Footpath required along site frontage on Cromer Road and Church Lane. The site is well located to the services in the historic village centre and those along Beach Road.</p> <p><u>Environmental:</u> A large elevated arable field with patchy hedge boundaries to the Cromer Rd & Church Ln frontages. No other obvious environmental features. No formal designations.</p> <p><u>Landscape and Townscape:</u> The site does sit in a prominent position and development of</p> | <p>The site is well located to the village and services. There are public transport options available from the site. A landscape led approach to any development will be required. Combining the site with MUN04/1 will provide an area of public open space and a landscape buffer to make the preferred</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| | | | the whole site could have a detrimental impact on the setting and character of this part of the village. | option acceptable. |
| MUN04 | Land Off Links Road | Housing | | Not Preferred The site is no longer available |
| MUN04/A | Land Off Links Road | Housing | <p>Considered Suitable for development</p> <p><u>Highway Transport & Access:</u> Highways need assurances that access can be achieved off Links Road/Church lane. The site is well located to the services in the historic village centre (Station Road and the High Street) and those services along Beach Road. Links Road does have a footway whilst Church Lane would require pedestrian improvements. The site is close to bus links and there is a safe walking route (800m) to the Infants and Junior School.</p> <p><u>Environmental:</u> The site has 3 distinct characteristics: a) the western section is a semi-enclosed pasture field with views to the north towards the former Grand Hotel; b) the former railway embankment with scrub and trees, and; c) eastern part of the site is an open pasture field offering views towards the coast and across the town. The eastern parcel is currently designated as Open Land. No other obvious environmental features. No formal designations. <u>Landscape and Townscape:</u> The site is adjacent to the Conservation Area with Railway Terrace being the closest properties within the CA. There is 1970's bungalow development to the south at Warren Drive and 1980/90's development to the east at Fairhead Close. Both existing developments are lower than the site and offer views across.</p> | Not Preferred The site is no longer available |
| MUN04/1 | Land Off Links Road | Market Housing / Affordable Housing / Open Space / Health Care | For the purposes of this preferred option assessment sites MUN03 & MUN04-1 have been considered together. The new site reference will be MUN03/A for the combined sites. | The site is an important designated open space in the village and development would result in a loss of beneficial us. The site is considered a preferred location for public open space and will be combined with site MUN03 to form preferred allocation MUN03/A. |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| MUN05 | Land At Hill Farm | Housing | <p><u>Highway Transport & Access:</u> Not acceptable to Highways. Site would be accessed of private/ unclassified Heath Lane. A narrow lane that would require significant improvement. The west end of Links Rd has no footway.</p> <p><u>Environmental:</u> A grassland/paddock site with established hedge boundary to south along Heath lane. No other obvious environmental features. No formal designations.</p> <p><u>Landscape and Townscape:</u> Rural in character and feels remote from town. Has housing to north and housing & farm buildings to the east.</p> <p><u>Other:</u> Water tower on site.</p> | Not Preferred The site is no longer available. |
| MUN08 | Land South Of Hillside | Housing | <p><u>Highway Transport & Access:</u> Not acceptable to Highways. Access off Paston Rd would be challenging due to speed and visibilities. Access via Hillside would require significant improvements as the track is a narrow private access. Paston Road has no footways through-out its length. Access to the school would be along Water lane – which has no footways and is likely to have reasonably high speeds.</p> <p><u>Environmental:</u> The site comprises of an arable field with established tree and hedge line along Paston Road.</p> <p><u>Landscape and Townscape:</u> Edge of settlement and very remote. The site rises and would be visible on the approach along Paston Rd. Would have no obvious impacts on views into or out of the town.</p> | Not Preferred The site is reasonably remote from the village and services. Highway access and network connections are considered to be unsuitable. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside. The preferred sites can deliver sufficient housing for Mundesley. |
| MUN09 | Land South of Trunch Road | Housing | <p><u>Highway Transport & Access:</u> Not acceptable to Highways. Would be accessed off the corner of Trunch Road and Gordon Terrace. Obvious issues with the impact of school parking on the area.</p> <p>Site could be access and laid out in similar manner to adjoining development (MUN07) Directly opposite school and close to bus stops. Site could be accessed off Knapton Road.</p> <p><u>Environmental:</u> The site forms part of a large arable field. Tree and hedge boundary to Gordon terrace. No other obvious environmental features. No formal designations.</p> <p><u>Landscape and Townscape:</u> Edge of settlement –and reasonably remote. Located in countryside. Recent development adjacent to site and further along Trunch Road.</p> | Not Preferred The site is well located to the southern part of the village and the primary school. Highways access is considered unsuitable. The preferred sites are better located on the highway network and are closer to the key services in Mundesley. |
| MUN10 | Land South of Gimingham Road | Housing | <p><u>Highway Transport & Access:</u> Not acceptable to Highways. Could be accessed off Links Road and Gimingham Road. Gimingham Road and Links Road very narrow and no footway. There is the possibility to create footway on both roads. North part of site close to Cromer Rd bus stops and services. <u>Environmental:</u> Grassland/paddocks. Hedge boundaries to both highways. Tree belt along western edge of site and partly along eastern edge between chalet park. No other obvious environmental features. No formal designations. <u>Landscape and Townscape:</u> In countryside and has rural character. Adjacent to chalet park and feels remote from settlement. The site would be well screened – if the tree belts were retained.</p> | Not Preferred The site is no longer available. |
| MUN11 | Land at | Housing | <p><u>Highway Transport & Access:</u> Could be accessed off Cromer Road and/or Tasman Drive.</p> | Not Preferred |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| | Cromer Road / Tasman Drive | | <p>Good visibility along Cromer Road. Access through Tasman Dr – would be through existing residential. Close to bus stops on Cromer Road. Reasonably remote from services and remote from school. There would have to be a significant length of footway created along Cromer Road</p> <p><u>Environmental</u>: Half the site is a grassed open space area and the other half is a woodland area. Both offer public access and are part of the open space offer for the surrounding development.</p> <p>Hedge boundary along Cromer Road. No other obvious environmental features. No formal designations. <u>Landscape and Townscape</u>: Would be on the very edge of the town – but still within the settlement boundary. Development would sit with existing development on either side. The site appears to be a well-used public open space.</p> | The site is reasonably remote from the village and services. The site is an important designated open space in the village and development would result in a loss of beneficial use. The preferred sites can deliver sufficient housing for Mundesley without requiring the loss of open space. |
| E10 | Land at Cornish Way | Employment | This is an allocated employment site. The site is currently occupied and in use. Some units are vacant, however, the site is suitable and available for continued employment use and development. | Preferred Option -This is a previously allocated employment site and is an extension to the existing designated employment area and is well located in relation to the town centre and services. There are no significant environmental constraints and the site is well contained in the landscape. No flooding, contamination or utilities issues have been identified. Highways access is considered acceptable. This site is to allow for the extension of the employment area in order to provide a continued supply of greenfield employment land in North Walsham. The site scores positively in the Sustainability Appraisal. |
| NW01/B | Land at Norwich Road & Nursery Drive | Housing | <p><u>Highway Transport & Access</u>: Multiple access points off neighbouring developments and via Nursery Drive. Bus stops close by and walking distance to train station. Acceptable walking distance to schools and services.</p> <p><u>Environmental</u>: Small greenfield site adjacent to garden centre and nursery. No designations.</p> <p><u>Landscape and Townscape</u>: No formal or statutory designations.</p> <p>Well contained and screened behind existing residential properties along Norwich Road and Nursery Drive.</p> <p><u>Other</u>: No significant flooding (Flood Zone2 or 3b), contamination or utilities issues</p> | Preferred Option - This site forms the new allocation NW01/B. Sites NW05, NW06/1, NW07 & NW30 should be allocated as a whole and are considered suitable to be allocated for residential development of up to 350 dwellings. This is a previously allocated site which has been enlarged. The site is well located in relation to the town centre and services. There are no significant environmental |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| | | | identified. | constraints and the site is well contained in the landscape. No flooding, contamination or utilities issues have been identified. The south east part of the site will extend into open countryside its impact on the landscape will have to be carefully considered. The site will include 3ha of public open space and retention of existing businesses. The site scores positively in the Sustainability Appraisal. This is considered to be one of the most sustainable and suitable of the North Walsham alternatives. |
| NW62 It is a combined site which includes sites: NW08/1(part), NW08/2(part), NW09, NW11, NW14/53, NW28/1, NW28/2, NW41, NW56, NW57, NW58 & NW59. | Western Extension | Mixed Use | <p>This site is to form the Western Extension Allocation.</p> <p><u>Highway Transport & Access:</u> Opportunity to secure a new western road for the town associated with new development, enabling a link from the B1150 (North Walsham/Norwich Road) to the Cromer Road (A149) in the north west. Such a new route could remove the need for vehicles having to go through the centre of the town and importantly remove the need for some traffic to negotiate the low bridges in the town. At present a number of greenfield sites with limited pedestrian or cycle connections to the town. The western development will require provision of preferred routes into town and the extension of bus routes into and around the development.</p> <p><u>Environmental:</u> The site is a collection of a number of agricultural fields and other smaller parcels of land. There are no formal designations. Comprehensive environmental surveys will be required.</p> <p><u>Landscape and Townscape:</u> Large scale development on the west of the town will have a significant impact of the landscape and the overall setting of the town. The strength of the landscape character is considered to be low to moderate and development could have a positive benefit of the landscape through strategic landscaping and provision of significant areas of open space.</p> | <p>Preferred Option North Walsham Western Extension This site is considered suitable to be allocated as the North Walsham Western Extension. It will be a mixed-use development for up to 1800 dwellings, link road, employment land, primary school and other key infrastructure. The North Walsham Western Extension is a large sustainable urban extension which, on the whole, is well located to the town, services and employment sites. There are a number of public transport options available from the site including the rail station. There are no significant environmental constraints and no significant flooding or contamination issues have been identified. The site is expected to deliver a range of infrastructure and community facilities including a new western link road, employment land, primary school and other key infrastructure. The site covers some 95ha of open countryside on the west of the town and would envelope a number of public rights of way and The</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| | | | | Weavers Way. Development will be required to protect these access assets whilst delivering significant amounts of open space and green infrastructure providing enhanced access and habitat corridors. The site scores positively in the Sustainability Appraisal. This site is considered to be one of the most suitable of the North Walsham alternatives. |
| ED1 | Playing Field, Station Road | Housing | <p><u>Highway Transport & Access:</u> Access would be off Station Road which is subject to access restrictions. Bus stops close by and walking distance to train station. Acceptable walking distance to schools and services. <u>Environmental:</u> A large site that is currently used as playing fields for Paston College. The site is, in the main, surrounded by hedges and there is a small tree and scrub parcel to the east of the site. The site is predominantly grass mown and managed as sports pitches.</p> <p><u>Landscape and Townscape:</u> The site is within the settlement boundary and adjacent to the residential area. The site is a large open space with no build development within it. Development would be obvious when viewed from Station Road and from the leisure centre. However, the site would be reasonably well contained within the existing residential area. No formal or statutory designations. Well contained and screened behind existing residential properties along Norwich Road and Nursery Drive.</p> <p><u>Other:</u> The land is currently designated as Open Land and is proposed to be designated as Amenity Greenspace. No significant flooding (Flood Zone2 or 3b), contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>This is a large open space site in the centre of town. It is well located to the town and services. The site is not considered suitable as it forms part of the designated open space for the town. Development would result in a loss of this beneficial use. The preferred sites can deliver sufficient housing for North Walsham without requiring the loss of this open space.</p> |
| NW05 | Roseland | Housing | <p>Considered Suitable for residential development</p> <p><u>Highway Transport & Access:</u> Multiple access points off neighbouring developments and via Nursery Drive. Bus stops close by and walking distance to train station. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> Small greenfield site adjacent to garden centre and nursery. No designations.</p> <p><u>Landscape and Townscape:</u> No formal or statutory designations. Well contained and screened behind existing residential properties along Norwich Road and Nursery Drive.</p> <p><u>Other:</u> No significant flooding (Flood Zone2 or 3b), contamination or utilities issues identified.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW05, NW06/1, NW07 & NW30 will form part of the new allocation NW01/B.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| NW06/1 | Land South and East of North Walsham Garden Centre | Housing | <p><u>Highway Transport & Access:</u> Acceptable to Highways – if a roundabout is provided, together with new footways into town. Bus stops close by and walking distance to train station. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> Greenfield site that comprises a number of large agricultural fields in mainly arable use. Hedge boundaries and small trees along hedgerows. No other obvious environmental features. No designations.</p> <p><u>Landscape and Townscape:</u> No formal or statutory designations. The site is open and visible in the landscape when viewed from the south and on the approach along the B1150 Norwich Road. Significant screening and strategic landscaping would be required to soften the impact and integrate with the wider landscape setting.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW05, NW06/1, NW07 & NW30 will form part of the new allocation NW01/B.</p> |
| NW07 | North Walsham Garden Centre | Housing | <p><u>Highway Transport & Access:</u> Multiple access points off neighbouring developments and via Nursery Drive. Bus stops close by and walking distance to train station. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> Currently used as a garden centre and other small retail units with car park, poly tunnel areas and greenfield enclosures which would have formed part of the nursery. Hedge and trees enclose a number of the small parcels that make up the site. No other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> No formal or statutory designations.</p> <p>Well contained and screened behind existing residential properties along Norwich Road and Nursery Drive.</p> <p><u>Other:</u> Currently used as an employment site with a number of other ancillary businesses operating from the site. Off-site water mains re-enforcement is required. No significant flooding or contamination issues identified.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW05, NW06/1, NW07 & NW30 will form part of the new allocation NW01/B.</p> |
| NW08 | Land To The South Of North Walsham | Housing | <p><u>Highway Transport & Access:</u> Site would be accessed off Norwich Road which would require a new roundabout as part of the western extension. The site is over 2km from the railway station, town centre and high school. At present would require significant upgrades to Norwich Road to provide a new footway into town. There are bus services along Norwich Road and bus stops would have to be provided.</p> <p><u>Environmental:</u> The site comprises a number of large agricultural fields with tree and hedge boundaries. The south of the site is bounded by extensive woodland. No formal designations on the site, however, a SSSI and CWS is located to the south of the site in the woodland.</p> <p><u>Landscape and Townscape:</u> The site is remote from the town and would be an obvious extension into the open countryside. Significant strategic landscaping would be required.</p> <p><u>Other:</u> Part of the site includes the site of a historical battlefield and development of the site would cause substantial harm to a designated or non-designated heritage asset or the setting of a designated or non-designated heritage asset which cannot be reasonably mitigated.</p> | <p>Not Preferred</p> <p>The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| | | | This site was assessed initially as part of the western extension, however, the landscape impact, impact on the historical environment and its distance from the town means the site is, on balance, not preferred. | |
| NW08/1 | Land at Skeyton Road | Housing / Residential CareHome / Open Space | <p>Considered Suitable for residential development This site is to form part of the Western Extension Allocation.</p> <p><u>Highway Transport & Access:</u> Opportunity to secure a new western road for the town associated with new development, enabling a link from the B1150 (North Walsham/Norwich Road) to the Cromer Road (A149) in the north west. Such a new route could remove the need for vehicles having to go through the centre of the town and importantly remove the need for some traffic to negotiate the low bridges in the town. At present a greenfield site with no pedestrian or cycle connections to the town. The western development will require provision of cycling and walking routes into town and the extension of bus routes into and around the development.</p> <p><u>Environmental:</u> The site is a large agricultural field enclosed by hedges with occasional small trees. The site is currently in arable use. There are no other obvious environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> Large scale development on the west of the town will have a significant impact of the landscape and the overall setting of the town. The strength of the landscape character is considered to be low to moderate and development could have a positive benefit of the landscape through strategic landscaping and provision of significant areas of open space.</p> <p><u>Other:</u> No significant flooding (Flood Zone2 or 3b), contamination or utilities issues identified.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW08/1(part), NW08/2(part), NW09, NW11, NW14/53, NW28/1, NW28/2, NW41, NW56, NW57, NW58 & NW59 will form part of the new allocation NW62.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|-----------------------------------|---------------------------------|---|---|
| NW08/2 | Land West of Norwich Road (B1150) | Housing / Residential Care Home | <p>Considered Suitable for residential development This site is to form part of the Western Extension Allocation.</p> <p><u>Highway Transport & Access:</u> Opportunity to secure a new western road for the town associated with new development, enabling a link from the B1150 (North Walsham/Norwich Road) to the Cromer Road (A149) in the north west. Such a new route could remove the need for vehicles having to go through the centre of the town and importantly remove the need for some traffic to negotiate the low bridges in the town. At present a greenfield site with no pedestrian or cycle connections to the town. The western development will require provision of cycling and walking routes into town and the extension of bus routes into and around the development.</p> <p><u>Environmental:</u> The site is a large agricultural field enclosed by hedges with occasional small trees. The site is currently in arable use. There are no other obvious environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> Large scale development on the west of the town will have a significant impact of the landscape and the overall setting of the town. The strength of the landscape character is considered to be low to moderate and development could have a positive benefit of the landscape through strategic landscaping and provision of significant areas of open space. <u>Other:</u> No significant flooding (Flood Zone2 or 3b), contamination or utilities issues identified.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW08/1(part), NW08/2(part), NW09, NW11, NW14/53, NW28/1, NW28/2, NW41, NW56, NW57, NW58 & NW59 will form part of the new allocation NW62.</p> |
| NW09 | Land at South Rise | Housing | <p>This site is to form part of the Western Extension Allocation.</p> <p><u>Highway Transport & Access:</u> Opportunity to secure a new western road for the town associated with new development, enabling a link from the B1150 (North Walsham/Norwich Road) to the Cromer Road (A149) in the north west. Such a new route could remove the need for vehicles having to go through the centre of the town and importantly remove the need for some traffic to negotiate the low bridges in the town. At present a greenfield site with no pedestrian or cycle connections to the town. The western development will require provision of cycling and walking routes into town and the extension of bus routes into and around the development.</p> <p><u>Environmental:</u> The site is a small scrub and wooded parcel of land that appears to be un-utilised next to Millfield Primary School. There are no other obvious environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> Large scale development on the west of the town will have a significant impact of the landscape and the overall setting of the town. The strength of the landscape character is considered to be low to moderate and development could have a positive benefit of the landscape through strategic landscaping and provision of significant areas of open space.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW08/1(part), NW08/2(part), NW09, NW11, NW14/53, NW28/1, NW28/2, NW41, NW56, NW57, NW58 & NW59 will form part of the new allocation NW62.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--------------------------------------|--|---|---|
| NW11 | Tungate Road | Housing | <p>This site is to form part of the Western Extension Allocation.</p> <p><u>Highway Transport & Access:</u> Opportunity to secure a new western road for the town associated with new development, enabling a link from the B1150 (North Walsham/Norwich Road) to the Cromer Road (A149) in the north west. Such a new route could remove the need for vehicles having to go through the centre of the town and importantly remove the need for some traffic to negotiate the low bridges in the town. At present a greenfield site with no pedestrian or cycle connections to the town. The western development will require provision of preferred routes into town and the extension of bus routes into and around the development.</p> <p><u>Environmental:</u> The site is a large agricultural field enclosed by hedges with occasional small trees. The site is currently in arable use. There are no other obvious environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> Large scale development on the west of the town will have a significant impact of the landscape and the overall setting of the town. The strength of the landscape character is considered to be low to moderate and development could have a positive benefit of the landscape through strategic landscaping and provision of significant areas of open space.</p> <p><u>Other:</u> The Weavers Way runs to the north of the site and any development should enhance the route and provide connections to it.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW08/1(part), NW08/2(part), NW09, NW11, NW14/53, NW28/1, NW28/2, NW41, NW56, NW57, NW58 & NW59 will form part of the new allocation NW62.</p> |
| NW14/53 | Land at Bradfield Road & Cromer Road | Market Housing / Affordable Housing / Storage & Distribution | <p>This site is to form part of the Western Extension Allocation.</p> <p><u>Highway Transport & Access:</u> This site is located to the north of the Cromer Road and should be linked to the new road with improvements to Link Road.</p> <p><u>Environmental:</u> The site is a small field with some redundant buildings enclosed with hedges and trees and covered in grass and scrub. There are no other obvious environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> Large scale development on the west of the town will have a significant impact of the landscape and the overall setting of the town. The strength of the landscape character is considered to be low to moderate and development could have a positive benefit of the landscape through strategic landscaping and provision of significant areas of open space. This site is well contained, however, it should contribute to the overall enhancement of the landscape character.</p> <p><u>Other:</u> No significant flooding (Flood Zone2 or 3b), contamination or utilities issues identified.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW08/1(part), NW08/2(part), NW09, NW11, NW14/53, NW28/1, NW28/2, NW41, NW56, NW57, NW58 & NW59 will form part of the new allocation NW62.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|------------------------|--------------|---|---|
| NW15 | Land At Bradfield Road | Mixed Use | <p>Considered Unsuitable for residential development</p> <p><u>Highway Transport & Access:</u> Access to the site would be off Bradfield Road and Laundry Loke. Highways have stated an objection to access off Bradfield Road and their preference for access is off Laundry Loke. Laundry Loke would require significant improvement to make it suitable for access and use. Bus stops more limited and walking distance to train station is moderate but acceptable. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> No formal designations. Large greenfield site currently used for agriculture. Spare hedge and tree cover and no other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> No formal designations</p> <p>The site is contained between the railway, Bradfield Road and the existing industrial estate. The site is visible from Bradfield Road but strategic landscaping could soften the edge with edge of the industrial estate. The site would be generally contained and screened from the wider landscape.</p> <p><u>Other:</u> Part of the site may be susceptible to surface water flooding and off-site water mains re-enforcement is required. No significant flooding or contamination issues identified.</p> | <p>Not Preferred</p> <p>This is a large site that is reasonably remote and detached from the main town although it is well located to the employment area. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |
| NW15/1 | Land At Bradfield Road | Mixed Use | <p><u>Highway Transport & Access:</u> Access to the site would be off Bradfield Road and Laundry Loke. Highways have stated an objection to access off Bradfield Road and their preference for access is off Laundry Loke. Laundry Loke would require significant improvement to make it suitable for access and use. Bus stops more limited and walking distance to train station is moderate but acceptable. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> No formal designations. Large greenfield site currently used for agriculture. Spare hedge and tree cover and no other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> No formal designations. The site is contained between the railway, Bradfield Road and the existing industrial estate. The site is visible from Bradfield Road but strategic landscaping could soften the edge with edge of the industrial estate. The site would be generally contained and screened from the wider landscape.</p> <p><u>Other:</u> Part of the site may be susceptible to surface water flooding and off-site water mains re-enforcement is required. No significant flooding or contamination issues identified.</p> | <p>Not Preferred</p> <p>This site is a reduced part of NW15. The site is reasonably remote and detached from the main town although it is well located to the employment area. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|---|--------------|--|---|
| NW16 | Land at End of Mundesley Road | Housing | <p><u>Highway Transport & Access:</u> Access to the site would be off Mundesley Road and Acorn Road. There is a highway concern regarding access and impact on the network. Bus stops access off Swafield Rise. Acceptable walking distance to schools and services and walking distance to train station is over 2km.</p> <p><u>Environmental:</u> A large greenfield site currently in arable agricultural use. Paston Way and Knapton Cutting County Wildlife site is adjacent/runs through western part of site. Hedge and tree boundaries around site. No other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> No formal designations. Would be a large scale extension into open countryside, however, the site is reasonably well screened and contained. The site would be visible from Little London Road and the existing properties in the Swafield Rise/Acorn Way area. <u>Other:</u> Part of the site may be susceptible to surface water flooding and off-site water mains re-enforcement is required. No significant flooding or contamination issues identified.</p> | <p>Not Preferred</p> <p>The site is reasonably remote from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |
| NW17 | Land West of Melbourne House, Bacton Road | Housing | <p><u>Highway Transport & Access:</u> Highways access and impact on the network is not acceptable. Access off the Bacton Road may be challenging due to the topography and visibility. No footway along Bacton Road. Bus stops access limited and walking distance to train station is over 2km. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> Small grass paddock enclosed by tree and hedge boundaries. No designations and no other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> No formal designations. The site is well screened and contained in the landscape.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>The site is remote and detached from town. Highway access and the local road network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |
| NW18/1 | Land At Melbourne House | Housing | <p><u>Highway Transport & Access:</u> Highways access and impact on the network is not acceptable. Access off the Bacton Road may be challenging due to the topography and visibility. Bus stops access limited and walking distance to train station is over 2km. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> Small grass paddock enclosed by tree and hedge boundaries. No designations and no other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> No formal designations. The site is well screened and contained in the landscape.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>The site is reasonably remote from the town centre and services. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|-------------|---|---------------------------------|---|--|
| NW19 | North Walsham Caravan Park | Housing | <p><u>Highway Transport & Access:</u> Access would be off the Bacton Road via an already constructed access that serves the caravan park opposite the Bluebell pub. Footway along western side of Bacton Road. Bus stops more limited and walking distance to train station is around 2km. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> No formal designations. A predominantly built up site fully occupied with static caravans and lodges, grass areas around lodges and a clubhouse and swimming pool area. Site is surrounded by a hedge and tree belt.</p> <p><u>Landscape and Townscape:</u> No formal designations. The site is well screened and contained in the landscape.</p> <p><u>Other:</u> Currently operating as a caravan park. No indication the site is available. No significant flooding, contamination or utilities issues identified.</p> | Not Preferred The site is no longer available. |
| NW20 & NW33 | Land at Marshgate & Manor Road | Housing / Residential Care Home | <p>Considered Unsuitable for residential development</p> <p><u>Highway Transport & Access:</u> Highways access and impact on the network is not acceptable. Access would be off Marshgate and Manor Road which are predominately narrow single track rural lanes. Bus stops close by and walking distance to train station. Acceptable walking distance to schools and services, however, significant parts of Marshgate and Manor Road do not have footways or lighting which would require significant work to bring them up to an acceptable standard. <u>Environmental:</u> No formal designations. 2 large agricultural fields currently in arable cultivation separated by hedge and tree boundary and with hedge and trees around the site. No other obvious environmental features. The site is adjacent to a water treatment works and majority of the site would fall within a 400m consultation zone.</p> <p><u>Landscape and Townscape:</u> No formal designations. Would be a large scale extension into open countryside on a slightly elevated site. The site as a whole is contained between the rural lanes that surround it, however, the site forms part of the rural edge to North Walsham.</p> <p><u>Other:</u> Water main crosses site. No significant flooding or contamination issues identified.</p> | Not Preferred The site would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham. |
| NW21 | Land Opposite Brick Kiln Farm, Manor Road | Housing | <p><u>Highway Transport & Access:</u> Highways access and impact on the network is not acceptable. Access would be off Manor Road. A single-track rural road with no footway or lighting. There is a pedestrian connection through to Brick Kiln Road. Bus stops more limited and walking distance to train station is over 2km and not acceptable. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> No formal designations. A greenfield site which forms part of 2 rough pasture fields with one currently in use for horse paddock. Tree and hedge boundaries around and between the fields.</p> <p><u>Landscape and Townscape:</u> No formal designations. The site is well screened and contained in the landscape.</p> <p><u>Other:</u> Off-site mains water re-enforcement is required and water main crosses the site.</p> | Not Preferred The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham. |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|---|--------------|---|--|
| | | | Part of the site may be susceptible to surface water flooding. | |
| NW22 | Land At Manor Road | Housing | <p><u>Highway Transport & Access:</u> Highway objection on the grounds of access and suitability of the network and impact on routes into town. Acceptable walking distance to schools and services, however, there is no footway along Manor Road. Bus stops more limited and walking distance to train station is over 2km and not acceptable.</p> <p><u>Environmental:</u> No formal designations. Part arable and part wooded site with The Grove spinney covered by a TPO. To the west of the site is Saddlers Hill Plantation woodland.</p> <p><u>Landscape and Townscape:</u> No formal designations. Adjacent to settlement boundary. The site slope upwards toward the spinney with the spinney very prominent in the landscape. The northern part of the site would be more visible in the landscape whilst the western section would be mainly screened and contained. The site does form part of a gently rolling mosaic landscape along the Manor Road approach and around Brick Kiln Farm. <u>Other:</u> Part of the site is subject to surface water flooding and a water main crosses the site.</p> | <p>Not Preferred</p> <p>The site is reasonably remote from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |
| NW23 | Land Between Yarmouth Road and Field Lane | Housing | <p><u>Highway Transport & Access:</u> Highways objection regarding access and impact of the network. No Footways along principle routes - Yarmouth Road and Field Lane. Access off Thirlby Road does have footways. Bus stops close by and walking distance to train station. Acceptable walking distance to schools and services. Weavers Way goes through the site. <u>Environmental:</u> No formal designations. Large open field with sparse hedge and tree boundaries. Cradle Hill plantation abuts a small part of the site. No other obvious physical environmental features.</p> <p><u>Landscape and Townscape:</u> No formal designations. Adjacent to settlement boundary and residential area. A large scale development that would be highly visible in the landscape on the approach into town along the Yarmouth Road. The site would be highly visible from the length of Field Lane. <u>Other:</u> May have historical/archaeological interest. No flooding issues.</p> | <p>Not Preferred</p> <p>The site is reasonably remote from the town centre and services. It would be a large urban extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|-------------|--|--------------|---|---|
| NW24 & NW43 | Land Adjacent Mushroom Farm, A149 | Housing | <p><u>Highway Transport & Access:</u> Access off the Yarmouth Road is not acceptable to Highways. Access would be served off Ellinor Road and possibly Yarmouth Road. Footway and lighting along Ellinor Road. Bus stops close by and walking distance to train station. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> Greenfield site that is currently in arable cultivation. Mostly open with sparse tree and hedge boundaries. No other obvious physical environmental features and no designations.</p> <p><u>Landscape and Townscape:</u> Adjacent to settlement boundary and residential area. Site frontages to A149 and Yarmouth Road are open and development would be visible on approach into town along these routes. Residential properties are found to the NW and NE edges. No formal designations.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>The site would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |
| NW25 | Land Off Laundry Loke | Housing | <p>Site is within settlement</p> <p><u>Highway Transport & Access:</u> Access is acceptable off Laundry Loke. Bus stops close by and walking distance to train station. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> Brownfield site that has become partly overgrown with scrub. The industrial buildings have been cleared in the recent past. Part of the site may have historical contamination. The rear of the land was previously designated as Open Land. No other obvious physical environmental features and no formal designations. <u>Landscape and Townscape:</u> On the edge of the industrial estate, however, the site is bounded to the south and west by residential properties on Cromer Road and Bradfield Road. There would be no detrimental impact on landscape and residential development in this location may improve the built environment.</p> <p><u>Other:</u> The site is within the employment area and adjacent to premises currently operating. This is a previously allocated site and there is a 2017 planning application for 43 affordable dwellings.</p> | <p>Not Preferred</p> <p>The site was previously allocated. However, the site falls within the settlement boundary of North Walsham. There is an extant planning application for the site.</p> |
| NW26 | Land Adjacent Scarborough Hill House Hotel | Housing | <p><u>Highway Transport & Access:</u> Highways access and impact on the network is not acceptable. Yarmouth Road narrow and no footway. Bus stops limited and walking distance to train station is around 2km. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> A greenfield site to the south of the town. Currently in agricultural use as grassland. A thick tree belt separates the grassed area from the Yarmouth Road. No other obvious physical environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> The site is detached from the main residential area and would be development remote from the town. The site would be well screened behind the tree belt.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified.</p> | <p>Not Preferred- The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|---------------------|--------------|---|---|
| NW28/1 | Land at Greens Road | Housing | <p>This site is to form part of the Western Extension Allocation.</p> <p><u>Highway Transport & Access:</u> Opportunity to secure a new western road for the town associated with new development, enabling a link from the B1150 (North Walsham/Norwich Road) to the Cromer Road (A149) in the north west. Such a new route could remove the need for vehicles having to go through the centre of the town and importantly remove the need for some traffic to negotiate the low bridges in the town. At present a greenfield site with no pedestrian or cycle connections to the town. The western development will require provision of preferred routes into town and the extension of bus routes into and around the development.</p> <p><u>Environmental:</u> The site is a medium sized agricultural field enclosed by hedges with occasional small trees. The site is currently in arable use. There are no other obvious environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> Large scale development on the west of the town will have a significant impact of the landscape and the overall setting of the town. The strength of the landscape character is considered to be low to moderate and development could have a positive benefit of the landscape through strategic landscaping and provision of significant areas of open space.</p> <p><u>Other:</u> No significant flooding (Flood Zone2 or 3b), contamination or utilities issues identified.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW08/1(part), NW08/2(part), NW09, NW11, NW14/53, NW28/1, NW28/2, NW41, NW56, NW57, NW58 & NW59 will form part of the new allocation NW62.</p> |
| NW28/2 | Land At Greens Road | Housing | <p>This site is to form part of the Western Extension Allocation.</p> <p><u>Highway Transport & Access:</u> Opportunity to secure a new western road for the town associated with new development, enabling a link from the B1150 (North Walsham/Norwich Road) to the Cromer Road (A149) in the north west. Such a new route could remove the need for vehicles having to go through the centre of the town and importantly remove the need for some traffic to negotiate the low bridges in the town. At present a greenfield site with no pedestrian or cycle connections to the town. The western development will require provision of preferred routes into town and the extension of bus routes into and around the development.</p> <p><u>Environmental:</u> The site is a large agricultural field enclosed by hedges with occasional small trees. The site is currently in arable use. There are no other obvious environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> The site is located to the rear of the Rossi's leisure complex. Large scale development on the west of the town will have a significant impact of the landscape and the overall setting of the town. The strength of the landscape character is considered to be low to moderate and development could have a positive benefit of the landscape through strategic landscaping and provision of significant areas of open space.</p> <p><u>Other:</u> The Weavers Way runs to the south of the site and any development should enhance the route and provide connections to it.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW08/1(part), NW08/2(part), NW09, NW11, NW14/53, NW28/1, NW28/2, NW41, NW56, NW57, NW58 & NW59 will form part of the new allocation NW62.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|-------------------------------------|---|--|---|
| NW28a | North Walsham Football Club | Housing | <p><u>Highway Transport & Access:</u> A previous site allocation. Highway concerns over the impact of development on the network and pedestrian connections. Bus stops close by and walking distance to train station. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> An area of open space currently used as a non-league football club. The site is predominately mown grass with a small number of buildings on site. There is a hedge boundary to the south.</p> <p><u>Landscape and Townscape:</u> A public open space adjacent to the settlement boundary and residential area. Development could be well screen and integrated with the existing built up area. <u>Other:</u> Currently used as the site for a non-league football club and is proposed to be designated as Amenity Green Space. Not in Flood Zone2 or 3</p> | <p>Not Preferred</p> <p>This is a large open space site on the western edge of town. It is well located to the town and services. The site is not considered suitable as it forms part of the designated open space for the town and is well used as part of the football club facilities. Development would result in a loss of this beneficial use. The preferred sites can deliver sufficient housing for North Walsham without requiring the loss of this open space.</p> |
| NW30 | Ladbrooke Engineering, Norwich Road | Housing | <p><u>Highway Transport & Access:</u> Highways access would be off Norwich Road or via the access to the adjacent allocated developments. Bus stops close by and walking distance to train station.</p> <p>Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> A site that is partly occupied by a 1,000sqm industrial unit with associated parking, storage and outbuildings. Much of the site is grass with hedge and tree boundaries.</p> <p>There may be ground contamination due to the industrial use that has operated on the site for a number of years. No other obvious physical environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> The site is well screened behind existing properties on the Norwich Road and the new development immediately to the south. A developed site would not be visible in the wider landscape and would merge in to the wider townscape – especially if the other elements of the allocation are developed. The site should be developed with consideration given to the other allocations and not be considered a standalone development. <u>Other:</u> Previously allocated site.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW05, NW06/1, NW07 & NW30 will form part of the new allocation NW01/B.</p> |
| NW31 | Land Rear of East Coast Plastics | Housing / Residential Care Home / Holiday Accommodation | <p>Considered Unsuitable for residential development</p> <p><u>Highway Transport & Access:</u> Access would have to be off Laundry Loke and to the side of existing commercial/industrial unit. Appears no other access opportunity. Bus stops close by and walking distance to train station. Acceptable walking distance to schools and services. Access would appear unsatisfactory. <u>Environmental:</u> Small enclosed parcel covered in rough grass and scrub. No other obvious physical environmental features and no formal designations. <u>Landscape and Townscape:</u> The site is well screened and contained, however would be surrounded on 2 sides by industrial premises. <u>Other:</u> The site is currently designated as Employment Land.</p> | <p>Not Preferred</p> <p>The site is not considered a preferred location for development owing to the proximity to the industrial estate and the highway access is considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|-----------------------------------|--------------|--|---|
| NW34 | Land at Spa Common | Housing | <p><u>Highway Transport & Access:</u> Highways access and network connections is unacceptable to Highways. Acceptable walking distance to schools and services, however, there is no footway along Anchor Road and Manor Road. Bus stops more limited and walking distance to train station is over 2km.</p> <p><u>Environmental:</u> 2 grass paddock fields surrounded by tree and hedge boundaries. No formal designations and no other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> The site is well contained within the landscape and reasonably well screened – but would alter the character of Anchor Road and Spa Common.</p> <p><u>Other:</u> The site is adjacent to a Grade 2 listed building.</p> | <p>Not Preferred</p> <p>The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |
| NW36 | Land at Little London Road | Housing | <p><u>Highway Transport & Access:</u> Access and network connections are not acceptable to Highways. Access off Little London Road may be challenging due to the topography. Acceptable walking distance to schools and services in principle, however, a significant part of the route is down narrow roads without footpaths. Bus stops more limited and walking distance to train station is over 2km. and visibility. No footway along Little London Road or Bacton Road. Bus stops access limited and walking distance to train station is over 2km. <u>Environmental:</u> Small grass paddock enclosed by tree and hedge boundaries. No designations and no other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> The site is well screened and contained in the landscape.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |
| NW40 | Adjacent Holmfield, Little London | Housing | <p><u>Highway Transport & Access:</u> Access and network connections are not acceptable to Highways. Access off Bacton Road may be challenging due to the topography and visibility. No footway along Bacton Road. Bus stops access limited and walking distance to train station is over 2km. Although, in principle, acceptable walking distance to schools and services in reality there is a significant percentage of the route along rural roads with no footway or lighting.</p> <p><u>Environmental:</u> Small grass paddock enclosed by tree and hedge boundaries. No designations and no other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> The site is well screened and contained in the landscape.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified</p> | <p>Not Preferred</p> <p>The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--------------------------------|--------------|--|---|
| NW41 | Tungate Farm, Aylsham Road | Housing | <p>This site is to form part of the Western Extension Allocation.</p> <p><u>Highway Transport & Access:</u> Opportunity to secure a new western road for the town associated with new development, enabling a link from the B1150 (North Walsham/Norwich Road) to the Cromer Road (A149) in the north west. Such a new route could remove the need for vehicles having to go through the centre of the town and importantly remove the need for some traffic to negotiate the low bridges in the town. At present a greenfield site with no pedestrian or cycle connections to the town. The western development will require provision of preferred routes into town and the extension of bus routes into and around the development.</p> <p><u>Environmental:</u> The site is a large agricultural field enclosed by hedges with occasional small trees. The site is currently in arable use. There are no other obvious environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> Large scale development on the west of the town will have a significant impact of the landscape and the overall setting of the town. The strength of the landscape character is considered to be low to moderate and development could have a positive benefit of the landscape through strategic landscaping and provision of significant areas of open space.</p> <p><u>Other:</u> No significant flooding (Flood Zone2 or 3b), contamination or utilities issues identified.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW08/1(part), NW08/2(part), NW09, NW11, NW14/53, NW28/1, NW28/2, NW41, NW56, NW57, NW58 & NW59 will form part of the new allocation NW62.</p> |
| NW42 | Land Adjacent Happisburgh Road | Housing | <p><u>Highway Transport & Access:</u> Access and network connections are not acceptable to Highways.</p> <p>Would require extension of footway along Happisburgh Road. Bus stops close by and walking distance to train station and acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> A small agricultural field with tree and hedge boundaries and a larger piece of woodland directly to the south. Part of the site appears to be used a small holding/allotment. No formal designations and no other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> Adjacent to the settlement boundary and is a site that slopes from north to south towards the woodland. The topography of the site would make any development reasonably prominent when viewed from Happisburgh Road, although the site is screened from the wider landscape.</p> <p><u>Other:</u> Part of the site may be susceptible to Surface Water Flooding. A Water main crosses the site and there would have to be off-site mains reinforcement.</p> | <p>Not Preferred</p> <p>The site is reasonably remote from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--|--------------|---|---|
| NW44 | Paston College Lawns Site | Housing | <p><u>Highway Transport & Access:</u> A previously allocated site that had no highways objections. Centrally located in the town and bus stops close by and walking distance to train station. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> A previously developed site with a mixture of buildings, car parking and open space. A large proportion of the site is currently not occupied by buildings.</p> <p><u>Landscape and Townscape:</u> The site is within the Conservation Area and contains one Listed Building and is adjacent to a number of others. A carefully designed development could complement the townscape but would have to consider the setting of the listed buildings and the Conservation Area.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified</p> | <p>Not Preferred</p> <p>The site is not available as Paston College is continuing to use the site.</p> |
| NW46 | Land at Fernbank, West of Bacton Road | Housing | <p><u>Highway Transport & Access:</u> Access and network connections are not acceptable to Highways. Access off Bacton Road may be challenging due to the topography and visibility. No footway along Bacton Road. Bus stops access limited and walking distance to train station is over 2km. Although, in principle, acceptable walking distance to schools and services in reality there is a significant percentage of the route along rural roads with no footway or lighting.</p> <p><u>Environmental:</u> Small grass paddock enclosed by tree and hedge boundaries. No designations and no other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> The site is well screened and contained in the landscape.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |
| NW47 | Land Adjacent Royston Cottage, Little London | Housing | <p><u>Highway Transport & Access:</u> Access and network connections are not acceptable to Highways. Access off Little London Road may be challenging due to the topography and visibility. No footway along Little London Road or Bacton Road. Bus stops access limited and walking distance to train station is over 2km. Although acceptable walking distance to schools and services in theory – there is a significant percentage of the route along rural roads with no footway or lighting.</p> <p><u>Environmental:</u> Small grass paddock enclosed by tree and hedge boundaries. No designations and no other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> The site is well screened and contained in the landscape.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--|--------------|---|---|
| NW48 | Land North of Royston Cottage, Little London | Housing | <p><u>Highway Transport & Access:</u> Access and network connections are not acceptable to Highways. Access off Little London Road may be challenging due to the topography and visibility. No footway along Little London Road or Bacton Road. Bus stops access limited and walking distance to train station is over 2km. Although acceptable walking distance to schools and services in theory – there is a significant percentage of the route along rural roads with no footway or lighting.</p> <p><u>Environmental:</u> Small grass paddock enclosed by tree and hedge boundaries. No designations and no other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> The site is well screened and contained in the landscape.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified</p> | <p>Not Preferred</p> <p>The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |
| NW49 | Land at 22 Skeyton Road | Housing | <p><u>Highway Transport & Access:</u> The site would be accessed off Skeyton Road. Development would be for a small number of dwellings and would require the demolition of No 22 Skeyton Road to facilitate development. Skeyton Road is a reasonably narrow residential street - but with footways on both sides. Bus stops close by and walking distance to train station. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> A small field to the rear of residential properties and gardens. Enclosed by hedges and trees with The Weavers Way to the NW. Consideration would have to be given to the relationship to the Weavers Way and provision of appropriate landscape buffer.</p> <p><u>Landscape and Townscape:</u> The green field part of the site is just outside the settlement boundary and residential area. The site is well screened and contained in the landscape. Development would require the demolition of No 22 Skeyton Road which would disrupt the street frontage.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified</p> | <p>Not Preferred</p> <p>The site is adjacent to the settlement boundary and any review of the boundary should take into account the new western extension. This is a small site that may be more appropriate to come forward through an application process.</p> |
| NW50 | Land South of Anchor Road | Housing | <p><u>Highway Transport & Access:</u> Highways access and network connections is unacceptable to Highways. Acceptable walking distance to schools and services, however, there is no footway or lighting for a significant proportion along Anchor Road and Manor Road. Bus stops more limited and walking distance to train station is over 2km.</p> <p><u>Environmental:</u> Two grass agricultural fields with tree and hedge boundaries and areas of scrub. No designations and no other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> The site is well screened and contained in the landscape.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified</p> | <p>Not Preferred- The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|-----------------------------------|--|---|---|
| NW51 | Land at Southcroft, Yarmouth Road | Housing | <p><u>Highway Transport & Access:</u> Highways access and network connections is unacceptable to Highways. Bus stops limited but acceptable walking distance to train station. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> A small tree and scrub covered site that would require significant clearing to deliver housing development.</p> <p><u>Landscape and Townscape:</u> Remote and detached from the settlement and residential area. Would be a small-scale development in open countryside. However, if the perimeter trees and hedges are retained the site could be well screened.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified</p> | <p>Not Preferred</p> <p>The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |
| NW52 | Land East of Bradfield Road | Housing / Retail / General Industrial / Assembly & Leisure / Storage & Distribution / Business & Offices | <p>Considered Unsuitable for residential development</p> <p><u>Highway Transport & Access:</u> Highways access and network connections is unacceptable to Highways. Acceptable walking distance to schools and services, however, there is no footway or lighting along Bradfield Road. Bus stops more limited and walking distance to train station is over 2km.</p> <p><u>Environmental:</u> An arable agricultural field with hedge boundaries around. There is a belt of new tree planting to act as screening of the Industrial estate. No designations and no other obvious environmental features.</p> <p><u>Landscape and Townscape:</u> The site is an agricultural field detached and remote from the settlement boundary and residential area. Residential development would be reasonable well screened if the hedges were retained.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |
| NW54 | Land West of Manor Road | Housing | <p><u>Highway Transport & Access:</u> Highway objection on the grounds of access and suitability of the network and impact on routes into town. Acceptable walking distance to schools and services, however, there is no footway or street lighting along Manor Road. Bus stops more limited and walking distance to train station is over 2km.</p> <p><u>Environmental:</u> A large agricultural field which is open to the Manor Road and has tree and hedges on the other boundaries. To the south west the site abuts a small wooded spinney known as The Grove.</p> <p><u>Landscape and Townscape:</u> The site forms part of the attractive rolling landscape to the east of the town and slopes up from east to west with views across to The Grove and Saddlers Hill Plantation. Any development would be highly visible in the landscape and would require significant strategic landscaping.</p> <p><u>Other:</u> No significant flooding, contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--|--------------|--|---|
| NW55 | Land Between Manor Road & Happisburgh Road | Housing | <p><u>Highway Transport & Access:</u> Highway objection on the grounds of access and suitability of the network and impact on routes into town. Acceptable walking distance to schools and services, however, there is no footway or street lighting along Manor Road. Bus stops more limited and walking distance to train station is over 2km.</p> <p><u>Environmental:</u> A large agricultural field that is generally open with tree and hedge boundaries around the property to the south west.</p> <p><u>Landscape and Townscape:</u> Although there has been limited recent development in the area – development on the site would constitute a large extension of White Horse Common which is a hamlet detached from the main town. The site forms part of the attractive rolling landscape to the east of the town and slopes up from east to west with views across to the wider countryside. Any development would be highly visible in the landscape.</p> <p><u>Other:</u> Part of the site is susceptible to Surface Water Flooding and there is a water main running through the site.</p> | <p>Not Preferred</p> <p>The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |
| NW56 | Land at Bradfield Road | Housing | <p>This site is to form part of the Western Extension Allocation.</p> <p><u>Highway Transport & Access:</u> Opportunity to secure a new western road for the town associated with new development, enabling a link from the B1150 (North Walsham/Norwich Road) to the Cromer Road (A149) in the north west. Such a new route could remove the need for vehicles having to go through the centre of the town and importantly remove the need for some traffic to negotiate the low bridges in the town. At present a greenfield site with no pedestrian or cycle connections to the town. The western development will require provision of preferred routes into town and the extension of bus routes into and around the development.</p> <p><u>Environmental:</u> The site is a small scrub and wooded parcel of land that appears to be un-utilised next to the railway. There are no other obvious environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> Large scale development on the west of the town will have a significant impact of the landscape and the overall setting of the town. The strength of the landscape character is considered to be low to moderate and development could have a positive benefit of the landscape through strategic landscaping and provision of significant areas of open space.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW08/1(part), NW08/2(part), NW09, NW11, NW14/53, NW28/1, NW28/2, NW41, NW56, NW57, NW58 & NW59 will form part of the new allocation NW62.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|------------------------|--------------|--|--|
| NW57 | Land At Greens Road | Housing | <p>This site is to form part of the Western Extension Allocation.</p> <p><u>Highway Transport & Access:</u> Opportunity to secure a new western road for the town associated with new development, enabling a link from the B1150 (North Walsham/Norwich Road) to the Cromer Road (A149) in the north west. Such a new route could remove the need for vehicles having to go through the centre of the town and importantly remove the need for some traffic to negotiate the low bridges in the town. At present a greenfield site with no pedestrian or cycle connections to the town. The western development will require provision of cycling and walking routes into town and the extension of bus routes into and around the development.</p> <p><u>Environmental:</u> The site is a small triangular agricultural field enclosed by hedges with occasional small trees. The site is currently in arable use. There are no other obvious environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> Large scale development on the west of the town will have a significant impact of the landscape and the overall setting of the town. The strength of the landscape character is considered to be low to moderate and development could have a positive benefit of the landscape through strategic landscaping and provision of significant areas of open space.</p> <p><u>Other:</u> The Weavers Way runs to the south of the site and any development should enhance the route and provide connections to it.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW08/1(part), NW08/2(part), NW09, NW11, NW14/53, NW28/1, NW28/2, NW41, NW56, NW57, NW58 & NW59 will form part of the new allocation NW62.</p> |
| NW58 | Land South Cromer Road | Housing | <p>This site is to form part of the Western Extension Allocation.</p> <p><u>Highway Transport & Access:</u> Opportunity to secure a new western road for the town associated with new development, enabling a link from the B1150 (North Walsham/Norwich Road) to the Cromer Road (A149) in the north west. Such a new route could remove the need for vehicles having to go through the centre of the town and importantly remove the need for some traffic to negotiate the low bridges in the town. At present a greenfield site with no pedestrian or cycle connections to the town. The western development will require provision of cycling and walking routes into town and the extension of bus routes into and around the development.</p> <p><u>Environmental:</u> The site is a large agricultural field enclosed by hedges with occasional small trees. The site is currently in arable use. There are no other obvious environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> Large scale development on the west of the town will have a significant impact of the landscape and the overall setting of the town. The strength of the landscape character is considered to be low to moderate and development could have a positive benefit of the landscape through strategic landscaping and provision of significant areas of open space.</p> <p><u>Other:</u> No significant flooding (Flood Zone2 or 3b), contamination or utilities issues identified.</p> | <p>Part of this site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required. The combined sites NW08/1(part), NW08/2(part), NW09, NW11, NW14/53, NW28/1, NW28/2, NW41, NW56, NW57, NW58 & NW59 will form part of the new allocation NW62.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--|--------------|--|---|
| NW59 | Land West Of Bradfield Road | Housing | <p>This site is to form part of the Western Extension Allocation.</p> <p><u>Highway Transport & Access:</u> Opportunity to secure a new western road for the town associated with new development, enabling a link from the B1150 (North Walsham/Norwich Road) to the Cromer Road (A149) in the north west. Such a new route could remove the need for vehicles having to go through the centre of the town and importantly remove the need for some traffic to negotiate the low bridges in the town. At present a greenfield site with no pedestrian or cycle connections to the town. The western development will require provision of cycling and walking routes into town and the extension of bus routes into and around the development.</p> <p><u>Environmental:</u> The site is a large agricultural field enclosed by hedges with occasional small trees. The site is currently in arable use. There are no other obvious environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> Large scale development on the west of the town will have a significant impact of the landscape and the overall setting of the town. The strength of the landscape character is considered to be low to moderate and development could have a positive benefit of the landscape through strategic landscaping and provision of significant areas of open space.</p> | <p>This site is suitable to be identified as a preferred option as part of a combined site, however, on its own it will not deliver the comprehensive development or infrastructure required.</p> <p>The combined sites NW08/1(part), NW08/2(part), NW09, NW11, NW14/53, NW28/1, NW28/2, NW41, NW56, NW57, NW58 & NW59 will form part of the new allocation NW62.</p> |
| NW60 | Land Between Lyngate Road And The Street | Housing | <p><u>Highway Transport & Access:</u> Highways access and network impact acceptable. Acceptable walking distance to schools and services although there would have to be improvements to footways along the B1145 and consideration of a crossing of the B1145. . There are no bus stops in the area and limited services. Walking distance to train station is over 2km.</p> <p><u>Environmental:</u> 2 large agricultural fields with hedge and tree boundaries. No other obvious environmental features and no formal designations. The site would surround the small burial ground.</p> <p><u>Landscape and Townscape:</u> An elevated site that forms part of the attractive rolling landscape to the north of the town and slopes up from south east to north west. Any development would be highly visible in the landscape and would require significant strategic landscaping.</p> <p><u>Other:</u> The site is adjacent to the Industrial estate and views from this elevated site would be across the industrial estate. The nearest unit to the site is used for waste removal and management.</p> | <p>Not Preferred</p> <p>The site is remote and detached from the town centre and services. It would be an extension into open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for North Walsham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--------------------------------------|--------------|--|---|
| NW61 | Wayside Farm, Skeyton Road | Mixed Use | <p><u>Highway Transport & Access:</u> Access would be off Skeyton Road which is a narrow country lane. A significant distance along Skeyton Road has no footway. The site is a significant distance from town centre and high school. Limited bus services along Skeyton Road.</p> <p><u>Environmental:</u> A large agricultural field with spare hedge and tree boundaries. No other obvious environmental features and no formal designations.</p> <p><u>Landscape and Townscape:</u> The site is remote and detached from the settlement. The site slopes down from east to west and provides long views across to the woodland to the south.</p> <p><u>Other:</u> This site was assessed initially as part of the western extension, however, the landscape impact and its distance from the town means the site is, on balance, not preferred.</p> | Not Preferred The site is reasonably remote from town and would have an adverse impact on the landscape. The preferred sites can deliver sufficient housing for North Walsham. |
| NW01/A | Land at Norwich Road & Nursery Drive | Housing | <p><u>Highway Transport & Access:</u> Multiple access points off neighbouring developments and via Nursery Drive. Bus stops close by and walking distance to train station. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> Small greenfield site adjacent to garden centre and nursery. No designations.</p> <p><u>Landscape and Townscape:</u> No formal or statutory designations. Well contained and screened behind existing residential properties along Norwich Road and Nursery Drive.</p> <p><u>Other:</u> No significant flooding (Flood Zone2 or 3b), contamination or utilities issues identified.</p> | Previously preferred option |
| SH04 | Land adjoining Seaview Crescent | Housing | <p>Considered suitable for development</p> <p><u>Highway Transport & Access:</u> Access off Holway Road considered to be acceptable by NCC Highways. Footways available along Holway Road for access to town centre. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Site comprises of grassland and scrub. The site is connected to Morley Hill which provides an area of important green space within Sheringham.</p> <p><u>Landscape and Townscape:</u> The site is located within the Norfolk Coast Area of Outstanding Natural Beauty (AONB) and within the setting of Sheringham Park. Despite this, the site is well-contained within the landscape. The site is the only remaining undeveloped part of the Holway Rd frontage and its open character and views through to Morley Hill is important and makes positive contribution to the character of this part of Sheringham. The site may be of geological importance or interest.</p> <p><u>Other:</u> The site is currently allocated and falls within the settlement boundary of Sheringham. The site is within flood zone 1 with area at risk of surface water flooding. No contamination or utilities issues currently identified.</p> | Preferred Site Considered suitable to be allocated for residential development for approximately 25 - 45 dwellings. The site is well positioned for access to the town centre, school and services. There are public transport options available. Although the site is within the Area of Outstanding Natural Beauty, it is well-contained in the landscape. The site scores positively in the Sustainability Appraisal. The site is considered to be one of the most sustainable and suitable of the Sheringham alternatives. |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--------------------------------------|--------------|---|--|
| SH07 | Former Allotments Adjacent to Splash | Housing | <p>Considered suitable for development</p> <p><u>Highway Transport & Access:</u> Access off Weybourne Road is considered to be acceptable by NCC Highways. Footways available along Weybourne Road for access to town centre. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Site consisting of grassland and scrub, slightly undulating rising to the south.</p> <p><u>Landscape and Townscape:</u> The site is adjacent to the Area of Outstanding Natural Beauty and is within the defined setting of Sheringham Park. The site is located on the edge of the settlement, and is in a prominent location on the approach into Sheringham. Development on this site could have an adverse impact on the landscape and the character of the AONB. The harm can be reduced, if careful attention is given to the site layout, building heights and materials. And a landscaped buffer is provided along the northern boundary to minimise impact of development on the surrounding countryside.</p> <p><u>Other:</u> The site is designated as Open Land but it is not proposed to be re-designated as 'Amenity Green Space'. Flood Risk 1, some risk of groundwater flooding and area at risk of surface water flooding. No contamination or utilities issues currently identified.</p> | <p>Preferred Site</p> <p>Considered suitable to be allocated for residential development for approximately 40 dwellings. The site is the most appropriate site to accommodate the revised dwelling numbers identified for Sheringham. Land to the west of Sheringham can provide housing required for Sheringham and open space along with a landscaped buffer on this approach into town. The site is well located to the town, services and schools. There are public transport options available from the site. The site scores positively in the Sustainability Appraisal.</p> |
| SH18/1B | Land South of Butts Lane | Housing | <p>Considered suitable for development</p> <p>Land to the east of this site has planning permission for 52 dwellings and is currently under construction.</p> <p><u>Highway Transport & Access:</u> Access off Holway Road through adjacent site considered to be acceptable by NCC Highways. However there can only be a maximum of 100 dwellings off a single point of access including those already there. This means that this site would only be suitable for 50 new dwellings. Footways will be available through adjacent site and Rushmer Way to town. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Arable land with mature woodland to the south of the site, with associated biodiversity.</p> <p><u>Landscape and Townscape:</u> The site is within the Conservation Area and within the defined setting of Sheringham Park. The site lies within the Norfolk Area of Outstanding Natural Beauty but is visually well screened by the surrounding landform and woodland to the south of the site.</p> <p><u>Other:</u> There are water mains crossing the site.</p> <p>No flooding or utilities issues identified. Some signs of contamination on the site.</p> | <p>Preferred Site</p> <p>Considered suitable to be allocated for residential development for approximately 50 dwellings.</p> <p>Land to the south of Sheringham can provide housing required for Sheringham. Although located within the Area of Outstanding Natural Beauty, the site is visually well screened by the surrounding landform and woodland to the south. The site is well located to the town, services and schools. There are public transport options available from the site. The site is considered to be one of the most sustainable and suitable of the Sheringham alternatives.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|-----------------------------------|--------------|--|---|
| SH10 | Land at Morley Hill | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> There is no possibility of creating suitable access to the site and the local road network is considered to be unsuitable by NCC Highways. The site is remote from the local road network and from existing footways. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Site consisting of grassland with scrub and trees. There is deciduous woodland in southern section of site and development on this site is likely to impact on biodiversity. There are TPOs trees adjacent to the site.</p> <p><u>Landscape and Townscape:</u> The site is located within the Norfolk Area of Outstanding Natural Beauty, is on higher ground and is visible within the local landscape and townscape. The site provides important open space with recreational value which is prominent in the landscape. Development in this location would impact on the Area of Outstanding Natural Beauty.</p> <p><u>Other:</u> The land is currently designated as Open Land and is proposed to be designated as Amenity Greenspace. No flooding or utilities issues identified, Contamination on part of the site.</p> | <p>Not Preferred</p> <p>The site has a number of constraints and development would adversely affect the settlement. The site provides important open space with recreational value which is prominent in the landscape. Development in this location would have a greater material impact on the Area of Outstanding Natural Beauty than the preferred sites. There is no possibility of creating suitable access to the site and the local road network is considered to be unsuitable. Furthermore the site is not available for development. For these reasons the site is not considered suitable for allocation as part of this Local Plan. The preferred sites can deliver sufficient housing for Sheringham.</p> |
| SH11 | Land Adjacent To Sheringham House | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Cremer's Drift considered to be acceptable by NCC Highways subject to a new footpath being provided from the junction with the Rise to the site access. Acceptable walking distance to schools and services. Site within walking distance to train station and bus stop along Holway Road. Although the site is within walking distance to the schools there are limited opportunities to connect to existing footways going west of the site.</p> <p><u>Environmental:</u> Site consisting of maintained grassland with mature trees across the site which are subject to Tree Preservation Orders. <u>Landscape and Townscape:</u> Part of the site is located within the Norfolk Area of Outstanding Natural Beauty. The site makes a contribution to the character of Sheringham House. And part of the site is within the setting of Sheringham Park.</p> <p><u>Other:</u> The access to Sheringham House runs through the site and therefore the overall potential capacity of the site would be reduced. No flooding issues identified. Water mains crossing the site. No contamination or utilities issues currently identified.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, it forms the entrance to Sheringham House, and the main accesses run through the site. The site makes a contribution to the character of Sheringham House. Furthermore the preferred sites can deliver sufficient housing for Sheringham.</p> |
| SH12 | Land at Westcliff | Mixed Use | | <p>The site is discounted due to size.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| SH13 | Land South of Woodfields School | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Considered to be unacceptable by NCC Highways, as development would result in significant increase in traffic through Upper Sheringham. Third party land required to access the site either through Rushmer Way or via adjacent land SH19 onto Holt Road. The site is remote from the local road network and there are limited opportunities to connect to existing footways. Footways available from Rushmer Way for access to town centre. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Agricultural land with some boundary trees/hedgerows.</p> <p><u>Landscape and Townscape:</u> The site lies adjacent to the Conservation Area and the Norfolk Area of Outstanding Natural Beauty. The site is quite enclosed by existing development on the east and the schools to the north. There is limited visibility of the site and development on this site shouldn't have an overly detrimental on the landscape.</p> <p><u>Other:</u> Water mains crossing the site. No flooding, utilities or contamination issues identified.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, the site cannot be satisfactorily accessed and development would result in significant increase in traffic through Upper Sheringham. Furthermore The preferred sites can deliver sufficient housing for Sheringham.</p> |
| SH16 | Land Adjacent Beeston Regis Caravan Site | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Nelsons Road considered to be acceptable by NCC Highways subject to improvements being made to the private section of Nelson Road. There are no footways on part of Nelson Road but available on the rest of Nelson Road for access to town centre. Acceptable walking distance to services but not within walking distance to schools. Site is quite remote from bus stops and train station.</p> <p><u>Environmental:</u> Greenfield site consisting of heathland and grassland.</p> <p><u>Landscape and Townscape:</u> Part of the site is within the Conservation Area and a Scheduled Ancient Monument is located along the southern part of site. The site is adjacent to Grade I Listed St Mary's Priory and Grade II Listed building. Development of this site could have a detrimental impact on the historic assets. The site is located adjacent to Beeston Bump SSSI to the north. In an elevated position, there are important views of the site from the south and from the site across the sea and surrounding landscape. The site provides important open space with recreational use. Development would extend into the open countryside and have a negative effect on the quality of the landscape.</p> <p><u>Other:</u> Signs of contamination on the site. Flood Risk 1, some risk of groundwater flooding and small risk of surface water flooding. Part of the site is the other side of the railway line and therefore inaccessible from Nelson Road. The land is currently designated as Open Land and is proposed to be designated as Amenity Greenspace.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, the site is in an elevated position which is visible in the landscape. Development would extend into the open countryside and have a negative effect on the quality of the landscape and could have an impact on the heritage assets located to the south of the site. The site provides important open space with recreational use. Furthermore the preferred sites can deliver sufficient housing for Sheringham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|------------------------------|--------------|---|--|
| SH16/1 | Land off Nelson Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Nelsons Road considered to be acceptable by NCC Highways subject to improvements being made to the private section of Nelson Road. There are no footways on part of Nelson Road but available on the rest of Nelson Road for access to town. Acceptable walking distance to services but not within walking distance to schools. Site is quite remote from bus stops and train station.</p> <p><u>Environmental:</u> Site consisting of grassland with some mature hedgerows and trees along Nelson Road.</p> <p><u>Landscape and Townscape:</u> The site is located adjacent to the Conservation Area and Scheduled Ancient Monument which are to the south of the site. The site is also adjacent to Grade I Listed St Mary's Priory and Grade II Listed building. The site is in an elevated position, with important views available to the site from the south including from the Grade I Listed priory, Cromer Road and surrounding landscape. Development on this site would have a detrimental impact on the landscape and on the historic assets.</p> <p><u>Other:</u> Flood Risk 1, some risk of groundwater flooding. No contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, it is in an elevated position which is visible in the landscape. Development would extend into the open countryside and have a negative effect on the quality of the landscape and could have an impact on the heritage assets located to the south of the site. The preferred sites can deliver sufficient housing for Sheringham.</p> |
| SH17 | Land At Beeston Regis Common | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Beeston Common considered to be acceptable by NCC Highways. Footways available along Cromer Road to town centre. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Site comprising of grassland with mature trees along southern and eastern boundaries. There is a pond located towards the north of the site.</p> <p><u>Landscape and Townscape:</u> The site provides an important green space when approaching Sheringham along the Cromer Road. Development on this site would have an adverse impact on the landscape. Beeston Regis Common located to the south of the site is a designated SSSI and SAC. The site is located within the Conservation Area and partly as scheduled ancient monument which is located to the East of the site. Grade I Listed St Mary's Priory located close to eastern boundary of the site.</p> <p><u>Other:</u> Flood Risk 1, some risk of surface water flooding. No contamination or utilities issues identified.</p> | <p>Not Preferred</p> <p>The site is not suitable for development, it provides important open space with recreational value and development could have a negative effect on the quality of the landscape. Furthermore the preferred sites can deliver sufficient housing for Sheringham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--------------------------|--------------|--|--|
| SH18/1A | Land South of Butts Lane | Housing | <p>Considered unsuitable for development Land to the east of this site has planning permission for 52 dwellings and is currently under construction.</p> <p><u>Highway Transport & Access:</u> Access off Holway Road through adjacent site considered to be acceptable by NCC Highways. However there can only be a maximum of 100 dwellings off a single point of access including those already there. This means that this site would only be suitable for 50 new dwellings. Footways will be available through adjacent site and Rushmer Way to town. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Arable land with mature woodland to the south of the site, with associated biodiversity.</p> <p><u>Landscape and Townscape:</u> The site is within the Conservation Area and within the defined setting of Sheringham Park. The site lies within the Norfolk Area of Outstanding Natural Beauty but majority of the site is visually well screened by the surrounding landform and woodland to the south of the site. The western edge of the site is more prominent in the landscape and longer views of this part of the site are available from Upper Sheringham. Development in this location could have an adverse impact on the landscape and townscape.</p> <p><u>Other:</u> There are water mains crossing the site. No flooding or utilities issues identified. Some signs of contamination on the site.</p> | <p>Not Preferred Part of the site is considered suitable for allocation and has been identified as a preferred option SH18/1B. Site SH18/1A comprises a larger area which encroaches into the open countryside, development would have a negative effect on views available of the site from Upper Sheringham. Furthermore the preferred sites including site SH18/1B can deliver sufficient housing for Sheringham.</p> |
| SH18/2 | Land South of Butts Lane | Housing | <p>Considered unsuitable for development <u>Highway Transport & Access:</u> Access off Holway Road through adjacent site considered to be acceptable by NCC Highways. However the site would require third party land to access the site and there can only be a maximum of 100 dwellings off a single point of access including those already there. There is already planning permission for 52 dwellings off Holway Road, therefore sites SH18/1 and SH18/2 could only accommodate 50 dwellings between them. The site is detached from the local road network. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Arable land with mature woodland to the south of the site.</p> <p><u>Landscape and Townscape:</u> The site is within the Conservation Area, the Norfolk Area of Outstanding Natural Beauty and is partly screened by the woodland to the south of the site. However there are views of the site available from Upper Sheringham. Development on this site would have a negative effect on the quality of the landscape by reducing the rural character and the special qualities of the AONB.</p> <p><u>Other:</u> No flooding, contamination or utilities issues identified.</p> | <p>Not Preferred The site is not considered to be suitable for development, the site is highly visible in the landscape. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside and would have a greater material impact on the Area of Outstanding Natural Beauty than the preferred sites. The preferred sites can deliver sufficient housing for Sheringham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|---------------------------------|---------------------------------|--|---|
| SH19 | Land North Of Butts Lane | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site could be accessed from Holt Road. However, development would result in significant increase in traffic through Upper Sheringham and is therefore considered to be unacceptable by NCC Highways. Footways available along Holt Road to town centre. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Two arable fields separated by a row of trees. Some mature trees/hedges along the northern boundary separating the site from the school to the north.</p> <p><u>Landscape and Townscape:</u> The site is adjacent to the Conservation Area and the Norfolk Area of Outstanding Natural Beauty. The site is visible in the landscape and along the approach into Sheringham. Development in this location would be a pronounced and obvious extension into the countryside and would have a negative effect on the quality of the landscape. The parcel to the east is more contained in the landscape and screened by trees along the boundary.</p> <p><u>Other:</u> No flooding or utilities issues identified. Small sign of contamination on the site.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, the site is highly visible in the landscape. Development of this site would have a negative effect on the quality of the landscape by extending into the open countryside and development would result in significant increase in traffic through Upper Sheringham. The preferred sites can deliver sufficient housing for Sheringham.</p> |
| SH20 | Land Adjacent To Blowlands Lane | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site could be accessed from Holt Road. However, development would result in significant increase in traffic through Upper Sheringham and is therefore considered to be unacceptable by NCC Highways. Footways available along Holt Road to town. Acceptable walking distance to schools and services. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Arable land.</p> <p><u>Landscape and Townscape:</u> Part of the site is adjacent to the Conservation Area and the Norfolk Area of Outstanding Natural Beauty. The land is very visible in the landscape and along the approach into Sheringham. The site provides views across to the sea. Development would be a pronounced and obvious extension into the countryside and would have a negative effect on the quality of the landscape.</p> <p><u>Other:</u> No contamination or utilities issues identified. Flood Risk 1, with small parts at risk of surface water flooding. There are water mains crossing the site.</p> | <p>Not Preferred</p> <p>The site is not considered suitable for development, the site is highly visible in the landscape. Development of this site would have a negative effect on the quality of the landscape by extending into the open countryside and development would result in significant increase in traffic through Upper Sheringham. The preferred sites can deliver sufficient housing for Sheringham.</p> |
| SH22 | Tradewinds', Weybourne Road | Housing / Holiday Accommodation | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Weybourne Road is considered to be unacceptable by NCC Highways. The local network is considered to be unacceptable and there are no footways available along this section of Weybourne Road. The site is remote from the town, services and schools. The site is within walking distance to the bus stop.</p> <p><u>Environmental:</u> Partly brownfield land with existing buildings and grassland.</p> <p><u>Landscape and Townscape:</u> Part of the site falls within the Norfolk Area of Outstanding Natural Beauty. Development could have an impact on the landscape on the approach into the town.</p> <p><u>Other:</u> No contamination or utilities issues currently identified. Flood Risk 1, part of the</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, the site is remote and detached from the town and development would extend into the open countryside. The site cannot be satisfactorily accessed. Furthermore the preferred sites can deliver sufficient housing for Sheringham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| | | | site is at risk of ground water and surface water flooding. There are sewers crossing the site. | |
| SH23 | Land Adjacent Clock Tower | Residential | <p><u>Highway Transport & Access:</u> Access off the High Street is considered to be acceptable by NCC Highways. The site is very central and falls within the main shopping area of Sheringham. The site has good access to a range of services and facilities. Bus stops close by and walking distance to train station.</p> <p><u>Environmental:</u> Brownfield Site with existing buildings on the site. Landscape and Townscape: The site is located behind existing shops along the High Street so there is limited visibility of the site from the West. Some views available from Cremer Street and development could provide the opportunity for improvement to the townscape. Part of the site is within the Conservation Area.</p> <p><u>Other:</u> Part of the site falls within the designated Primary Shopping Area. There is contamination on the site. Flood Risk 1, with areas susceptible to groundwater flooding and part at risk of surface water flooding.</p> | Not Preferred The site falls within the settlement boundary of Sheringham. The site is not available during the plan period. Furthermore there are more preferable sites available in Sheringham. |
| SH25 | Land at Weybourne Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Weybourne Road is considered to be acceptable by NCC Highways. No Footways available along this section of Weybourne Road. Bus stops close by. The site is remote from the town, from services and schools.</p> <p><u>Environmental:</u> Two arable fields.</p> <p><u>Landscape and Townscape:</u> The site lies adjacent to the Norfolk Area of Outstanding Natural Beauty. The land is very visible in the landscape and along the approach into Sheringham. The site is detached from the town. Development would be a pronounced and obvious extension into the countryside and would have a negative effect on the quality of the landscape.</p> <p><u>Other:</u> No contamination or utilities issues identified. Flood Risk 1, part of the site is at risk of ground water flooding. There are sewers crossing the site.</p> | Not Preferred The site is not considered to be suitable for development, the site is highly visible in the landscape and is remote and detached from the town. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside. The preferred sites can deliver sufficient housing for Sheringham. |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| ST19 /A | Land Adjacent Ingham Road | Housing | <p>Considered suitable for development</p> <p><u>Highway Transport & Access:</u> Access off Ingham Road is considered to be acceptable by NCC Highways. There are footways available along one side of Ingham Road into Stalham town centre. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> Arable field with hedgerow along southern boundary and some mature trees along Ingham Road. The site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics, including being in arable use which is relatively flat. The site is located on the edge of the settlement, with development to the north and south of the site. Although development would be visible along Ingham Road, it is not overly prominent in the open countryside. If developed the site shouldn't have a detrimental impact on the landscape and townscape.</p> <p><u>Other:</u> Flood Zone 1, some risk of ground water flooding and a small risk of surface water flooding. No utilities or contamination issues.</p> | <p>Preferred Site</p> <p>Considered suitable to be allocated for residential development for up to 70 dwellings.</p> <p>Land Adjacent Ingham Road can provide housing required for Stalham and open space. The site is well related to existing residential area and to the town centre, services and schools. There are public transport options available from the site. The site scores positively in the sustainability appraisal. This is considered to be one of the most sustainable and suitable of the Stalham alternatives.</p> |
| ST23/2 | Land North of Yarmouth Road, East of Broadbeach Gardens | Mixed Use | <p>Considered suitable for development</p> <p><u>Highway Transport & Access:</u> Access from Yarmouth Road and through adjacent development off Ingham Road considered acceptable by NCC Highways. A link to the development to the north would improve permeability and be advantageous, however NCC Highways have stated that this should not be the sole point of access. Footways available along Yarmouth Road to town centre. Acceptable walking distance to schools and services. Bus stops close by.</p> <p><u>Environmental:</u> The site consists of Grade 1 agricultural land and is formed of two parts; an enclosed rectangular field and an open section of agricultural land to the west. Hedgerows/ trees along the majority of the boundary.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. The site is surrounded by existing development and the majority of the site is well screened by existing development along Ingham Road and off Yarmouth Road. Development on this site shouldn't have a detrimental impact on the landscape and townscape. There are boundary hedges and trees along the southern boundary which should be retained and further landscaping should be provided. Listed buildings close to the site, care should be taken to safeguard it's setting.</p> <p><u>Other:</u> Flood Zone 1, some risk of ground water flooding and small part of the site is at risk of surface water flooding. No known hazards or contamination constraints.</p> | <p>Preferred Site</p> <p>Considered suitable to be allocated for mixed use development including residential development for approximately 80 dwellings, employment and community/ commercial facilities.</p> <p>Land North of Yarmouth Road can provide housing required for Stalham, open space and employment and community / commercial land. The site is well contained site within the landscape. It is well connected to the town centre, schools and services. There are public transport options available from the site. This is considered to be one of the most sustainable and suitable of the Stalham alternatives.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| E12 | Land South of Weavers Way, Adjacent to A149 | Employment | <p>Considered unsuitable that the whole or part of the site is allocated for development. The site is highly visible in the landscape and detached from Stalham, development would be a pronounced and obvious extension into the open countryside. Furthermore the site is currently allocated in the Local Development Framework and there is no sign of the site coming forward in this plan or the next.</p> | <p>The site was allocated for 4 hectares of employment land through the LDF. However the site is no longer considered to be suitable. The site is distant from the built up area of Stalham and development in this location could have an adverse impact on the landscape and townscape. There has been no activity on the site and it is uncertain that the landowner wishes to bring the site forward for employment use. As such it is not considered that deliverability can be demonstrated on the site and it is not considered appropriate to retain the site for employment purposes. It is considered that Site ST23/2 is a more preferable site which is suitable and available.</p> |
| HE0110 | Land adjacent Stepping Stone Lane / Manor Farm | Employment | <p>Considered unsuitable that the whole or part of the site is allocated for employment development. The site is highly visible in the landscape and detached from Stalham, development would be a pronounced and obvious extension into the countryside. The site would have an adverse impact on the landscape. The site is considered unsuitable for development.</p> | <p>The availability of the site is unknown and the site is not considered to be suitable for development. The site is located between Stepping Stone Lane and the A149 and is prominent in the landscape. Development would be beyond the confines of the town and would have an adverse impact on the landscape. It is considered that Site ST23/2 is a more preferable site which is suitable and available.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| ST03 | Site To The North Of Weaver's Close | Housing | <p>Considered suitable for development</p> <p><u>Highway Transport & Access:</u> Access off Spinners Court considered to be acceptable by NCC Highways. Footways available to town centre. Acceptable walking distance to schools and services. Bus stops close by.</p> <p><u>Environmental:</u> No environmental designations. Arable land with mature trees along northern boundary. The site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics, it is relatively flat arable land. The site is visually well screened by the surrounding development including Spinners Court. There are limited views of the site available, and development on this site shouldn't have a detrimental impact on the landscape and wider countryside.</p> <p><u>Other:</u> Flood Zone 1, risk of ground water and some risk of surface water flooding. No utilities or contamination issues. Power line present on the site.</p> | Whilst this site could be suitable for housing, the availability of the site is unknown and therefore it cannot be considered to be deliverable at this stage. |
| ST04 | Land at Brumstead Road / Calthorpe Close | Housing / General Industrial / Residential Care Home / Business & Offices | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access considered to be acceptable by NCC Highways. Footways available along Lyndford Road and along one side of Brumstead Road. Acceptable walking distance to schools and services. There are limited public transport options available from the site.</p> <p><u>Environmental:</u> No environmental designations. Arable land with hedgerows/ trees along the boundaries with Brumstead Road and Lyndford Road. The site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. The site is flat and there are moderately long views of the site available. Development would extend into the open countryside beyond the current confines of the town and if developed could have an adverse impact on the landscape.</p> <p><u>Other:</u> Flood Zone 1, risk of ground water and some risk of surface water flooding. No utilities or contamination issues.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development. Development of this site would extend into the open countryside and would have a greater impact on the quality of the landscape than the preferred sites. It is also further from the town centre and schools and includes a larger area of high grade agricultural land. The preferred sites can deliver sufficient housing for Stalham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--------------------------------|--------------|---|---|
| ST05 | Land Off Campingfield Lane | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off private road from Teresa Road considered to be unacceptable by NCC Highways. Although within walking distance to schools and services, there are no footways available along this section of road and there are limited public transport options available from the site.</p> <p><u>Environmental:</u> No environmental designations.</p> <p>Residential property located on the site. The site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. The site is relatively flat and is visually well screened by the surrounding development including residential development to the south and west. There are limited views of the site available, and development on this site shouldn't have a detrimental impact on the landscape and wider countryside.</p> <p><u>Other:</u> Flood Zone 1, risk of ground water flooding. No utilities or contamination issues. The site would only be suitable for a small number of dwellings.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, the site cannot be satisfactorily accessed. The preferred sites can deliver sufficient housing for Stalham.</p> |
| ST06 | Land Adjoining Lancaster Close | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access considered to be acceptable by NCC Highways. The site is within walking distance to schools and services, there are no footways available along this section of Ingham Road but are available along Lancaster Close. There are limited public transport options available from the site.</p> <p><u>Environmental:</u> No environmental designations.</p> <p>Arable land with limited boundary treatment along Ingham Road. The site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> Located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) the site shares some of these characteristics. The site is flat and there are moderately long views of the site available. Although part of the site is screened by development along Ingham Road, the remaining part of the site will be visible and prominent in the landscape. Development would extend into open countryside beyond the current confines of the town and could have an adverse impact on the landscape.</p> <p><u>Other:</u> It is in Flood Zone 1, with a small part at risk of surface water flooding. No utilities or contamination issues.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development. Development of this site would extend into the open countryside and would have a greater impact on the quality of the landscape than the preferred sites and includes a larger area of high grade agricultural land. The preferred sites can deliver sufficient housing for Stalham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|-----------------------|--------------|---|---|
| ST07 | Land At Stalham Green | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Yarmouth Road considered to be acceptable by NCC Highways. There are footways available along Yarmouth Road which provide access to the town centre. Acceptable walking distance to schools and services. <u>Environmental:</u> No environmental designations or constraints. Greenfield site consisting of scrubland with mature trees/ hedgerows along the boundary.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. The site goes beyond what would be considered as the natural limits of the town and development on this site would extend into open countryside.</p> <p><u>Other:</u> It is in Flood Zone 1, with a small part at risk of surface water flooding. It is a small site and would probably be only suitable for a small number of dwellings, yielding few, if any, affordable and having no other advantages.</p> | <p>Not Preferred</p> <p>There are no significant issues related to this site, however, the site goes beyond what would be considered as the natural limits of the town and would only be suitable for a small number of dwellings, yielding few, if any, affordable and having no other advantages. Furthermore the preferred sites can deliver sufficient housing for Stalham.</p> |
| ST10 | Land At Stalham Green | Residential | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Considered to be unacceptable by NCC Highways, there is no possibility of creating suitable access to the site. Footway available along Yarmouth Road to Stalham town centre. Although relatively close to the junior school the site is fairly remote from the rest of Stalham, there are limited public transport options available from the site.</p> <p><u>Environmental:</u> Arable land with hedgerows along boundary. The site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> The site is relatively flat and reasonably well screened by the surrounding landform and development. There are limited views of the site available, but the site does protrude into the open countryside and development could have a detrimental impact on the landscape and wider countryside.</p> <p><u>Other:</u> Flood Zone 1, risk of ground water flooding. There is employment development adjacent the site to the south with signs of contamination.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development, the site cannot be satisfactorily accessed and the site has poor access to services and facilities in Stalham. The preferred sites can deliver sufficient housing for Stalham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--------------------------------|--------------|---|--|
| ST11 | Land At Field Lane/ Goose Lane | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access considered unacceptable by NCC Highways, road is narrow and unsuitable. There are no footways available along Field Road and Church Road. The site is within walking distance to Stalham Junior School but is detached from services within Stalham. There are very limited public transport options available from the site.</p> <p><u>Environmental:</u> Paddocks with hedgerow boundary. The site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. The site is flat and there are moderately long views of the site available. The site is highly visible and prominent in the open countryside and detached from the town. Development of the site would have a negative effect on the quality of the landscape.</p> <p><u>Other:</u> Gas Pipe Zone runs through the site. Flood Zone 1, with some risk of ground water flooding. No utilities or contamination issues.</p> | <p>Not Preferred</p> <p>The site is located in Sutton which is not a selected settlement, as there are preferable sites available in Stalham, it is not considered to be suitable for allocation in this local plan. The site has a number of constraints and development would adversely affect the settlement. Development of this site would be located within the open countryside which would have a negative effect on the quality of the landscape reducing the rural character. The site is detached from Stalham and has poor access to services and facilities with no safe pedestrian access.</p> |
| ST12 | Glebe Land | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Yarmouth Road is considered to be acceptable by NCC Highways, subject to demonstrating that appropriate visibility could be provided. The site falls within Sutton and is remote from services within Stalham. <u>Environmental:</u> Arable land with mature hedgerows along western boundary. The site is within 500m of a SAC, SPA, SSSI and RAMSAR Site. Part of the site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. Visible within the open landscape, development would have a negative effect on the quality of the landscape and would lead to the coalescence of Stalham and Sutton, harming the distinctive character of the area.</p> <p><u>Other:</u> Flood Zone 1, some risk of ground water flooding. No utilities or contamination issues.</p> | <p>Not Preferred</p> <p>The site has a number of constraints and development would adversely affect the settlement. Development of this site would have a negative effect on the quality of the landscape extending into the open countryside and would lead to the coalescence of Stalham and Sutton, harming the distinctive character of the area. The site is remote from Stalham and has poor access to services and facilities. The preferred sites can deliver sufficient housing for Stalham.</p> |
| ST15 | Bush Abattoir Site | Housing | <p>Planning permission approved by Development Committee on 17 May 2018.</p> | <p>Planning permission approved by Development Committee on 17 May 2018.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| ST16 | Land Adjacent Stepping Stone Lane / Brumstead Road | Mixed Use | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access is considered to be acceptable by NCC Highways. There are footways available along the A149 and along one side of Brumstead Road into Stalham town centre. Part of the site within acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> Large arable site with mature hedgerows and trees along Stepping Stone Lane. Consists of Grade 1 agricultural land. The site lies close to the Ant Broads & Marshes SSSI, part of the Broads SAC and Broadland SPA and Ramsar. <u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. This is a large site that is highly visible and prominent in the open countryside which is poorly integrated with the town. Development would result in a significant extension into the open countryside adversely affecting the character of the area and this sensitive landscape.</p> <p><u>Other:</u> Flood Zone 1, with some risk of surface water and ground water flooding.</p> | <p>Not Preferred</p> <p>This is a large site, which is poorly integrated with the existing town and is very prominent in the landscape. Development on this site would result in a significant extension into the open countryside which would have a negative effect on the quality of the landscape and is remote from the town centre and services including schools. Includes a large area of high grade agricultural land. For these reasons the site is not considered suitable for allocation as part of this Local Plan. The preferred sites can deliver sufficient housing for Stalham.</p> |
| ST17 | Land East Of Chapel Field Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> The site cannot be satisfactorily accessed, the highway network is considered to be sub-standard and is segregated from Stalham by the A149.</p> <p><u>Environmental:</u> Arable fields with mature trees and hedges along boundary of A149. The site lies close to the Ant Broads & Marshes SSSI, part of the Broads SAC and Broadland SPA and Ramsar. And borders the Broads Executive Area. Development in this location would cause a detrimental impact on this sensitive area. The site contains Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> Located within the Settled Farmland as defined in the Landscape Character Assessment (LCA), the site shares some of these characteristics. It is highly visible and prominent in the landscape and development would be a pronounced and obvious extension into the countryside beyond the current confines of the town. Development on the site would have an adverse impact on the landscape and townscape.</p> <p><u>Other:</u> Majority of site falls within Flood zone 1 with small part along southern boundary within Flood Zone 2 with some risk of surface water flooding. No utilities issues, small sign of contamination along the northern boundary.</p> | <p>Not Preferred</p> <p>This is a large site, which is poorly integrated with the existing town and is very prominent in the landscape. Development on this site would result in a significant extension into the open countryside adversely affecting the character of the area and this sensitive landscape. The area contributes towards the setting of the Broads and development would have a significant impact on SSSI, SAC, SPA and Ramsar site. Furthermore the site cannot be satisfactorily accessed, the highway network is considered to be sub-standard and is segregated from Stalham by the A149. For these reasons the site is not considered suitable for allocation as part of this Local Plan. The preferred sites can deliver sufficient housing for Stalham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|------------------------------|--------------|--|--|
| ST18/1 | Land To North Of Teresa Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> There is no direct access available to the site, would need to provide access through adjacent third party land. The site is not very well related to the built up area of Stalham or the town centre. Acceptable walking distance to schools and services. There are limited public transport options available from the site.</p> <p><u>Environmental:</u> Large arable field with limited boundary treatment. The site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> Located within the Settled Farmland as defined in the Landscape Character Assessment (LCA), the site shares some of these characteristics. It is visible and prominent in the landscape and development would be a pronounced and obvious extension into the countryside beyond the current confines of the town. Development would have an adverse impact on the landscape and townscape.</p> <p><u>Other:</u> It is in Flood Zone 1, with small risk of surface water flooding. No utilities or contamination issues.</p> | <p>Not Preferred</p> <p>This site is prominent in the landscape and poorly integrated with the existing town. Development of this site would extend into the open countryside and would have a greater impact on the quality of the landscape than the preferred sites and includes a larger area of high grade agricultural land. It is also further from the town centre and schools and there is no possibility of creating suitable access. The site is not considered to be suitable for development. The preferred sites can deliver sufficient housing for Stalham.</p> |
| ST19 | Land Adjacent Ingham Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Ingham Road is considered to be acceptable by NCC Highways. There are footways available along one side of Ingham Road into Stalham town centre. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> Large arable field with hedgerow along southern boundary and some mature trees along Ingham Road. The site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA). The landscape is characterised by moderately long views over flat arable landscapes. The site is visible in the countryside. Development of the whole site would be pronounced and obvious extension into the countryside beyond the current confines of the town which could have an adverse impact on landscape.</p> <p><u>Other:</u> Flood Zone 1, risk of ground water flooding. No utilities or contamination issues.</p> | <p>Not Preferred</p> <p>Part of the site is considered suitable for allocation and has been identified as a preferred option ST19/A. Site ST19 comprises a larger area of high grade agricultural land which encroaches into the open countryside, development could adversely affect the character of the area. The preferred sites including site SH19/A can deliver sufficient housing for Stalham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|------------------------------------|--------------|---|--|
| ST20 | Rear of 'Walnut Acre', Ingham Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Ingham Road is considered to be acceptable by NCC Highways, there are footways available along one side for access to Stalham town centre. Acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> Site consists of grassland/ garden land located to the rear of two existing properties. There are hedgerows along the boundaries. The site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics, including being in arable use which is relatively flat. The site is detached from Stalham and from the built up area. The site has rural countryside character and is highly visible and prominent in the landscape. Development in this location would extend into open countryside and would have an adverse impact on the landscape.</p> <p><u>Other:</u> It is in Flood Zone 1, some risk of ground water flooding. No utilities or contamination issues.</p> | <p>Not Preferred</p> <p>The site has a number of constraints, development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside. The site is detached from Stalham and from footways along Ingham Road and has poorer access to services and facilities than the preferred sites. For these reasons the site is not considered suitable for allocation as part of this Local Plan. The preferred sites can deliver sufficient housing for Stalham.</p> |
| ST21 | Land East of Brumstead Road | Mixed Use | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Considered to be acceptable by NCC Highways, would require third party land to access site and subject to a maximum of 100 dwellings being located off a single point of access. Acceptable walking distance to schools and services. However the site is currently remote from available footpaths. There are limited public transport options available from the site.</p> <p><u>Environmental:</u> Arable land with limited boundary treatment. The site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. The site and surrounding landscape is flat with little change in topography. The site is highly visible and prominent in the open countryside and is detached from Stalham town centre and the built up area. Development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside.</p> <p><u>Other:</u> It is in Flood Zone 1, with some risk of surface water flooding and small part with contamination. No utilities issues.</p> | <p>Not Preferred</p> <p>The site is visible in the landscape and development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside. It is detached from Stalham and has poor access to services and facilities. The site includes a larger area of high grade agricultural land than the preferred sites. For these reasons the site is not considered suitable for allocation as part of this Local Plan. The preferred sites can deliver sufficient housing for Stalham. There are concerns from the Highways Authority over scale, who have indicated that a maximum of 100 dwellings should be off a single point of access.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|--|--------------|--|--|
| ST22 | Land North of Teresa Road | Mixed Use | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Considered to be acceptable by NCC Highways, would require third party land to access site and subject to a maximum of 100 dwellings being located off a single point of access. Acceptable walking distance to schools and services. However the site is currently remote from available footpaths. There are limited public transport options available from the site.</p> <p><u>Environmental:</u> No environmental designations. Greenfield consisting of arable land with limited boundary treatment. The site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. The site and surrounding landscape is flat with little change in topography and is visible and prominent in the open countryside. Development on this site would extend into open countryside beyond the current confines of the town. If developed the site would have an adverse impact on the landscape.</p> <p><u>Other:</u> It is in Flood Zone 1, with some risk of surface water flooding and small part with contamination. No utilities issues.</p> | <p>Not Preferred</p> <p>The site is not considered to be suitable for development. Development of this site would extend into the open countryside and would have a greater impact on the quality of the landscape than the preferred sites. It is also further from the town centre and schools and includes a larger area of high grade agricultural land. The preferred sites can deliver sufficient housing for Stalham. There are concerns from the Highways Authority over scale, who have indicated that a maximum of 100 dwellings should be off a single point of access.</p> |
| ST23 | Land North of Yarmouth Road, East of Broadbeach Gardens, Stalham | Housing | <p>Considered suitable for development</p> <p><u>Highway Transport & Access:</u> Access considered unacceptable by NCC Highways, the existing estate road is not suitable for extension. There are footways available through the new housing development (Site ST01) and bus services available. The site is within walking distance to the town centre with a range of services and facilities available. The site is within walking distance to the high school and junior school.</p> <p><u>Environmental:</u> The site, which is Grade 1 agricultural land, consists of grassland with hedgerows/ trees along boundary.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. Located behind existing development along Ingham Road, means there is limited visibility of the site in the open countryside. Development shouldn't have a detrimental impact on the landscape and townscape. There are listed buildings close to the site. <u>Other:</u> Flood Zone 1, some risk of ground water flooding and surface water flooding. No known hazards or contamination constraints.</p> | <p>Not Preferred</p> <p>This site makes up part of the larger ST23/2 which is considered suitable for allocation and has been identified as a preferred option. ST23 is not considered to be suitable for development, the site cannot be satisfactorily accessed. The preferred sites including site ST23/2 can deliver sufficient housing for Stalham.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|---|--------------|---|--|
| ST23/1 | Land North of Yarmouth Road, East of Broadbeach Gardens | Housing | <p>Considered suitable for development</p> <p><u>Highway Transport & Access:</u> The site is located behind existing development along Ingham Road and off Yarmouth Road. The site is proposed to be accessed through the adjacent development to the north and also off Yarmouth Road, which is considered to be acceptable by NCC Highways. The link to the development to the north would improve permeability and be advantageous however NCC Highways have stated that this should not be the sole point of access. Footways available through adjacent site and along Yarmouth Road to town centre. Acceptable walking distance to schools and services. Bus stops close by.</p> <p><u>Environmental:</u> A greenfield site which comprises of two parts, an enclosed rectangular field to the east and an open section of agricultural land to the west. The site consists of Grade 1 agricultural land. Hedgerows/ trees along part of boundary.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. The site is located behind existing development along Ingham Road and there is limited visibility of the site in the open countryside. If developed the site shouldn't have a detrimental impact on the landscape and townscape. Although there are listed buildings close to the site, it considered development would have a neutral impact.</p> <p><u>Other:</u> Flood Zone 1, some risk of ground water flooding and small part of the site is at risk of surface water flooding. No known hazards or contamination constraints.</p> | The site is suitable to be identified as a preferred option as part of the larger site ST23/2, however on its own it will not deliver the comprehensive development. |
| H0991 | Land Adjoining Calthorpe Close | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access could be provided from Brumstead Road. There are footways available along one side of Brumstead Road. Acceptable walking distance to schools and services. There are limited public transport options available from the site.</p> <p><u>Environmental:</u> An arable field with hedgerows/ trees along the boundaries with Brumstead Road. The site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. The site and surrounding landscape is flat with little change in topography and is detached from the built up area of Stalham. The site is visible in the landscape and development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside.</p> <p><u>Other:</u> It is in Flood Zone 1, with very small part at risk of surface water flooding and small part with contamination. Has no known hazards.</p> | <p>Not Preferred</p> <p>The site is visible in the landscape and development of this site would have a negative effect on the quality of the landscape by reducing the rural character and extending into the open countryside. It is detached from Stalham, has poorer access to services and facilities and includes a larger area of high grade agricultural land than the preferred sites. For these reasons the site is not considered suitable for allocation as part of the Local Plan. The preferred sites can deliver sufficient housing for Stalham. There are concerns from the Highways Authority over scale, who have indicated that a maximum of 100 dwellings should be off a single point of access.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|---------------------------------|--------------|--|---|
| SUT02 | Land Fronting Old Yarmouth Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Considered unacceptable by NCC Highways, Old Yarmouth road is narrow and would require improvement. There is no continuous footway achievable to the North of the site. The site is very remote from services in Stalham and has reduced access to sustainable transport. <u>Environmental:</u> Arable land with mature trees and hedgerows along the boundaries. Part of the site consists of Grade 1 agricultural land. The site is within 500m of a SAC, SPA, SSSI and RAMSAR Site.</p> <p><u>Landscape and Townscape:</u> The site falls within Sutton and is remote from Stalham. The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. The site is highly visible and prominent in the open countryside. Development of this site would have a negative effect on the quality of the landscape.</p> <p><u>Other:</u> The majority of the site falls within Flood Zone 2 with very small part at risk of surface water flooding. Has no known hazards or contamination constraints.</p> | <p>Not Preferred</p> <p>The site is located in Sutton which is not a selected settlement, as there are preferable sites available in Stalham, it is not considered to be suitable for allocation in the local plan. The site has a number of constraints and development would adversely affect the settlement. The site is remote from Stalham and has poor access to services and facilities. Development of this site would have a negative effect on the quality of the landscape extending into the open countryside. Furthermore the site is within Flood Risk Zone 2 and as there are more suitable sites in a lower Flood Zone - the site is not considered to be suitable for development.</p> |
| SUT05 | Land At Old Yarmouth Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Old Yarmouth Road considered to be acceptable by NCC Highways subject to frontage footpaths. The site is very remote from services in Stalham and has reduced access to sustainable transport.</p> <p><u>Environmental:</u> Consists of a number of arable fields, part is Grade 1 agricultural land. The site is within 500m of a SAC, SPA, SSSI and RAMSAR Site.</p> <p><u>Landscape and Townscape:</u> The site falls within Sutton and is remote from Stalham. The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. The site is highly visible in the landscape and has rural countryside character. Development would be a pronounced and obvious extension into the countryside and would have an adverse impact on the landscape.</p> <p><u>Other:</u> Most of the site falls within Flood Zone 1 but southern part is within flood zone 2 with some risk of surface water flooding. Has no known hazards or contamination constraints.</p> | <p>Not Preferred</p> <p>The site is located in Sutton which is not a selected settlement, as there are preferable sites available in Stalham, it is not considered to be suitable for allocation in this local plan. The site has a number of constraints and development would adversely affect the settlement. The site is remote from Stalham and has poor access to services and facilities. Furthermore development of this site would have a negative effect on the quality of the landscape extending into the open countryside and includes a large area of high grade agricultural land.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
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| SUT06 (previously ST13) | Land at Rectory Road / Old Yarmouth Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Yarmouth Road is considered to be acceptable by NCC Highways, subject to demonstrating that appropriate visibility could be provided. There are footways available along Yarmouth Road. The site is remote from services within Stalham.</p> <p><u>Environmental:</u> Within 500m of a SAC, SPA, SSSI and RAMSAR Site. Arable land with mature hedgerow along the western boundary. Part of the site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> The site falls within Sutton and is remote from Stalham. Located within the Settled Farmland as defined in the Landscape Character Assessment (LCA), the site shares some of these characteristics. The site is visible in the landscape and development would be a pronounced and obvious extension into the countryside, which would have a negative effect on the quality of the landscape.</p> <p><u>Other:</u> Flood Zone 1, some risk of ground water flooding. No utilities or contamination issues.</p> | <p>Not Preferred</p> <p>The site is located in Sutton which is not a selected settlement, as there are preferable sites available in Stalham, it is not considered to be suitable for allocation in the local plan. The site has a number of constraints and development would adversely affect the settlement. Development of this site would have a negative effect on the quality of the landscape extending into the open countryside and would lead to the coalescence of Stalham and Sutton, harming the distinctive character of the area. The site is remote from Stalham and has poor access to services and facilities.</p> |
| SUT07 | Land At Staithe Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Staithe Road is considered to be acceptable by NCC Highways. There are footways available along one side of Staithe Road. The site is very remote from services in Stalham and has reduced access to sustainable transport.</p> <p><u>Environmental:</u> Greenfield Site currently used for camping/ caravans. The site is within 500m of a SAC, SPA, SSSI and RAMSAR Site. <u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. Development surrounding site, with limited views into and out of the site. Development on this site shouldn't have a detrimental impact on the surrounding landscape.</p> <p><u>Other:</u> The site falls within Flood Zone 2 with small risk of surface water flooding. Has no known hazards or contamination constraints.</p> | <p>Not Preferred</p> <p>The site is located in Sutton which is not a selected settlement, as there are preferable sites available in Stalham, it is not considered to be suitable for allocation in the local plan. Furthermore the site is within Flood Risk Zone 2 and as there are more suitable sites in a lower Flood Zone - the site is not considered to be suitable for development.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|-------------------------------|--------------|--|---|
| SUT08 | Land off Yarmouth Road (A149) | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Access off Old Yarmouth Road is considered to be acceptable by NCC Highways. There are footways available along Old Yarmouth Road.</p> <p><u>Environmental:</u> Arable land with mature trees along boundary and to north of site. Within 500m of a SAC, SPA, SSSI and RAMSAR Site. The site is located adjacent to a County Wildlife Site and development could have a detrimental impact.</p> <p><u>Landscape and Townscape:</u> The site falls within Sutton and is remote from Stalham. The site is visible in the landscape and has rural countryside character. Development would be a pronounced and obvious extension into the countryside and would have a negative effect on the quality of the landscape.</p> <p><u>Other:</u> Flood Zone 1, with risk of ground water flooding. No known hazards or contamination constraints.</p> | <p>Not Preferred</p> <p>The site has a number of constraints and development would adversely affect the settlement. Development of this site would have a negative effect on the quality of the landscape extending into the open countryside and would lead to the coalescence of Stalham and Sutton, harming the distinctive character of the area. Development might have a detrimental impact on the adjacent County Wildlife. The site is detached from Stalham and has poorer access to services and facilities than the preferred sites. The preferred sites can deliver sufficient housing for Stalham.</p> |
| SUT09 | Land Off New Road | Housing | <p>Considered unsuitable for development</p> <p><u>Highway Transport & Access:</u> Considered to be unsuitable by NCC Highways. There is no continuous footway achievable to the North of the site and the site is very remote from services in Stalham and has reduced access to sustainable transport.</p> <p><u>Environmental:</u> Arable land with trees and hedgerows along boundary. The site is within 500m of a SAC, SPA, SSSI and RAMSAR Site. The site consists of Grade 1 agricultural land.</p> <p><u>Landscape and Townscape:</u> The site is located within the Settled Farmland as defined in the Landscape Character Assessment (LCA) and shares some of these characteristics. The site is highly visible in the landscape and has rural countryside character. Development would be a pronounced and obvious extension into the countryside and would have a negative effect on the quality of the landscape extending into the open countryside.</p> <p><u>Other:</u> Part of the site falls within Flood Zone 2 with some risk of surface water flooding. Has no known hazards or contamination constraints.</p> | <p>Not Preferred</p> <p>The site is located in Sutton which is not a selected settlement, as there are preferable sites available in Stalham, it is not considered to be suitable for allocation in the local plan. The site has a number of constraints and development would adversely affect the settlement. The site is remote from Stalham and has poor access to services and facilities. Development of this site would have a negative effect on the quality of the landscape extending into the open countryside. The site includes high grade agricultural land. Furthermore the Highway Authority have stated that the site is not suitable for larger growth.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|---|--------------|---|--|
| W01/1 | Land To Rear of Market Lane | Housing | <p><u>Highway Transport & Access:</u> Access is available off the existing site to the north. Footway to the site Acceptable walking distance to both schools and services <u>Environmental:</u> No significant environmental features or constraints. <u>Landscape and Townscape:</u> No impact. <u>Other:</u> None</p> | <p>Preferred Site Considered suitable to be allocated for residential development for up to 20 dwellings. The site is well positioned for access to the town centre, school and services. The site has acceptable highway access off the development to the north. Although the site is within the Area of Outstanding Natural Beauty, it is well-contained in the landscape. The site scores positively in the Sustainability Appraisal. The site is considered to be one of the most sustainable and suitable of the Wells alternatives.</p> |
| W07/1 | Land Adjacent Holkham Road | Housing | <p><u>Highway Transport & Access:</u> Access would be off Bases Lane or potentially Holkham Road - although there is a level difference. A small section of footway and a safe crossing point would be required on the Holkham Road. <u>Environmental:</u> The site is a pasture field used for grazing horses. Hedge boundaries on north, west & east sides. No other obvious environmental features or designations. <u>Landscape and Townscape:</u> The site rises from north to south and is prominent when viewed from the north. The site is visible from the Beach Road causeway. Development of the whole site would have a significant impact on the landscape and townscape. <u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Preferred Site Considered suitable to be allocated for residential development for up to 50 dwellings and delivery of public open space.</p> |
| W05 | Land North Of Field View Adjacent Stiffkey Road | Housing | <p><u>Highway Transport & Access:</u> Although within 30mph zone - on approach to town. No footway on south side. Highways objection on access and network grounds <u>Environmental:</u> A small grass field enclosed by tree and hedges. No obvious environmental features and no known constraints. <u>Landscape and Townscape:</u> Could have an impact on the approach into Wells - but also could be well screened. <u>Other:</u> None</p> | <p>Not Preferred The site is remote and detached from the town and services. It would be a development in open countryside and could have an adverse impact on the landscape. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for Wells.</p> |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|------------------------------|--|--|---|
| W06/1 | The Old Coal Yard, East Quay | Housing / General Industrial / Assembly and Leisure / Holiday Accommodation / Storage & Distribution / Business & Office | <p><u>Highway Transport & Access:</u> Access would be achieved via unmade track through small industrial port buildings. Public footpath to east of site. Highway objection on access and network grounds.</p> <p><u>Environmental:</u> A boat yard that forms part of the port area and in occupation/operation. No environmental features on sites - but very close to the national and internationally important sites.</p> <p><u>Landscape and Townscape:</u> Residential development would be outside the current residential area and would disrupt the working port/harbour nature of this area.</p> <p><u>Other:</u> The site is in Flood Zone 2 and 3b.</p> | Not Preferred The development would be an extension into the countryside and the port area. The site is in a Flood Risk Zone. The site is considered to have unsuitable highways access and network connections. The preferred sites can deliver sufficient housing for Wells. |
| W07 | Land Adjacent Holkham Road | Housing | <p><u>Highway Transport & Access:</u> Access would be off Bases Lane or potentially Holkham Road - although there is a level difference. A small section of footway and a safe crossing point would be required on the Holkham Road.</p> <p><u>Environmental:</u> The site is a pasture field used for grazing horses. Hedge boundaries on north, west & east sides. No other obvious environmental features or designations.</p> <p><u>Landscape and Townscape:</u> The site rises from north to south and is prominent when viewed from the north. The site is visible from the Beach Road causeway. Development of the whole site would have a significant impact on the landscape and townscape.</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | This site is on the western edge of town and is well located to the town and services. Development of the whole site may have an adverse impact on landscape and the Area of Outstanding Natural Beauty. However, part of the site is considered suitable to be identified for residential development and the site will be reduced in order to reduce the impact on the landscape. |
| W08 | Land Adjacent 106 Mill Road | Housing | <p><u>Highway Transport & Access:</u> Access would be achieved off Mill Road and is considered acceptable by Highways. There is a footway to the site and it is an acceptable distance to schools and services.</p> <p><u>Environmental:</u> The site is a small pasture field with no obvious environmental features. There is a hedge boundary to the eastern side.</p> <p><u>Landscape and Townscape:</u> The site is open and together with the land on the other side of Mill Road - provides an open setting for the approach into Wells.</p> <p><u>Other:</u> None</p> | Not Preferred On balance, the site is not considered to be in a suitable location for development. The site would be a pronounced and obvious extension into the countryside and could have an adverse impact on the landscape and the Area of Outstanding Natural Beauty. The preferred sites can deliver sufficient housing for Wells. |
| W09 | Land at Cadamy's Yard | Housing | | The site is discounted due to size. |

| Site Ref | Site Name | Proposed Use | Suitability Conclusion | Conclusion |
|----------|-------------------------|---|--|--|
| W10 | Land West of Polka Road | Housing | <p><u>Highway Transport & Access:</u> Access would be achieved off Polka Road or Marsh Lane. There is a footway along Polka Road. Acceptable to Highways and within acceptable walking distance to schools and services.</p> <p><u>Environmental:</u> The site is a low level rough pasture field currently used for grazing. The site is wholly within Flood Zone 2... The site is currently designated as Open Land and is to be designated AGS.</p> <p><u>Landscape and Townscape:</u> The site forms an important part of the open space in this part of Wells and provides a setting for St. Nicholas' Parish Church. Development in this location would have a significant detrimental impact on the openness and the townscape.</p> <p><u>Other:</u> The site is within the settlement boundary.</p> | <p>Not Preferred</p> <p>The site is an important designated open space in the heart of the village and development would impact on the openness and setting of the St. Nicholas' Church. Development would result in a loss of beneficial use. The site is considered to have unsuitable highways access and network connections. The preferred sites can deliver sufficient housing for Wells without requiring the loss of open space.</p> |
| W11 | Land at Warham Road | Housing / Residential Care Home / Holiday Accommodation | <p>Considered Unsuitable for residential development</p> <p><u>Highway Transport & Access:</u> The site is located off the Warham Road and currently access is via a track (public footpath) through the site. It is expected that access would be achieved in a different location off the Warham Road. There is a Highways objection on the basis that access off the Warham Road for the number of dwellings proposed would be unacceptable.</p> <p><u>Environmental:</u> 2 large fields - one currently used for arable and the other pasture. Hedge boundaries around all sides. No other obvious environmental features or designations.</p> <p><u>Landscape and Townscape:</u> The site would be a large development in the open countryside and could have a detrimental impact on the landscape</p> <p><u>Other:</u> No flooding, contamination or utilities issues currently identified.</p> | <p>Not Preferred</p> <p>The site is remote and detached from the town and services. It would be a development in open countryside and could have an adverse impact on the landscape and the Area of Outstanding Natural Beauty. Highways access and the local network are considered to be unsuitable. The preferred sites can deliver sufficient housing for Wells.</p> |

Appendix C: Sites Discounted

Sites submitted in rural areas

| Site Reference | Settlement | Proposed Use | Classification within the emerging Local Plan |
|-----------------------|-------------------|---------------------|--|
| ALD01 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD02 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD03 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD04 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD05 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD05/1 & ALD06 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD08 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD09 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD10 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD11 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD14 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD15 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD17 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD18 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD19 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD23 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD28 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD29 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD30 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD31 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD32 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD33 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD34 | Aldborough | Housing | Outside Settlement Hierarchy |
| ALD35 | Aldborough | Housing | Outside Settlement Hierarchy |
| ASH01 | Ashmanhaugh | Housing | Outside Settlement Hierarchy |
| AYL02 | Aylmerton | Housing | Outside Settlement Hierarchy |
| ALY03 | Aylmerton | Housing | Outside Settlement Hierarchy |
| ALY04 | Aylmerton | Housing | Outside Settlement Hierarchy |
| ALY05 | Aylmerton | Housing | Outside Settlement Hierarchy |
| BACT01 | Bacton | Housing | Outside Settlement Hierarchy |
| BACT03 | Bacton | Housing | Outside Settlement Hierarchy |
| BACT05 | Bacton | Housing | Outside Settlement Hierarchy |
| BACT06 | Bacton | Housing | Outside Settlement Hierarchy |

| | | | |
|---------------|-----------------------------|------------------------|---|
| BACT07 | Bacton | Housing | Outside Settlement Hierarchy |
| BACT08 | Bacton | Housing | Outside Settlement Hierarchy |
| BACT11 | Bacton | Housing | Outside Settlement Hierarchy |
| BACT12 | Bacton | Housing | Outside Settlement Hierarchy |
| WB02 | West Beckham | Housing | Outside Settlement Hierarchy |
| WB03 | West Beckham | Housing | Outside Settlement Hierarchy |
| WB04 | West Beckham | Housing | Outside Settlement Hierarchy |
| BEE04 | Beeston Regis | Mixed Employment Use | Outside Settlement Hierarchy |
| BEE05 | Beeston Regis | Housing | Outside Settlement Hierarchy |
| BIN06 | Binham | Housing | Outside Settlement Hierarchy |
| BHM01 | Briningham | Housing | Outside Settlement Hierarchy |
| BRN01 | Brinton | Housing | Outside Settlement Hierarchy |
| CAT01 | Catfield | Housing | Outside Settlement Hierarchy |
| CAT03 | Catfield | Housing | Outside Settlement Hierarchy |
| CAT04 | Catfield | Housing | Outside Settlement Hierarchy |
| CAT05 | Catfield | Housing | Outside Settlement Hierarchy |
| CAT06 | Catfield | Housing | Outside Settlement Hierarchy |
| CAT08 | Catfield | Housing | Outside Settlement Hierarchy |
| CAT10 | Catfield | Housing | Outside Settlement Hierarchy |
| CAT11 | Catfield | Housing | Outside Settlement Hierarchy |
| CAT12 | Catfield | Housing | Outside Settlement Hierarchy |
| CAT13 | Catfield | Housing | Outside Settlement Hierarchy |
| CAT14 | Catfield | Housing | Outside Settlement Hierarchy |
| CAT15 | Catfield | Housing | Outside Settlement Hierarchy |
| CAT16 | Catfield | Housing | Outside Settlement Hierarchy |
| CL02 | Cley-next-the-Sea | Housing | Outside Settlement Hierarchy |
| CL04 | Cley-next-the-Sea | Housing | Outside Settlement Hierarchy |
| CL05 | Cley-next-the-Sea | Housing | Outside Settlement Hierarchy |
| COR02 | Corpusty | Housing | Outside Settlement Hierarchy – Adopted Neighbourhood Plan |
| COR15 | Corpusty | Housing | Outside Settlement Hierarchy – Adopted Neighbourhood Plan |
| DIL04 | Dilham | Housing | Outside Settlement Hierarchy |
| ESR01 | East Ruston | Housing | Outside Settlement Hierarchy |
| ERP01 | Erpingham | Housing | Outside Settlement Hierarchy |
| FLB01 | Felbrigg | Housing | Outside Settlement Hierarchy |
| FLB03 | Alymerton, Felbrigg, Runton | Woodland Burial Ground | Outside Settlement Hierarchy |
| FEL02 | Felmingham | Housing | Outside Settlement Hierarchy |

| | | | |
|----------------------|---------------|-----------|---|
| FIE01 | Field Dalling | Housing | Outside Settlement Hierarchy |
| FIE03 | Field Dalling | Housing | Outside Settlement Hierarchy |
| GIM01 | Gimmingham | Housing | Outside Settlement Hierarchy |
| GRE03 | Gresham | Housing | Outside Settlement Hierarchy |
| GRE05 | Gresham | Housing | Outside Settlement Hierarchy |
| GRE06 / LGR01 | Gresham | Housing | Outside Settlement Hierarchy |
| HAN01 | Hanworth | Housing | Outside Settlement Hierarchy |
| HAP01 | Happisburgh | Housing | Outside Settlement Hierarchy |
| HAP02 | Happisburgh | Housing | Outside Settlement Hierarchy |
| HAP04 | Happisburgh | Housing | Outside Settlement Hierarchy |
| HAP05 | Happisburgh | Housing | Outside Settlement Hierarchy |
| HAP06 | Happisburgh | Housing | Outside Settlement Hierarchy |
| HAP07 | Happisburgh | Housing | Outside Settlement Hierarchy |
| HAP08 | Happisburgh | Housing | Outside Settlement Hierarchy |
| HAP10 | Happisburgh | Housing | Outside Settlement Hierarchy |
| HAP11 | Happisburgh | Housing | Outside Settlement Hierarchy |
| HAP12 | Happisburgh | Housing | Outside Settlement Hierarchy |
| HAP13 | Happisburgh | Housing | Outside Settlement Hierarchy |
| HAP15 | Happisburgh | Housing | Outside Settlement Hierarchy |
| HEM01 | Hempstead | Housing | Outside Settlement Hierarchy |
| HEMP02 | Hempton | Mixed Use | Outside Settlement Hierarchy - Remote from Fakenham |
| HIC04 | Hickling | Housing | Outside Settlement Hierarchy |
| HKG01/1 | High Kelling | Housing | Outside Settlement Hierarchy |
| HKG04 | High Kelling | Housing | Outside Settlement Hierarchy |
| HIN03 | Hindolveston | Housing | Outside Settlement Hierarchy |
| HIN07 | Hindolveston | Housing | Outside Settlement Hierarchy |
| HIN08 | Hindolveston | Housing | Outside Settlement Hierarchy |
| HIN09 | Hindolveston | Housing | Outside Settlement Hierarchy |
| HIN10 | Hindolveston | Housing | Outside Settlement Hierarchy |
| HIN11 | Hindolveston | Housing | Outside Settlement Hierarchy |
| HIN12 | Hindolveston | Housing | Outside Settlement Hierarchy |
| HIN13 | Hindolveston | Housing | Outside Settlement Hierarchy |
| HIN14 | Hindolveston | Housing | Outside Settlement Hierarchy |
| HIN15 | Hindolveston | Housing | Outside Settlement Hierarchy |
| HIND01 | Hindringham | Housing | Outside Settlement Hierarchy |
| HON01 | Honing | Housing | Outside Settlement Hierarchy |
| HON02 | Honing | Housing | Outside Settlement Hierarchy |

| | | | |
|----------------------|----------------|-----------|------------------------------|
| HON03 | Honing | Housing | Outside Settlement Hierarchy |
| HOR04 | Horning | Housing | Outside Settlement Hierarchy |
| HOR05 | Horning | Housing | Outside Settlement Hierarchy |
| HOR07 | Horning | Housing | Outside Settlement Hierarchy |
| HOR08 | Horning | Housing | Outside Settlement Hierarchy |
| HOR13 | Horning | Housing | Outside Settlement Hierarchy |
| HOR14 | Horning | Housing | Outside Settlement Hierarchy |
| ING04 | Ingham | Housing | Outside Settlement Hierarchy |
| HK01 & 02 | High Kelling | Housing | Outside Settlement Hierarchy |
| HK01/1 | High Kelling | Housing | Outside Settlement Hierarchy |
| HKG04 | High Kelling | Housing | Outside Settlement Hierarchy |
| KET01 | Kettlestone | Housing | Outside Settlement Hierarchy |
| KET03 | Kettlestone | Housing | Outside Settlement Hierarchy |
| KET04 | Kettlestone | Housing | Outside Settlement Hierarchy |
| LAN03 | Langham | Housing | Outside Settlement Hierarchy |
| SN02 | Little Snoring | Housing | Outside Settlement Hierarchy |
| SN03 | Little Snoring | Housing | Outside Settlement Hierarchy |
| SN04 | Little Snoring | Housing | Outside Settlement Hierarchy |
| SN05 | Little Snoring | Housing | Outside Settlement Hierarchy |
| SN06 | Little Snoring | Housing | Outside Settlement Hierarchy |
| SN07 | Little Snoring | Housing | Outside Settlement Hierarchy |
| SN07/A | Little Snoring | Housing | Outside Settlement Hierarchy |
| SN08 | Little Snoring | Housing | Outside Settlement Hierarchy |
| SN09 | Little Snoring | Housing | Outside Settlement Hierarchy |
| SN10 | Little Snoring | Housing | Outside Settlement Hierarchy |
| SN13 | Little Snoring | Housing | Outside Settlement Hierarchy |
| SN14 | Little Snoring | Housing | Outside Settlement Hierarchy |
| SN15 | Little Snoring | Housing | Outside Settlement Hierarchy |
| MAT01 | Matlaske | Housing | Outside Settlement Hierarchy |
| MAT02/1 | Matlaske | Housing | Outside Settlement Hierarchy |
| MAT03 | Matlaske | Housing | Outside Settlement Hierarchy |
| NEA04 | Neatishead | Housing | Outside Settlement Hierarchy |
| NOR01 | Northrepps | Housing | Outside Settlement Hierarchy |
| NOR02 | Northrepps | Housing | Outside Settlement Hierarchy |
| NOR04 | Northrepps | Housing | Outside Settlement Hierarchy |
| NOR05 | Northrepps | Housing | Outside Settlement Hierarchy |
| NOR06 | Northrepps | Mixed Use | Outside Settlement Hierarchy |
| NOR07 | Northrepps | Mixed Use | Outside Settlement Hierarchy |

| | | | |
|---------------|----------------|-----------|------------------------------|
| OVS02 | Overstrand | Housing | Outside Settlement Hierarchy |
| OVS03 | Overstrand | Housing | Outside Settlement Hierarchy |
| OVS07 | Overstrand | Housing | Outside Settlement Hierarchy |
| OVS08 | Overstrand | Housing | Outside Settlement Hierarchy |
| OVS10 | Overstrand | Housing | Outside Settlement Hierarchy |
| OVS11 | Overstrand | Housing | Outside Settlement Hierarchy |
| OVS14 | Overstrand | Housing | Outside Settlement Hierarchy |
| PA02 | Paston | Housing | Outside Settlement Hierarchy |
| PA03 | Paston | Housing | Outside Settlement Hierarchy |
| PA04 | Paston | Housing | Outside Settlement Hierarchy |
| PA05 | Paston | Housing | Outside Settlement Hierarchy |
| PLM01 | Plumstead | Housing | Outside Settlement Hierarchy |
| POT08 | Potter Heigham | Housing | Outside Settlement Hierarchy |
| POT09 | Potter Heigham | Housing | Outside Settlement Hierarchy |
| POT13 | Potter Heigham | Housing | Outside Settlement Hierarchy |
| PUD01 | Pudding Norton | Housing | Outside Settlement Hierarchy |
| RAYN01 | West Raynham | Mixed Use | Outside Settlement Hierarchy |
| ROU02 | Roughton | Housing | Outside Settlement Hierarchy |
| ROU03 | Roughton | Housing | Outside Settlement Hierarchy |
| ROU04 | Roughton | Housing | Outside Settlement Hierarchy |
| ROU05 | Roughton | Housing | Outside Settlement Hierarchy |
| ROU06 | Roughton | Housing | Outside Settlement Hierarchy |
| ROU07 | Roughton | Housing | Outside Settlement Hierarchy |
| ROU11 | Roughton | Housing | Outside Settlement Hierarchy |
| ROU12 | Roughton | Housing | Outside Settlement Hierarchy |
| ROU13 | Roughton | Housing | Outside Settlement Hierarchy |
| ROU14 | Roughton | Housing | Outside Settlement Hierarchy |
| RUN03 | West Runton | Housing | Outside Settlement Hierarchy |
| RUN05 | West Runton | Housing | Outside Settlement Hierarchy |
| RYB01 | Great Ryburgh | Housing | Outside Settlement Hierarchy |
| RYB02 | Great Ryburgh | Housing | Outside Settlement Hierarchy |
| RYB05 | Great Ryburgh | Mixed Use | Outside Settlement Hierarchy |
| RYB07 | Great Ryburgh | Housing | Outside Settlement Hierarchy |
| RYB08 | Great Ryburgh | Housing | Outside Settlement Hierarchy |
| RYB09 | Great Ryburgh | Housing | Outside Settlement Hierarchy |
| RYB10 | Great Ryburgh | Mixed Use | Outside Settlement Hierarchy |
| SAL04 | Salthouse | Housing | Outside Settlement Hierarchy |
| SAL05 | Salthouse | Housing | Outside Settlement Hierarchy |

| | | | |
|---------------|----------------|-----------|------------------------------|
| SAL06 | Salthouse | Mixed Use | Outside Settlement Hierarchy |
| SCT01 | Scottow | Housing | Outside Settlement Hierarchy |
| SCU01 | Sculthorpe | Mixed Use | Outside Settlement Hierarchy |
| SCU16 | Sculthorpe | Housing | Outside Settlement Hierarchy |
| SP01 | Sea Palling | Housing | Outside Settlement Hierarchy |
| SID01 | Sidestrand | Housing | Outside Settlement Hierarchy |
| SLY01 | Sloley | Housing | Outside Settlement Hierarchy |
| SLY02 | Sloley | Housing | Outside Settlement Hierarchy |
| SLY03 | Sloley | Housing | Outside Settlement Hierarchy |
| SLY04 | Sloley | Housing | Outside Settlement Hierarchy |
| SLY05 | Sloley | Housing | Outside Settlement Hierarchy |
| SLY06 | Sloley | Housing | Outside Settlement Hierarchy |
| SLY07 | Sloley | Housing | Outside Settlement Hierarchy |
| SLY08 | Sloley | Housing | Outside Settlement Hierarchy |
| SLY09 | Sloley | Housing | Outside Settlement Hierarchy |
| SM04 | Smallburgh | Housing | Outside Settlement Hierarchy |
| SM05 | Smallburgh | Housing | Outside Settlement Hierarchy |
| SM06 | Smallburgh | Housing | Outside Settlement Hierarchy |
| SOU01 | Southrepps | Housing | Outside Settlement Hierarchy |
| SOU02 | Southrepps | Housing | Outside Settlement Hierarchy |
| SOU03 | Southrepps | Housing | Outside Settlement Hierarchy |
| SOU05 | Southrepps | Housing | Outside Settlement Hierarchy |
| SOU06 | Southrepps | Housing | Outside Settlement Hierarchy |
| SOU07 | Southrepps | Housing | Outside Settlement Hierarchy |
| SOU08 | Southrepps | Housing | Outside Settlement Hierarchy |
| SOU09 | Southrepps | Housing | Outside Settlement Hierarchy |
| SOU10 | Southrepps | Housing | Outside Settlement Hierarchy |
| SOU11 | Southrepps | Housing | Outside Settlement Hierarchy |
| STIB04 | Stibbard | Housing | Outside Settlement Hierarchy |
| STIB07 | Stibbard | Housing | Outside Settlement Hierarchy |
| STIB08 | Stibbard | Housing | Outside Settlement Hierarchy |
| STIB09 | Stibbard | Housing | Outside Settlement Hierarchy |
| STY01 | Stody | Housing | Outside Settlement Hierarchy |
| SWF01 | Swafield | Housing | Outside Settlement Hierarchy |
| SWF02 | Swafield | Housing | Outside Settlement Hierarchy |
| SWF03 | Swafield | Mixed Use | Outside Settlement Hierarchy |
| SWA02 | Swanton Abbott | Housing | Outside Settlement Hierarchy |
| SWA03 | Swanton Abbott | Housing | Outside Settlement Hierarchy |

| | | | |
|---------------|------------------|-----------|------------------------------|
| SWA04 | Swanton Abbott | Housing | Outside Settlement Hierarchy |
| SWA17 | Swanton Abbott | Housing | Outside Settlement Hierarchy |
| SWA18 | Swanton Abbott | Housing | Outside Settlement Hierarchy |
| TAT01 | Tattersett | Housing | Outside Settlement Hierarchy |
| E7/1 | Tattersett | Mixed Use | Outside Settlement Hierarchy |
| TM01 | Thorpe Market | Housing | Outside Settlement Hierarchy |
| TM02 | Thorpe Market | Housing | Outside Settlement Hierarchy |
| TM03 | Thorpe Market | Housing | Outside Settlement Hierarchy |
| TRU03 | Trunch | Housing | Outside Settlement Hierarchy |
| TRU06 | Trunch | Housing | Outside Settlement Hierarchy |
| TRU07 | Trunch | Housing | Outside Settlement Hierarchy |
| TRU08 | Trunch | Housing | Outside Settlement Hierarchy |
| TRU09 | Trunch | Housing | Outside Settlement Hierarchy |
| TRU10 | Trunch | Housing | Outside Settlement Hierarchy |
| TUN04 | Tunstead | Housing | Outside Settlement Hierarchy |
| TUN05 | Tunstead | Mixed Use | Outside Settlement Hierarchy |
| TUN06 | Tunstead | Housing | Outside Settlement Hierarchy |
| UPS01 | Upper Sheringham | Housing | Outside Settlement Hierarchy |
| UPS02 | Upper Sheringham | Housing | Outside Settlement Hierarchy |
| WALC02 | Walcott | Housing | Outside Settlement Hierarchy |
| WAL01 | Walsingham | Housing | Outside Settlement Hierarchy |
| WAL02 | Walsingham | Housing | Outside Settlement Hierarchy |
| WAL03 | Walsingham | Housing | Outside Settlement Hierarchy |
| WAL04 | Walsingham | Housing | Outside Settlement Hierarchy |
| WAL05 | Walsingham | Housing | Outside Settlement Hierarchy |
| WAL06 | Walsingham | Housing | Outside Settlement Hierarchy |
| WAL07 | Walsingham | Housing | Outside Settlement Hierarchy |
| WAL08 | Walsingham | Housing | Outside Settlement Hierarchy |
| WAL09 | Walsingham | Housing | Outside Settlement Hierarchy |
| WEY04 | Weybourne | Housing | Outside Settlement Hierarchy |
| WEY09 | Weybourne | Housing | Outside Settlement Hierarchy |
| WEY12 | Weybourne | Housing | Outside Settlement Hierarchy |
| WIC02 | Wickmere | Mixed Use | Outside Settlement Hierarchy |
| WIT01 | Witton | Housing | Outside Settlement Hierarchy |
| WIV01 | Wiveton | Housing | Outside Settlement Hierarchy |
| WDN01 | Wood Norton | Housing | Outside Settlement Hierarchy |
| WOR13 | Worstead | Housing | Outside Settlement Hierarchy |
| WOR14 | Worstead | Housing | Outside Settlement Hierarchy |

| | | | |
|--------------|----------|---------|------------------------------|
| WOR15 | Worstead | Housing | Outside Settlement Hierarchy |
| WOR16 | Worstead | Housing | Outside Settlement Hierarchy |

Sites discounted that have been submitted within Towns and Villages in Settlement Hierarchy

| Site Reference | Settlement | Proposed Use | Reason for Discounting Site |
|-----------------------|--------------------|---------------------|------------------------------------|
| C09 | Cromer | Housing | The site has planning permission |
| C11 | Cromer | Housing | The site is not available. |
| C31 | Cromer | Mixed Use | Not Allocating Retail |
| C35 | Cromer | Housing | Discounted due to size. |
| HE0013/ H0710 | Cromer | Employment | The site is not available. |
| H19 | Holt | Housing | The site is no longer available. |
| H19/1 | Holt | Housing | The site is no longer available. |
| H24 | Holt | Housing | The site is no longer available. |
| HV04/1 | Hoveton | Housing | Site has planning permission. |
| HV09 | Hoveton | Housing | Site has planning permission. |
| MUN04 | Mundesley | Housing | The site is no longer available. |
| MUN05 | Mundesley | Housing | The site is no longer available. |
| MUN10 | Mundesley | Housing | The site is no longer available. |
| MUN04/A | Mundesley | Housing | The site is no longer available |
| NW19 | North Walsham | Housing | The site is no longer available. |
| NW25 | North Walsham | Housing | Site has planning permission. |
| NW44 | North Walsham | Housing | The site is no longer available. |
| SH10 | Sheringham | Housing | The site is not available. |
| SH12 | Sheringham | Mixed Use | Discounted due to size. |
| SH23 | Sheringham | Housing | The site is no longer available. |
| ST15 | Stalham | Housing | Site has planning permission. |
| W09 | Wells-Next-the-Sea | Housing | Discounted due to size. |