

<b>Settlement Name:</b>	<b>Drayton</b>
<b>Settlement Hierarchy:</b>	<p>Drayton is classified as an urban fringe parish in the Greater Norwich Local Plan. There are good public transport links to Norwich along the Fakenham Road (A1067). Transport connectivity has also been recently improved by the opening of the Broadland Northway (A1270). There is a good range of local services mainly concentrated in the village centre, near the junctions of Drayton High Road with School Road and Costessey Lane. Drayton is located close to the River Wensum, itself designated as a Special Area of Conservation (SAC), and there are Sites of Special Scientific Interest as well. Away from the River Wensum, two county wildlife sites, Canham's Hill and Drayton Woods, provide a landscape gap between Drayton and Hellesdon to the east and between Drayton and Horsford to the north. In recent decades Drayton has seen new development at Thorpe Marriott.</p> <p>Drayton Neighbourhood Plan was 'made' in July 2016 and covers the period to 2026. The vision for the Neighbourhood Plan is based on their desire to maintain the quality of life in their parish by preserving the balance between the built and green environment, improving negative elements of the built environment and infrastructure whilst developing and strengthening opportunities for the people of the parish, encouraging increased prosperity, and building up the facilities available to residents, and those that work there.</p> <p>At the base date of the GNLP there was one carried forward allocation for 250 homes and a total of 68 additional dwellings with planning permission on small sites.</p> <p>Drayton is located within the north and north-west sector of the urban fringe along with Hellesdon and Taverham. Early work in the 'Towards a Strategy' document gives an indicative new allocation figure of 500-800 dwellings across all these settlements. This site assessment booklet looks in detail at the sites promoted in Drayton to determine which are the most suitable to contribute towards the overall allocation figure for the north and north-west urban fringe sector.</p>

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

**STAGE 1 – COMPLETE LIST OF SITES PROMOTED IN THE SETTLEMENT**

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

<b>Address</b>	<b>Site Reference</b>	<b>Area (ha)</b>	<b>Proposal</b>
<b>Drayton</b>			
Land between Taverham Rd and Costessey Lane	GNLP0270	3.15	20-30 dwellings with village green and public open space
Land south of Drayton Low Road	GNLP0271	3.04	Approx. 74 dwellings and open space/green infrastructure
189A Drayton High Road	GNLP0289	2.00	Conversion of main house to 4 flats (c3), Existing and Detached Units to 8 flats (c3) and erection of 2 extant units to 4 flats (c3)
Adjacent Drayton Wood Care Home	GNLP0290	1.00	4-6 houses (subject to arboricultural impact assessment)
Land east of Drayton Lane and north of Hall Lane	GNLP0301	9.19	Approx. 273 dwellings
To rear of Bradshaw Road and accessed via Reepham Road	GNLP0329	4.95	96-144 dwellings
North of Fakenham Road	GNLP2027	0.83	5 dwellings
<b>Total area of land</b>		<b>24.16</b>	

**LIST OF SITES TO BE CONSIDERED AS SETTLEMENT BOUNDARY EXTENSIONS (SETTLEMENT BOUNDARY PROPOSALS AND SITES LESS THAN 0.5 HECTARES)**

<b>Address</b>	<b>Site Reference</b>	<b>Area (ha)</b>	<b>Proposal</b>
None			

(Sites of less than 0.5ha are not considered suitable for allocation and therefore have not been assessed in this booklet. These sites will be considered as part of a reappraisal of settlement boundaries to be published with the Regulation 19 Submission version of the Plan).

## LIST OF SITES SUBMITTED FOR OTHER USES

Address	Site Reference	Area (ha)	Proposal
<b>Drayton</b>			
Land off North Norwich Distributor Road	GNLP0465	5.04	Industrial related to NDR roundabout for uses such as petrol filling station, service station, fast food eatery etc

(Sites submitted for other uses are considered in separate 'Non-Residential' Site Assessment booklets and therefore have not been assessed in this booklet).

## STAGE 2 – HELAA COMPARISON TABLE

### RESIDENTIAL/MIXED USE

	Categories													
	Site access	Access to services	Utilities Capacity	Utilities Infrastructure	Contamination/ ground stability	Flood Risk	Market attractiveness	Significant landscapes	Sensitive townscapes	Biodiversity & Geodiversity	Historic environment	Open Space and GI	Transport & Roads	Compatibility with neighbouring uses
Site Reference														
<b>Drayton</b>														
GNLP0270	Amber	Green	Amber	Green	Green	Red	Green	Amber	Amber	Amber	Green	Green	Amber	Amber
GNLP0271	Green	Green	Amber	Green	Green	Green	Green	Green	Amber	Amber	Green	Green	Green	Green
GNLP0289	Amber	Green	Amber	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Green
GNLP0290	Amber	Green	Green	Green	Green	Green	Green	Red	Amber	Amber	Green	Green	Green	Amber
GNLP0301	Green	Amber	Amber	Green	Green	Amber	Green	Amber	Amber	Green	Green	Green	Green	Green
GNLP0329	Amber	Amber	Amber	Green	Green	Amber	Green	Green	Amber	Green	Green	Green	Amber	Green
GNLP2027	Green	Amber	Amber	Amber	Green	Green	Green	Green	Amber	Green	Amber	Amber	Green	Green

## **STAGE 3 – SUMMARY OF PREVIOUS CONSULTATION COMMENTS**

<b>Site Reference</b>	<b>Comments</b>
<b>Drayton</b>	
GNLP0270	<p><b>General comments</b>            The site is unsuitable as it borders the River Wensum and part of it is on a flood plain and floods regularly. The site is close to Marriotts Way and Wensum Special Conservation Area as well as a SSSI. Drayton already has flooding issues, and even with attenuation, this site will create many more problems for the village. The road is very narrow and cars often have to stop when large vehicles approach. There is unsuitable vehicular access onto Taverham Road.</p> <p>Narrow road and footpath with heavy traffic on Fakenham Road causing lots of exhaust pollution. There will be a detrimental impact to ecology on Wensum Valley. The site is of significant landscape, amenity, wildlife and environmental value. Proposal fails to identify the landowner. There are concerns relating to education, healthcare and quality of life.</p> <p>Landscape assessment concludes that the site is appropriate due to the buildings' lack of merit, no vegetation cover and no impact on views. There is no significant flood risk and there is scope for mitigation. Reduction of traffic from NDR makes the impact more manageable. There is scope for improving agricultural accesses and there are no ecological, archaeology or heritage constraints.</p> <p><b>Drayton Parish Council comments</b>            The site has a considerable fall across the site and drainage could be a problem. This site could not be supported.</p> <p><b>Costessey Town Council comments</b>            Not a suitable site. Technically this is in Drayton, but the southern part of this site backs onto the river and Marriott's Way. This part of 0270 is in flood plain and floods regularly. Impact on the river valley.</p>
GNLP0271	<p><b>General comments</b>            The site has received full planning permission.</p> <p>The roads, paths, drainage, schools and doctors are not capable of coping with the developments already approved let alone this site. The site will cause the bus stop to be moved up the road and with the changes to the highways and other developments it will become a rat run. The movement of the bus shelter will cause a viewing obstruction for vehicles turning right from Carter Road. Building on the site will cause subsidence and landslides on to the dwellings on Drayton High Road so a retaining wall must be built.</p>

	<p><b>Drayton Parish Council comments</b>  Site has already been pushed forward for permissions under application number 201702012. Objections have already been lodged with the planning authority. This site received full planning permission at BDC planning meeting 31st Jan 2018.</p>
GNLP0289	<p><b>General comments</b>  Objections raised concerns regarding traffic congestion, services are already oversubscribed, pollution, loss of walking areas and impact on the environment &amp; wildlife. Site is outside the settlement limit.</p> <p><b>Drayton Parish Council comments</b>  Subject to receipt of more detailed plans and proposals the site could be given consideration by the Parish Council.</p> <p><b>Hellesdon Parish Council comments</b>  Conversion of care home is ok, but any further development should not take place as it is detrimental to the landscape and character of the area and its proximity to Drayton Woods County Wildlife site. Will put pressure on infrastructure and services in adjacent parish of Hellesdon</p>
GNLP0290	<p><b>General comments</b>  Objections raised concerns regarding is the oil pipe that served Norwich International Airport still active? The development is in the Drayton Woods county wildlife site and will be detrimental to the environment whilst adding pressure on to Hellesdon's already overstretched facilities and highways. There should be a separation between villages.</p> <p><b>Drayton Parish Council comments</b>  The Parish Council can give consideration with more detailed plans.</p> <p>The site is outside of the settlement limit and adjacent to Drayton Wood and is contrary to policy 8 of the Drayton Neighbourhood Plan. The site would negatively impact the green corridor (as identified in Hellesdon Neighbourhood Plan) and the residents being 'a step from the countryside'. Open space should be made priority for development before woodland.</p>
GNLP0301	<p><b>General comments</b>  The site is in a critical drainage area, in the safety zone of Norwich International Airport and outside the settlement limit. The site is isolated and has no connection with village facilities. It does not meet the DCO requirement 28 of NDR feeder roads and so would question the validity of DCO if approved. It would invalidate the traffic modelling used for DCO for NDR. The development would</p>

	<p>prejudice a 'no development' policy along the NDR thus not freeing traffic along radial roads.</p> <p><b>Drayton Parish Council comments</b>  Site is away from the village centre and unsustainable. This site could not be supported.</p> <ul style="list-style-type: none"> <li>* Outside of the Settlement Limit</li> <li>* Inside critical drainage area</li> <li>* Remote and would be unsympathetic with form or character of village</li> <li>* No connection with village facilities</li> <li>* Does not meet DCO requirement 28 of NDR feeder roads.</li> <li>* If approved this would seriously question validity of DCO for the NDR</li> </ul> <p><b>Hellesdon Parish Council comments</b>  Large development on fringe of Hellesdon. It will add to the pressure on facilities and infrastructure of Hellesdon and add to the already high level of traffic congestion.</p>
GNLP0329	<p><b>General comments</b>  Objections raised concerns regarding loss of wildlife and rare species, overstretched services, traffic congestion, poor access, site is within the airport safety zone, noise pollution.</p> <p>This development will block the entrance from Hurn Road to the Public Right of Way FP11 to Reephams Road, the path off FP11 to FPs 12/13 round and from Canham's Hill. Further it will destroy a Green Link to Drayton Wood behind Howell Road (presently a permissive path).</p> <p><b>Hellesdon Parish Council comments</b>  A site which is not sustainable, well away from the amenities of Drayton with poor access. Any development here would add to pressures on adjacent Hellesdon.</p> <p><b>Drayton Parish Council comments</b>  This site is within the flight path and crash site of Norwich Airport. In addition, the planning inspectorate had ruled against development of a cemetery on this site. The site could not be supported.</p> <ul style="list-style-type: none"> <li>* Site is landlocked and access unsuitable</li> <li>* Remote from village facilities</li> <li>* Adjacent to County Wildlife site</li> <li>* Site is contrary to Drayton Neighbourhood Plan policy 8</li> <li>* Contrary to NDR feeder roads traffic modelling for Development Consent Order and would question validity of the approval of the DCO for the NDR</li> <li>* Permission refused previously for this site</li> <li>* Site is within Norwich Airport Crash Safety Zone</li> </ul>

GNLP2027	<p><b>General comments</b> Objections raised concerns regarding loss of open green space, impacts on the local landscapes and destruction of wildlife habitats.</p> <p><b>Norfolk Wildlife Trust comments</b> We note the proximity of this site to the Marriot's Way CWS and are concerned at the potential ecological impacts of housing in this location. Should this site be progressed to the next consultation stage, then we would expect it to be accompanied by further details demonstrating how it would be deliverable without resulting in damage to adjoining areas of ecological value, for example through providing sufficient stand-off between development and priority habitats, and where proportional the provision of green infrastructure to ensure that the site has a net benefit for biodiversity.</p>
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## **STAGE 4 – DISCUSSION OF SUBMITTED SITES**

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

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

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

Land totalling 24 ha is promoted for residential use in Drayton across seven sites.

### **Reasonable alternatives are considered to be:**

Only part of site GNLP0270 is considered to be a reasonable alternative. The smaller area on the south side of Costessey Lane is immediately adjacent to the River Wensum where there is a high risk of river flooding as well as having landscape and ecological constraints. The larger area to the north of Costessey Lane surrounding Brooklands is less constrained and is judged to be worthy of further consideration.

GNLP0271, which has planning approval for 71 dwellings (ref: 20170212) on the south side of Drayton Low Road.

GNLP0301 north of Hall Lane (and south of the Broadland Northway) measures 9 ha and is promoted for circa 270 dwellings. Form and character concerns exist, due to the site's prominent position in the landscape and separation from the existing edge of Drayton; but as the site has a 1 km safe walk to Drayton Primary School it is considered to be a reasonable alternative for further consideration.

### **Sites not considered to be reasonable alternatives:**

Four other sites are promoted for residential use but are not considered to be reasonable alternatives for further assessment.

GNLP0289 is being operated as Drayton Wood Care Home, by Benell Care Services, and is assumed to be a viable ongoing business. Should it be demonstrated that the existing venture is unviable as a care home, or it ceases to trade, redevelopment could be an alternative. In the meantime, GNLP0298 is not considered to be a reasonable alternative.

GNLP0290 is a narrow site next to Drayton High Road and includes the access road to Drayton Wood Care Home. Much of GNLP0290 encroaches upon Drayton Wood County Wildlife Site and so the site is not considered to be a reasonable alternative.

As to GNLP0329, which is a 5 ha site at the rear of Bradshaw Road, the primary constraint is access and this is the reason it is not considered to be a reasonable alternative. There is no access via Bradshaw Road and the proposed access from Reepham Road is remote to the existing edge of Drayton.

GNLP2027 is only suitable for 4-6 dwellings due to the shape of the site, and it is therefore too small to consider as an allocation. It may have potential as a settlement boundary extension .

**STAGE 5 – SHORTLIST OF REASONABLE ALTERNATIVE SITES FOR FURTHER ASSESSMENT**

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

<b>Address</b>	<b>Site Reference</b>	<b>Area (ha)</b>	<b>Proposal</b>
<b>Drayton</b>			
Land between Taverham Rd and Costessey Lane	GNLP0270	3.15	20-30 dwellings with village green and public open space
Land south of Drayton Low Road	GNLP0271	3.04	Approx. 74 dwellings and open space/green infrastructure
Land east of Drayton Lane and north of Hall Lane	GNLP0301	9.19	Approx. 273 dwellings
<b>Total area of land</b>		<b>15.38</b>	

## **STAGE 6 – DETAILED SITE ASSESSMENTS OF REASONABLE ALTERNATIVE SITES**

<b>Site Reference:</b>	GNLP0270
<b>Address:</b>	Land between Taverham Road and Costessey Lane
<b>Proposal:</b>	20-30 dwellings with village green and public open space

<b>CURRENT USE OF SITE:</b>	<b>BROWNFIELD/GREENFIELD:</b>
Unutilised grassland with occasional grazing.	Greenfield

<b>CONSTRAINTS IDENTIFIED IN THE HELAA</b>
<p><b>Amber Constraints in HELAA</b> Access, Utilities Capacity, Significant Landscapes, Townscapes, Biodiversity and Geodiversity, Transport and Roads, Compatibility with Neighbouring Uses</p> <p><b>Red Constraints in HELAA</b> Flood Risk</p>
<p><b>HELAA Conclusion</b> This is a greenfield site with narrow access off Taverham Road and Costessey Lane well related to services. Initial highway evidence has indicated that there are potential access constraints on the site, but these could be overcome through development. Also that the local road network is considered to be unsuitable either in terms of road capacity, or lack of footpath provision. The main constraint includes land to the south within medium to high risk of flooding (flood zone 3b , 2) and this part of the site (0.4ha) is unsuitable. Part of the site is adjacent to County Wildlife Site Marriott's Way, Special Area of Conservation and SSSI River Wensum, therefore mitigation measures are likely to be required. There are number of constraints but as these may be possible mitigate. 2.6ha of the site is concluded as suitable for the land availability assessment.</p>

<b>FURTHER COMMENTS</b>
<p><b>Highways</b> No. Not feasible to provide safe access/route to A1067 limited opportunity for pedestrian facilities</p> <p><b>Development Management</b> Landscape and townscape issues are a significant constraint that make this not a preferred site. Also potential impact on mature trees and residential amenity due to access arrangements.</p> <p><b>Minerals &amp; Waste</b> Underlain or partially by S&amp;G any future policy matters should include CS16 if allocated</p> <p><b>Lead Local Flood Authority</b></p>

Significant mitigation required for severe constraints.  
Recommend a review of the site and potential removal from the local plan.  
This allocation forms two parts with very different risk. Our recommendation is that the southern part (south of Costessey Road) is removed from the plan. This part of the site is wholly in flood zone 3. RoSWF mapping indicates that over 50% of the site is affected by surface water flooding in the 0.1% event to a depth of up to 1.2m. The site is bounded by watercourses on three sides. This location is considered to be functional floodplain and as such development is not appropriate at this location. The northern parcel (north of Costessey Road) is shown on mapping to only be at risk of small isolated areas of ponding in the 0.1% and so we have no objection to this part remaining in the plan.

**PLANNING HISTORY:**

No relevant history

**BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION**

No additional documents submitted to support this proposal.

<b>Site Reference:</b>	GNLP0271
<b>Address:</b>	Land south of Drayton High Road
<b>Proposal:</b>	Residential development of approx. 74 dwellings and public open space/green infrastructure.

<b>CURRENT USE OF SITE:</b>	<b>BROWNFIELD/GREENFIELD:</b>
Agricultural land with tree belt	Greenfield

<b>CONSTRAINTS IDENTIFIED IN THE HELAA</b>
<p><b>Amber Constraints in HELAA</b> Utilities Capacity, Townscapes and Biodiversity &amp; Geodiversity.</p>
<p><b>HELAA Conclusion</b> This is a large greenfield site off Drayton High Road well related to services. Initial highway evidence has indicated that there are potential access constraints on the site, but these could be overcome through development. Also, it is believed that, subject to suitable footpath provision, any potential impact on the functioning of local roads could be reasonably mitigated. Other constraints include potential encroachment of the settlement towards the Wensum Valley, Special Area of Conservation and SSSI, tree belts, proximity to listed buildings and scheduled ancient monument. There are number of constraints but as these may be possible to mitigate the site proposal is concluded as suitable for the land availability assessment.</p>

<b>FURTHER COMMENTS</b>
<p><b>Highways</b> Yes, consent granted 03/2018</p> <p><b>Development Management</b> Full PP granted under 20170212 for 71 dwellings (Norfolk Homes).</p> <p><b>Minerals &amp; Waste</b> The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. Any future development on this site will need to address the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 - 'safeguarding' (or any successor policy) in relation to mineral resources, to the satisfaction of the Mineral Planning Authority.</p> <p><b>Lead Local Flood Authority</b> Few or no constraints. Standard information required at a planning stage. The site is located within the Drayton Critical Drainage Catchment. RoSWF mapping indicates that the site is not at risk of surface water flooding. The site is upstream of reported incidents of flooding. The site is shown on mapping to be within 100m</p>

of a watercourse, but no mapped connections to it are shown. Given the location there may be sewerage connections available, if not, drainage will be reliant on the results of infiltration testing. The LLFA have been consulted on a planning application for this site, and had no objection subject to conditions.

**PLANNING HISTORY:**

Not known

**BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION**

- Access Visibility Plan

<b>Site Reference:</b>	GNLP0301
<b>Address:</b>	Land east of Drayton Lane and north of Hall Lane.
<b>Proposal:</b>	Residential led development of approx. 273 dwellings.

<b>CURRENT USE OF SITE:</b>	<b>BROWNFIELD/GREENFIELD:</b>
Agricultural	Greenfield

<b>CONSTRAINTS IDENTIFIED IN THE HELAA</b>
<p><b>Amber Constraints in HELAA</b>  Accessibility to Services, Utilities Capacity, Flood Risk, Significant Landscapes and Townscapes.</p>
<p><b>HELAA Conclusion</b>  The site is bounded by Reepham Rd, Hall Lane and Drayton Lane, beyond the settlement therefore, not well related to services or character of the village. Initial highway evidence indicates that the site would be acceptable assuming that the adjacent site GNLP0419 is developed. Significant investment would be required due to lack of footpaths. There are no concerns over the potential loss of lesser quality agricultural land as grade 3. However, other constraints include sections at risk of surface water flooding, potential for impact on the setting of the approach to the historic village of Drayton. There are number of constraints but as these may be possible to mitigate the site is concluded as suitable for the land availability assessment.</p>

<b>FURTHER COMMENTS</b>
<p><b>Highways</b>  Yes. Okay for access but seems a bit remote, would need footways to tie in with existing facilities.</p> <p><b>Development Management</b>  Site is poorly related to existing village in landscape, townscape and services and should not be considered for further assessment for residential development.</p> <p><b>Minerals &amp; Waste</b>  The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. Any future development on this site will need to address the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 - 'safeguarding' (or any successor policy) in relation to mineral resources, to the satisfaction of the Mineral Planning Authority.</p> <p><b>Lead Local Flood Authority</b>  Few or no constraints. Standard information required at a planning stage.</p>



<b>PLANNING HISTORY:</b>
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<b>20181623</b>
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Adjacent site 20181623 proposed for care home; deferred by committee to explore pedestrian access back into village.
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<b>BRIEF SUMMARY OF PLANS/DOCUMENTS PROVIDED WITH THE SUBMISSION</b>
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No additional documents submitted to support this proposal.
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**STAGE 7 – SETTLEMENT BASED APPRAISAL OF REASONABLE ALTERNATIVE SITES AND IDENTIFICATION OF PREFERRED SITE/S (WHERE APPROPRIATE) FOR REGULATION 18C DRAFT PLAN CONSULTATION.**

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

Drayton is in the Urban Fringe in the north and north-west area. The ‘Towards a Strategy’ document identifies the indicative scale of growth is 500-800 dwellings in this sector. Through further discussion no sites were preferred for allocation in Drayton, either due to landscape/townscape concerns or because the site already has planning consent. There is considered to be no reasonable alternative to this approach.

Therefore, all sites promoted in Drayton (GNLP0270, GNLP0271, GNLP0289, GNLP0290, GNLP0301, GNLP0329 and GNLP2027) have been dismissed for a range of reasons including risk of flooding, questions over deliverability, ecological or landscape impacts or highway grounds.

In conclusion there are no sites identified as preferred options in Drayton. There is one carried forward allocation for 250 homes and a total of 68 additional dwellings with planning permission on small sites. This gives a total deliverable housing commitment for Drayton of 318 homes between 2018 – 2038.

**Preferred Sites:**

Address	Site Reference	Area (Ha)	Proposal	Reason for allocating
<b>Drayton</b>				
NO PREFERRED SITES				

**Reasonable Alternative Sites:**

Address	Site Reference	Area (ha)	Promoted for	Reason for not allocating
<b>Drayton</b>				
NO REASONABLE ALTERNATIVE SITES				

### Unreasonable Sites:

<b>Drayton</b>				
Land between Taverham Road and Costessey Lane	GNLP0270	3.15	20-30 dwellings with village green and public open space	This site is not considered to be suitable for allocation, as it is not feasible to provide a safe access/route to A1067. There is also limited opportunity for improving pedestrian facilities. In addition, the smaller area of the site on the south side of Costessey Lane is immediately adjacent to the River Wensum where there is a high risk of flooding as well as landscape and ecological constraints.
Land south of Drayton Low Road	GNLP0271	3.04	Approx. 74 dwellings and open space/green infrastructure	This site has planning permission for 71 dwellings (reference 20170212). This permission will be counted in the development commitment figure so it is not proposed to allocate the site in the local plan.
189A Drayton High Road	GNLP0289	2.00	Conversion of main house to 4 flats, existing and detached units to 8 flats and erection of 2 extant units to 4 flats (C3)	This site is operated as Drayton Wood Care Home which is assumed to be a viable ongoing business therefore the site is assumed to be unreasonable for allocation as there are questions over deliverability. Should it be demonstrated that the existing venture is unviable as a care home, or it ceases to trade, redevelopment could be an alternative.
Adjacent Drayton Wood Care Home	GNLP0290	1.00	4-6 houses	This is a narrow site next to Drayton High Road including the access road to Drayton Wood Care Home. It is not considered to be suitable for allocation as much of the site encroaches upon Drayton Wood County Wildlife Site.

Land east of Drayton Lane and north of Hall Lane	GNLP0301	9.19	Approx. 273 dwellings	This site is not considered to be suitable for allocation as it is poorly related to Drayton in terms of landscape, townscape and services.
To rear of Bradshaw Road and accessed via Reepham Road	GNLP0329	4.95	96-144 dwellings	The primary constraint for this site is access. There is no access via Bradshaw Road and the proposed access from Reepham Road is remote to the existing edge of Drayton. For this reason, the site is not considered to be suitable for allocation.
North of Fakenham Road	GNLP2027	0.83	5 dwellings	This site is only suitable for 4-6 dwellings due to its shape and it is therefore too small to consider for allocation.

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

No comments on GNLP sites received through the Regulation 18C consultation.

**PART 3 - ASSESSMENT OF NEW & REVISED SITES SUBMITTED  
DURING THE REGULATION 18C CONSULTATION**

No new or revised sites submitted.

## **FINAL CONCLUSIONS FOR THE REGULATION 19 VERSION OF THE PLAN**

### **Site assessments prior to the Regulation 18C consultation**

Up to the Regulation 18C consultation there were 7 sites promoted for residential/mixed use in Drayton totalling 548 dwellings and 24.16 hectares of land. The outcome of initial site assessment work (which is detailed in part 1 of this booklet) was not to prefer any sites for allocation and this was the option consulted on during the Regulation 18C consultation.. Other sites promoted were considered to be unreasonable for a variety of reasons including access, landscape and ecological grounds.

### **Summary of comments from the Regulation 18C draft plan consultation**

No comments received on GNLPS sites during the Regulation 18C consultation.

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

No new or revised sites submitted through the Regulation 18C consultation

### **Sustainability Appraisal**

The sustainability performance of each reasonable alternative site has been considered in the selection of sites. The Sustainability Appraisal includes a scoring and assessment narrative on the sustainability performance of each reasonable alternative and recommendations for mitigation measures which have been incorporated in policy requirements as appropriate. The Sustainability Appraisal (which can be found in the evidence base [here](#)) highlighted both positive and negative scores for the sites in Drayton and demonstrated broadly how all sites scored similarly.

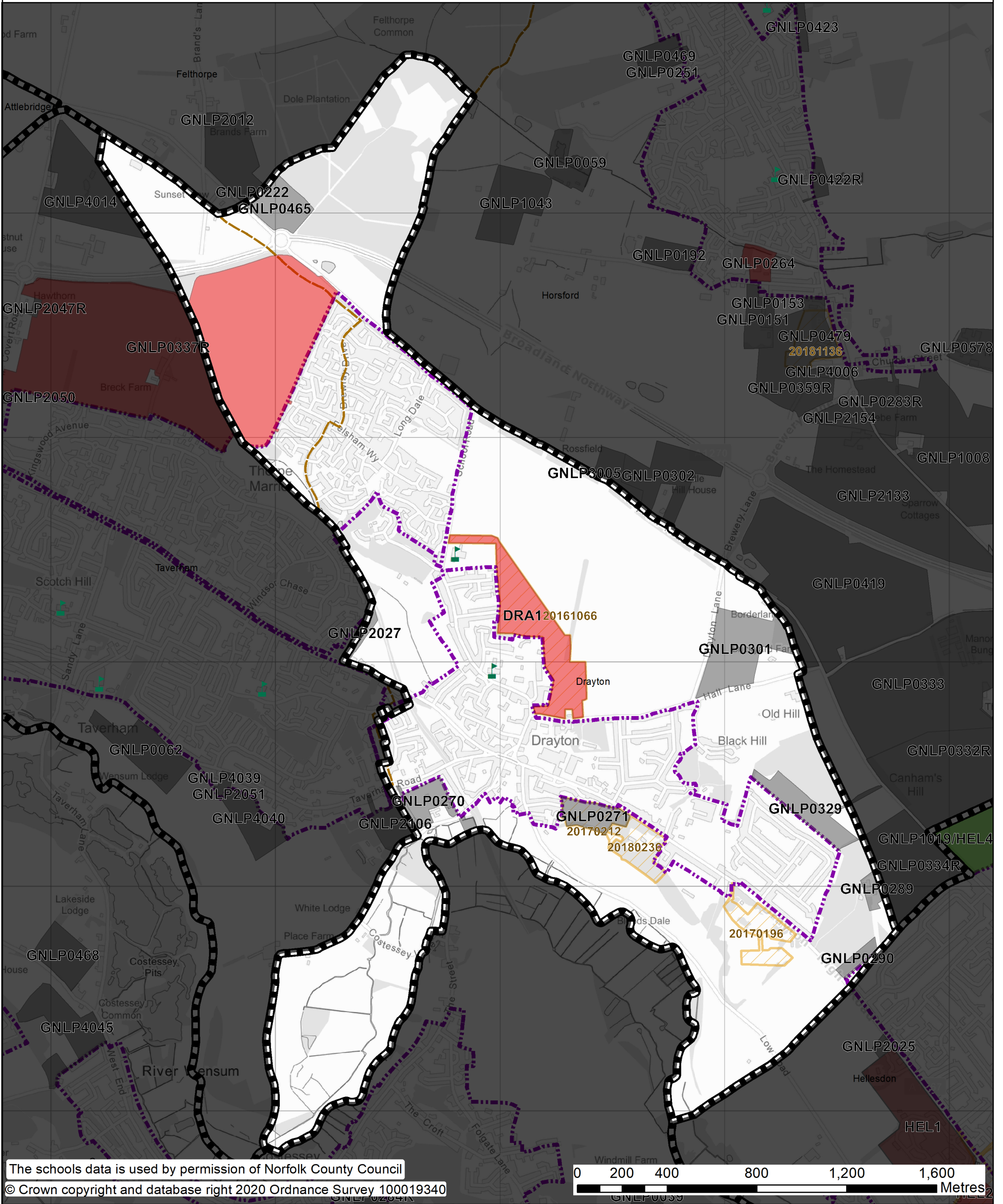
### **Final conclusion on sites for allocation in the Regulation 19 Plan**

Based on all the information contained within this booklet the final conclusion of the site assessment process for Drayton is to not to allocate any sites in the plan other than carried forward allocation DRA1.

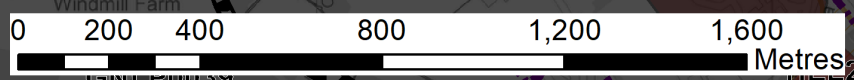
See tables of allocated and unallocated sites at appendices A and B for the full list of sites promoted with reasons for allocation and rejection.










# DRAYTON

## GREATER NORWICH LOCAL PLAN PROMOTED SITES BY SCHOOL CATCHMENT AREAS




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-  Primary School
-  Primary School Catchment (2018-19)
-  Housing Allocation
-  Mixed Use Allocation
-  Open Space/Leisure Amenity Allocation
-  Not Allocated
-  Settlement Boundary
-  Commitment\*
-  Parish Boundary

\*new and extant permissions at 1st April 2020 (10 or more dwellings)

  
 N  
 1:15,500  
 at A3  
 Date: 26/11/2020