

Appendix 2

Greater Norwich Local Plan  
Schedule of Main Modifications – Sites  
(March 2024)

## Main Modifications - Sites

The modifications below are expressed in the conventional form of ~~strike through~~ for deletions and underlining for additions of text.

The page numbers and paragraph numbering below refers to the submission local plan, and does not take account of the deletion or addition of text.

Ref	Page	Policy/ Paragraph	Main Modification
MM21	-	Multiple	<p>Move the following strategic sites from their current chapters to a new section at the beginning of the Sites Plan with consequential modifications as detailed below. Any further modifications to the policies/supporting text to be made in accordance with the changes listed in this schedule.</p> <p><b>Policy GNLP0360/3053/R10 – East Norwich Strategic Regeneration Area</b> – move policy plus supporting text paragraphs 2.6 – 2.27 and policy map to new strategic sites section. Retain the East Norwich title and add new paragraph of text to read:  <u>The policy and supporting text for the East Norwich allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy GNLP0506 – Anglia Square, Norwich</b> – move policy plus supporting text paragraphs 2.72 – 2.74 and policy map to new strategic sites section. Retain the Anglia Square title and add new paragraph of text to read:  <u>The policy and supporting text for the Anglia Square allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p>Add the words <u>Strategic Allocation</u> at the beginning of Policy GNLP0506 Anglia Square</p> <p><b>Policy GNLP1061R – Land known as ‘Site 4’ Norwich Airport</b> – move policy plus supporting text paragraphs 2.75 – 2.80 and policy map to new strategic sites section. Retain the Policy GNLP1061R: Land known as ‘Site 4’, Norwich Airport title and add new paragraph of text to read:</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>The policy and supporting text for the land known as 'Site 4' Norwich Airport allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy R38 – Three Score, Bowthorpe</b> – move policy plus supporting text paragraphs 2.361 – 2.362 and policy map to new strategic sites section. Retain the Policy R38: Three Score, Bowthorpe title and add new paragraph of text to read: <u>The policy and supporting text for the Three Score, Bowthorpe allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy COL1 – Land adjacent to Norwich Research Park (NRP), Colney</b> – move policy plus supporting text paragraph 3.6 and policy map to new strategic sites section (this allocation to be combined with GNLP0331BR and GNLP0331CR which are to be deleted). Retain the Policy COL1: Land adjacent to Norwich Research Park (NRP), Colney title and add new paragraph of text to read: <u>The policy and supporting text for the Norwich Research Park allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy COS3/GNLPSL2008 – Longwater Employment Area, Costessey</b> – move policy plus supporting text paragraph 3.18 and policy map to new strategic sites section. Retain the Policy COS3/GNLPSL2008: Longwater Employment Area, Costessey title and add new paragraph of text to read: <u>The policy and supporting text for the Longwater Employment Area allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy GNLP0307/0327 – Land north of the A11, Cringleford</b> – move policy plus supporting text paragraphs 3.27 – 3.30 and policy map to new strategic sites section. Retain the Policy GNLP0307/GNLP0327: Land north of the A11, Cringleford title and add new paragraph of text to read:</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>The policy and supporting text for the land north of the A11, Cringleford allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy EAS1 – Land south and east of Easton</b> – move policy plus supporting text paragraph 3.42 and policy map to new strategic sites section. Retain the Policy EAS1: Land south and east of Easton title and add new paragraph of text to read: <u>The policy and supporting text for the land south and east of Easton allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy HEL2 – Land at Royal Norwich Golf Club, either side of Drayton High Road, Hellesdon</b> – move policy plus supporting text paragraph 3.48 and policy map to new strategic sites section. Retain the Policy HEL2: Land at the Royal Norwich Golf Club, either side of Drayton High Road, Hellesdon title and add new paragraph of text to read: <u>The policy and supporting text for the land at the Royal Norwich Golf Club allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy GNLP0132 – Land off Blue Boar Lane/Salhouse Road, White House Farm, Sprowston</b> – move policy plus supporting text paragraph 3.65 and policy map to new strategic sites section. Retain the Policy GNLP0132: Land off Blue Boar Lane/Salhouse Road, White House Farm, Sprowston title and add new paragraph of text to read: <u>The policy and supporting text for the land off Blue Boar Lane/Salhouse Road, White House Farm allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy GNLP0337R – Land between Fir Covert Road and Reepham Road, Taverham</b> – move policy plus supporting text paragraph 3.72 and policy map to new strategic sites section.</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Retain the Policy GNLP0337R: Land between Fir Covert Road and Reepham Road, Taverham title and add new paragraph of text to read:  <u>The policy and supporting text for the land between Fir Covert Road and Reepham Road allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy HETHEL2 – Land south and south west of Lotus Cars, Hethel</b> – move policy plus supporting text paragraph 4.44 and policy map to new strategic sites section. Retain the Policy HETHEL 2: Land South and South West of Lotus Cars, Hethel title and add new paragraph of text to read:  <u>The policy and supporting text for the land south and south west of Lotus Cars allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p> <p><b>Policy HET1 (part of GNLP0177A) – Land north of Hethersett</b> – move policy plus supporting text paragraph 5.31 and policy map to new strategic sites section. Retain the Policy HET 1 (part of GNLP0177A): Land north Hethersett title and add new paragraph of text to read:  <u>The policy and supporting text for the land north of Hethersett allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u>  Add the words ‘<u>Strategic Allocation</u>’ at the beginning of Policy HET1</p> <p><b>Policy HNF2/GNLP0466R – Land east of the A140 and north of Norwich International Airport, Horsham St Faith</b> – move policy plus supporting text paragraph 6.75 and policy map to new strategic sites section. Retain the Policy HNF2/GNLP0466R: Land east of the A140 and north of Norwich International Airport, Horsham St Faith title and add new paragraph of text to read:  <u>The policy and supporting text for the land east of the A140 and north of Norwich International Airport allocation can be found in the strategic sites section at the beginning of the Sites Plan.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Make the following consequential changes to Sites Plan Introduction resulting from moving the strategic sites policies:</p> <p>Amend paragraph 1.2 to read:</p> <p>1.2 <del>This document is</del> <u>The first section of this document contains the strategic allocations and the remainder is then</u> organised according to the settlement hierarchy by:</p> <ul style="list-style-type: none"> <li>• Norwich and the fringe parishes.</li> <li>• Main towns.</li> <li>• Key service centres.</li> <li>• Broadland village clusters.</li> <li>• Non-residential allocations in South Norfolk.</li> <li>• <u>Gypsy and Traveller sites are grouped together at the end of the document.</u></li> </ul> <p>Maps and site policies are included for all allocated sites.</p>
<b>Norwich</b>			
MM22	16	Norwich Policy GNLP0360/ 3053/R10	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>Policy GNLP0360/3053/R10: East Norwich Strategic Regeneration Area (ENSRA) incorporating:</b></p> <ul style="list-style-type: none"> <li>a) Land at the Deal Ground, Bracondale and Trowse Pumping Station in Norwich and the former May Gurney site at Trowse in South Norfolk (approx. 21.35 ha).</li> <li>b) Land at Carrow Works, <u>including Carrow House</u>, Norwich (approx. 19.91 ha).</li> <li>c) Utilities Site, Norwich (approx. 6.92 ha).</li> <li>d) Land in front of ATB Lawrence Scott (0.39 ha).</li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>The East Norwich Regeneration Area is allocated for residential led mixed use development including housing, community, education and leisure facilities, employment and retail, local greenspace, biodiversity areas and recreational open space as part of a balanced mix, together with all necessary supporting vehicular, pedestrian, cycle and public transport access infrastructure. The site is expected to deliver in the region of 4000 homes subject to confirmation through detailed master planning as defined in policy 7.1 of this plan.</del></p> <p>The <del>d</del>Development <u>across the East Norwich Strategic Regeneration Area</u> will achieve the following site-specific <u>wide</u> requirements:</p> <ol style="list-style-type: none"> <li>1. Development <del>must</del> <u>should</u> be undertaken comprehensively in accordance with the <del>masterplan</del> <u>and be guided and informed by the SPD</u> for the East Norwich Strategic Regeneration Area required by policy 7.1 (including in accordance with any phasing plan). Proposals should not prejudice future development of or restrict options for the other sites within the East Norwich <u>Strategic</u> Regeneration Area. <ol style="list-style-type: none"> <li>1a. <u>Development should be guided and informed by the movement and connectivity framework set out within the SPD. Proposals must enable connectivity and permeability within and between the sites in the strategic regeneration area and beyond. Proposals should be designed for ease of access to, and by, public transport, with appropriate bridge provision to ensure the sites are fully permeable by sustainable transport modes. The travel impacts of the sites on the transport network must be appropriately managed. Planning applications must be supported</u></li> </ol> </li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>by a comprehensive Transport Assessment which considers the whole of the strategic allocation.</u></p> <ol style="list-style-type: none"> <li>2. Development must create an inclusive, resilient and safe community in which people of all ages have good access to high quality homes that meet housing need along with opportunities to access high quality jobs and services.</li> <li>3. Co-ordinated delivery of new social <u>infrastructure</u> (e.g. <u>a new primary schools, neighbourhood shopping centre, community health facilities and recreational spaces including public open spaces and child play spaces</u>) and economic infrastructure (e.g. transport routes, bridges and utilities) and services, as informed by the <del>detailed masterplan for the East Norwich Strategic Regeneration Area SPD.</del></li> <li>4. Make the most of its riverside location, including provision of a riverside walk along the northern and southern banks of the River Wensum, linking the sites and providing connections to <del>the</del> <u>Norwich City Football Club and the City Centre</u> as well as the establishment of a recreational route to Whitlingham County Park suitable for accommodating National Cycle Route 1 (NCR1) <del>as part of the integrated access and transportation strategy required by policy 7.1 and the 'River Wensum Strategy'.</del> This will be designed to allow future extension of the pedestrian and cycle network to serve <u>other</u> surrounding regeneration opportunity sites east of the city centre should they become available, including improved access routes to Kerrison Road and Hardy Road over or under the railway line north of Trowse Swing Bridge <u>and south of the river between the Deal Ground and Carrow Works</u>;</li> <li>5. Achievement of an exemplar high quality, <u>high density</u>, locally distinctive design of a scale and form which respects its context and setting and makes the most of its riverside setting. <u>Proposals must establish strong built frontages along the River Wensum and the defining network of street and spaces with the sites.</u> Design</li> </ol>



Ref	Page	Policy/ Paragraph	Main Modification
			<p>should also take account of the significance of heritage assets on and off site and protected trees as informed by the <del>coordinated masterplanning process</del> <u>SPD</u>.</p> <p>6. There will be the general presumption in favour of the repair and re-use of heritage assets on site as part of any <del>site regeneration</del> <u>redevelopment proposals</u>, however any application for redevelopment will be considered on its merit. Great weight will be given to the conservation of all designated heritage assets and proposals should provide a suitable setting for designated heritage assets affected by the proposal on and off site including key views from and into the site. Development proposals should draw upon local character and distinctiveness and <del>preserve or</del> <u>conserve, or where opportunities arise</u>, enhance the character and appearance of the conservation areas affected, <del>the</del> <u>S</u>cheduled monuments, listed buildings, locally listed buildings and other non designated heritage assets on and adjacent to the site (including any contribution made to their significance by setting). Development proposals should also consider heritage assets below ground and the impact upon the Broads.</p> <p>7. Proposals will maintain the open character of the Yare Valley and preserve long views towards the Broads and open countryside.</p> <p>8. Development proposals will include protection and enhancement of the existing biodiversity of the site including green infrastructure assets, corridors, trees and open spaces. Development must enhance linkages from the city centre to the Broads, Carrow Abbey Country Wildlife Site, the woodlands, the wider rural area and elsewhere in Norwich. <del>Furthermore Development must secure remediation and long term management of the Carrow Abbey County Wildlife site.</del> Development must also achieve high quality landscaping, planting and biodiversity enhancements, including enhancements to the River Wensum and River Yare and</p>

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			<p>to the locally registered historic park and garden, along with appropriate improved public access.</p> <p>9. Be designed to mitigate the impact of vibration, noise generation, light and air pollution from adjacent industrial operations, roads and railways in order to protect the amenity of users and occupiers of the sites.</p> <p>10. Proposals for development must ensure that they will not place constraints on the operation of the <del>existing rail connected</del> <u>safeguarded</u> asphalt and aggregates transhipment operation <u>and associated rail facility</u>.</p> <p>11. Development proposals must address and remediate site contamination</p> <p>12. An <u>appropriate</u> archaeological assessment will be required <u>to inform any proposals for development</u> <del>prior to development</del></p> <p>13. Site specific flood risk assessment must be undertaken prior to development and the design of the development will need to be flood resilient and incorporate appropriate mitigation measures in order to address flood risk from both river and surface water flooding.</p> <p><u>13a. Development must allow scope for greater use of the Rivers Wensum and Yare for water based recreation, leisure and tourism including the potential inclusion of marinas and riverside moorings.</u></p> <p><del>14. Norfolk Minerals and Waste Core Strategy Policy CS16 and the NPPF 'agent of change' principle applies, as parts of the sites are within the consultation area of a safeguarded mineral infrastructure (aggregate and roadstone railhead and asphalt plant);</del></p> <p><u>Deal Ground/May Gurney Site</u></p> <p>Development must also achieve the following site-specific requirements:</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<ol style="list-style-type: none"> <li>1. Preserve the integrity and wooded landscape character and biodiversity interest of the eastern margin of the Deal Ground around Carrow Abbey Marsh and Whitlingham Country Park to the east.</li> <li>2. Development must secure remediation and long term management of the Carrow Abbey County Wildlife site (on and adjacent to this site).</li> <li>3. Proposals will include the <del>preservation</del> <u>conservation</u> of the grade II listed ‘bottle kiln’ and it’s setting in the north part of the site and Trowse Pumping Station within Trowse Millgate Conservation Area to the south. Imaginative <del>repair</del> <u>restoration</u> and re-use of the bottle kiln in a manner that maintains its special interest will be <del>encouraged</del> <u>supported</u> and <u>a management plan demonstrating how the asset will be maintained in the future will be required</u>. Proposals should also acknowledge the heritage significance of the site adjacent to Carrow Works.</li> </ol> <p><u>3a. Deliver the following key infrastructure having regard to the phasing plans and trigger points to be set out in the SPD and subject to viability testing through individual planning applications:</u></p> <ol style="list-style-type: none"> <li>a) <u>Provision of a new/replacement junction in close proximity to the existing Bracondale entrance to the May Gurney site, details to be determined through a Transport Assessment.</u></li> <li>b) <u>Provision of a fixed all modes bridge over the River Yare connecting the May Gurney site to the Deal Ground site built to adoptable standards;</u></li> <li>c) <u>Provision of a spine road across the Deal Ground built to adoptable standards.</u></li> <li>d) <u>Provision of a high-quality east-west pedestrian/cycle route to connect the railway underpass to Whitlingham Bridge and to the city centre, and facilitate enhancement works to the underpass.</u></li> <li>e) <u>Provision for a fixed pedestrian/cycle bridge over the River Yare to Whitlingham Country Park.</u></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p> <u>f) Land to be safeguarded to enable the delivery of a twin track Trowse Rail bridge.</u>  <u>g) Provision for an all-modes bridge over the River Wensum to the Utilities Site and connected to the spine road.</u>  <u>h) Provision of a new high-quality marina, having regard to the specifications set out in the SPD.</u>  <u>i) Provide unconstrained access and services to the moorings downstream of the new Wensum Bridge.</u>  <u>j) Provision of continued access (including services), to the existing Carrow Yacht Club.</u> </p> <p>Carrow Works</p> <p>Development must also achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Proposals will include the <del>protection</del> <u>conservation</u> and long term management of the scheduled monument and listed buildings on the site and provide a suitable setting for designated heritage assets affected by the proposals on and off site. Proposals, which seek to convert, alter or demolish locally listed buildings or have a harmful impact on the significance of their setting, will be considered on their merits. Clear justification for all proposals will be required;</li> <li>2. Proposals will be required to adopt and implement a strategy of heritage interpretation <u>relating to both the heritage assets of the site, and the use(s) of the site.</u></li> </ol> <p><u>2a. Deliver the following key infrastructure having regard to the phasing plans and trigger points to be set out in the SPD and subject to viability testing through individual planning applications:</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>a) <u>Provision of a high-quality east-west pedestrian/cycle route to connect King street to the railway underpass, and facilitate enhancement works to the underpass.</u></p> <p>b) <u>Provision of a pedestrian/cycle bridge over the River Wensum (linking to Carrow Road).</u></p> <p>c) <u>Provision of key road infrastructure across the Carrow Works site (built to adoptable standards and able to accommodate public transport).</u></p> <p>d) <u>Provision of a second point of access to King Street, the detail of which will be determined through a Transport Assessment.</u></p> <p>e) <u>Provision of high-quality pedestrian/cycle routes to both the city centre and Bracondale.</u></p> <p>f) <u>Off-site improvements to the highway network including junction enhancements and improved crossing facilities, the detail of which will be determined through a Transport Assessment.</u></p> <p>g) <u>Safe and convenient cycle route through the Carrow Works site connecting Martineau Lane roundabout to King Street.</u></p> <p>h) <u>Provision of a serviced site for a two form entry primary school.</u></p> <p>i) <u>Provision of land for a health facility sufficient to serve the East Norwich development as a whole.</u></p> <p>j) <u>Provision of a neighbourhood shopping centre to meet the day to day needs of future residents and to be delivered in a location which is accessible to all future residents of the East Norwich Strategic Regeneration Area by sustainable transport means.</u></p> <p>Utilities Site</p> <p>Development must also achieve the following site-specific requirements:</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>1. Proposals should acknowledge the heritage significance <u>or previous use</u> of the site as a former power station as part of the requirement in <del>policy 7.4</del> to <del>protect and conserve</del>, and where opportunities arise, enhance heritage assets and their setting.</p> <p><del>2. Establishment of recreational routes along the eastern margin of the site with a potential pedestrian and cycle link to Carey's Meadow as part of the integrated access and transportation strategy;</del></p> <p><del>3-</del> <u>2.</u> Effective integration with proposals for the area of the site immediately to the east falling within the Broads Authority area and covered by policy NOR1 of the adopted Broads Local Plan 2019 (or successor document).</p> <p><u>2a. . Deliver the following key infrastructure having regard to the phasing plans and trigger points to be set out in the SPD and subject to viability testing through individual planning applications:</u></p> <p><u>a) Provision of a new all mode bridge over the River Wensum connecting to the Deal Ground spine road.</u></p> <p><u>b) Provision of a new high quality marina having regard to the specifications set out in the SPD.</u></p> <p><u>c) Provision of a high-quality pedestrian/cycle route along the River Wensum frontage of the Utilities site connecting to the adopted riverside walkway to the west of ATB Laurence Scott (or Hardy Road).</u></p> <p><u>d) Provision of a secondary/emergency vehicular and pedestrian/cycle access to Hardy Road and/or Cremorne Lane.</u></p> <p><u>e) Provision of unconstrained access and services to the moorings downstream of the new Wensum Bridge.</u></p> <p><u>Land adjacent to ATB Laurence Scott</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>1. A high quality pedestrian/cycle route along the River Wensum frontage of the ATB Laurence Scott site shall be provided which connects to the adopted riverside walkway to the west of ATB Laurence Scott (or Hardy Road), and to the riverside pedestrian/cycle route on the Utilities site.</u></p>
MM23	22	Norwich Policy GNLP0068	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0068</b>  <b>Land adjacent to the River Wensum and the Premier Inn, Duke Street (approx. 0.12ha) is allocated for residential-led mixed use development. This will include a minimum of approximately 25 homes (or if developed for student accommodation, a minimum of approximately 125 student bedrooms). A small element of commercial, office, and/or educational use at ground floor level may also be acceptable.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design.</li> <li>2. A scale and form which respects and takes advantage of its riverside context;</li> <li>3. <u>The need to Conserve</u> <del>conserve</del> <u>and, where opportunities arise,</u> enhance the significance of the City Centre Conservation Area and nearby listed buildings (including any contribution made to their significance by setting);</li> <li>4. Ensures a high level of flood resilience and incorporates appropriate mitigation measures; (including addressing identified risks from flooding from rivers and surface water flooding);</li> <li>5. If developed as purpose-built student accommodation, Affordable Housing contributions to be provided as <del>a commuted sum</del> in accordance with <del>Norwich City Council Affordable Housing supplementary planning document (2019) or any successor</del> <u>the requirements set out in Policy 5 – Homes.</u></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>6. Reduced levels of residential car parking to achieve low car or car-free housing <u>development in accordance with Policy 2 – Sustainable Communities is appropriate to be provided in this location.</u></p> <p>7. Provision of public access to and along the river for walking and cycling, including a ramp from Duke Street, designed to facilitate a future extension of the riverside walk eastward to St Georges Street in accordance with policy 7.1 and the ‘River Wensum Strategy’;</p> <p>8. High quality landscaping, planting and biodiversity enhancements particularly along the river edge;</p> <p>9. Protection of bankside access for maintenance purposes.</p> <p>10. Existing surface water discharge point located within the boundary of the site which must be addressed as part of any scheme put forward.</p> <p>11. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></p> <p>Make consequential amendments to paragraph 2.31 to read:</p> <p>2.31 Although not previously allocated in the Local Plan, the site benefits from an extant 2004 permission for 21 homes. That permission has been implemented and remains valid through the construction of the hotel forming part of the same approved proposals. Further to this, consent was granted in November 2019 for the construction of a 139 bed Purpose Built Student Accommodation Block (18/01552/F). The site is likely to accommodate <u>at least approximately 25 homes or 125 student bedrooms.</u> <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>
MM24	25	Norwich	Amend the policy to read:



Ref	Page	Policy/ Paragraph	Main Modification
		Policy GNLP0133-BR	<p><b>POLICY GNLP0133-BR</b>  <b>Land adjoining the Enterprise Centre at Earlham Hall (walled garden and nursery 1.29ha) is allocated for university-related uses, including offices (Use class E(gi)), research and development (Use class E(gii)) and educational uses (Use class F1-F.1) providing in the region of 5,000 sq.m of floorspace.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, low carbon, and energy efficient development which respects its historic context.</li> <li>2. <del>Development should protect</del> <u>The need to conserve and, where opportunities arise, enhance the significance of the grade II* Earlham Hall and associated Grade II listed buildings, the Grade II registered Earlham Park Historic Park and Gardens, and the Earlham Conservation Area (including any contribution made to that significance by setting), through careful design, massing and appropriate open space and landscaping, a Heritage Impact Assessment should be undertaken, including the need for archaeological evaluation and recording, and regard should be had to the recommendations of the GNLP Heritage Statement (June 2021).</u></li> <li>3. Low rise development with high quality landscaping, planting and biodiversity enhancements to reduce the impact of built development, providing links to the river valley and integrating with the existing cycle and pedestrian network within the campus;</li> <li>4. Motor vehicular access should be taken from the existing access via University Drive.</li> <li>5. No additional car parking to be created;</li> <li>6. Linking development to the university district heating network, where feasible and viable to do so, or providing alternative on site facilities where these are considered to minimise impacts which might arise from connection to the national grid.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
MM25	28	Norwich Policy GNLP0133-C	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0133-C</b>  <b>Land north of Cow Drive (the Blackdale Building, adjoining Hickling House and Barton House, University of East Anglia, 0.89 hectare) is allocated for student accommodation development which may include a small element of ancillary university related uses. The site is expected to accommodate <del>a minimum of</del> <u>approximately</u> 400 student bedrooms.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive, energy efficient design whose form and massing takes account of its location on the fringe of the campus, complements and integrates with existing adjoining development and respects the design and heritage significance of the main part of the campus.</li> <li>2. High quality landscaping, planting and biodiversity enhancements to reduce the impact of built development, providing for the retention and enhancement of existing landscape features and the protection, enhancement and management of and public access to the adjacent Blackdale Plantation;</li> <li>3. Linking development to the university district heating network, where feasible and viable to do or providing alternative on site facilities where these are considered to minimise impacts which might arise from connection to the national grid.</li> <li>4. <del>Access arrangements to the site will be in accordance with the approved planning permission, unless otherwise agreed with the Local Planning Authority in consultation with the Local Highway Authority.</del></li> </ol>
MM26	31	Norwich Policy GNLP0133-DR	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0133-DR</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Land between Suffolk Walk and Bluebell Road, (3.96 hectares) is allocated for university related development for both academic and non-academic uses.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive, energy efficient design whose form and massing takes account of and respects its location and will form a logical, coherent, integrated and coordinated extension on the fringe of the campus.</li> <li>2. <del>Development should take</del> <u>Take</u> account of its sensitive location adjoining the University Broad, protect the visual setting of the south elevations of “The Prospect” and <del>respect</del> <u>conserve, and where opportunities arise, enhance</u> the heritage significance and setting of the listed buildings within the campus, including the grade II* Sainsbury Centre and Norfolk and Suffolk Terraces, Grade II listed Lasdun Teaching Wall and Library and locally identified Crescent Wing of the Sainsbury Centre, Suffolk Walk, School of Music, Drama studio and Nelson Court; balanced against having regard to Lasdun’s original architectural vision which must be a material consideration in its design. <u>A Heritage Impact Assessment should be undertaken, including the need for archaeological evaluation and recording, and regard should be had to the recommendations of the GNLP Heritage Statement (June 2021).</u></li> <li>3. High quality landscaping, planting and biodiversity enhancements to reduce the impact of built development, providing for the retention and enhancement of existing landscape features and improved public access to the University Broad and to local green space in the Yare Valley from this part of the campus; establishment and improvement of pedestrian and cycle routes across the site to connect with the existing cycle network.</li> <li>4. Access arrangements to the site to be informed by a transport assessment and updated travel plan. No vehicular access from Bluebell Road, access to be via</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>existing university site only with access only for service vehicles and managed pick-up / drop-off for students for any residences provided.</p> <ol style="list-style-type: none"> <li>5. Existing foul and surface water sewers on site to be considered as part of the site layout.</li> <li>6. Linking development to the university district heating network, where feasible and viable to do so or providing alternative on site facilities where these are considered to minimise impacts which might arise from connection to the national grid.</li> <li><del>7. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol> <p>Amend supporting text paragraph 2.39 to read:</p> <p>2.39 Public access to the University Broad from Bluebell Road, including cycle routes, must be retained and enhanced. <del>Since the proposal involves the loss of existing open space, any development must include the opening up of new areas for public access as compensation for this loss.</del> Transport impacts assessment will be required and as well as a review of the campus travel plan.</p> <p>Move wording of deleted policy requirement 7 to the supporting text. Insert after current paragraph number 2.40.</p>
MM27	36	Norwich Policy GNLP0282	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0282</b>  <b>Land at Constitution Motors, 140-142 Constitution Hill (approx. 0.27 ha) is allocated for residential development. This will provide a minimum of <u>approximately 12</u> homes.</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive and energy efficient design of a scale and form which is in keeping with local character, respects and enhances the heritage significance of the adjoining locally listed former public house and preserves the trees on the eastern boundary and open setting of the playing fields to the rear.</li> <li>2. High quality landscaping, planting and biodiversity enhancements including the provision of new trees and enhancing the green frontage to Constitution Hill.</li> <li>3. Addressing and remediating potential contamination from previous motor trade uses;</li> <li>4. Low-car development in accordance with policy 2 is appropriate in this location as it is on a high frequency bus route.</li> </ol>
MM28	40	Norwich Policy GNLP0401	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0401</b>  <b>Former Eastern Electricity Headquarters, (Duke’s Wharf) Duke Street (approx. 0.83ha) is allocated for mixed-use development which may include a minimum of 100 homes, (or, if the residential element is provided as student accommodation, at least 250 bedrooms). Employment, managed workspace, leisure, financial and professional services, education and cultural uses will also be acceptable as part of a balanced mix.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which respects and takes advantage of its riverside context and prominent location within the City Centre Conservation Area and <u>the</u> Broads National Park, maintains and/or</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>recreates strong built frontages to Westwick Street, Duke Street and the River Wensum;</p> <ol style="list-style-type: none"> <li>2. Conserve and, <u>where opportunities arise</u>, enhance the significance of heritage assets (including any contribution made to their significance by setting) including the City Centre Conservation Area, Grade I listed St. Gregory’s Church and Strangers Hall Museum, grade II* listed Charing Cross and other buildings listed at grade II;</li> <li>3. Ensures a high level of flood resilience and incorporates appropriate flood mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding);</li> <li>4. Decommissioning and removal of the existing surface car parking;</li> <li>5. Development may include either the conversion of existing buildings or redevelopment;</li> <li>6. Provision of pedestrian links from Westwick Street to Duke Street and Dukes Palace Bridge, improved permeability of the site making the most of its riverside location;</li> <li>7. <del>Inclusion of low car or car free housing, in accordance with policy 2, where consistent with scheme viability</del> <u>Reduced levels of residential car parking to achieve low car or car-free housing in accordance with Policy 2 – Sustainable Communities is appropriate to be provided in this location;</u></li> <li>8. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road;</li> <li>9. High quality landscaping, planting and biodiversity enhancements;</li> <li>10. <u>Heritage interpretation measures to be incorporated in accordance with Policy 3 of this plan.</u></li> </ol>
MM29	43	Norwich	Amend the policy to read:

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		Policy GNLP0409AR	<p><b>POLICY GNLP0409AR</b>  <b>Land at Whitefriars (approx. 1.61 hectares) is allocated for residential-led mixed-use development. This will include a <del>minimum of</del> <u>approximately</u> 220 homes. Offices and managed workspace, ancillary retail use, restaurants, bars, and recreational open space will be accepted as part of a balanced mix of uses.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which respects and takes advantage of its riverside context and location within and adjoining the City Centre Conservation Area. Design should distinguish between the areas within and outside of the city walls through layout, scale, height, use of materials and design detailing.</li> <li>2. There will be a general presumption in favour of the repair and re-use of heritage assets on site as part of any site regeneration, however any application for redevelopment will be considered on its merit. Great weight will be given to the conservation of all designated heritage assets. Proposals will enhance the setting of the City Wall scheduled monument and, the two listed cottages at 77-79 Barrack Street must be retained, brought back into residential uses and renovated. Proposals should provide a suitable setting for designated heritage assets affected by the proposals on and off site including key views from and into the site.</li> <li>3. Development proposals should draw upon local character and distinctiveness and <del>preserve</del> <u>conserve or, where opportunities arise,</u> enhance the character and appearance of the conservation area.</li> <li>4. Ensures a high level of flood resilience and incorporates appropriate flood mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding);</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<ol style="list-style-type: none"> <li>5. Reintroduce a building line along Barrack Street and a frontage to the river; buildings fronting the river should respond to the height of the mill whilst remaining subservient to it.</li> <li>6. <del>Car</del> <u>Reduced levels of residential car parking to achieve low car or car free or low-car</u> housing development in accordance with Policy 2 – <u>Sustainable Communities</u> is appropriate <u>to be provided</u> in this location.</li> <li>7. Maximises the views across, from and of the river. Retain the existing embankment line and historic features. Enhancement of river access including provision for the extension and maintenance of the riverside walk in accordance with policy 7.1 and the ‘River Wensum Strategy’ (including provision of open space/play provision near the city wall) and the establishment and improvement of pedestrian and cycle routes east-west across the site to connect with the existing cycle network.</li> <li>8. Protect and enhance the significant long views across the site towards Norwich Cathedral;_</li> <li>9. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road.</li> <li>10. Proposals will be required to adopt and implement a strategy of heritage interpretation relating to the former use of the site as a printworks;_</li> <li>11. High quality landscaping, planting and biodiversity enhancements including protection of trees along the river edge;_</li> <li>12. Provision of public realm enhancements including the provision of open space and play space of an appropriate form and character for the enjoyment of residents and visitors;_</li> <li>13. Protection of bankside access for maintenance purposes.</li> <li>14. Vehicular access should be from Barrack Street via Gilders Way.</li> <li><u>15. The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></li> </ol>



Ref	Page	Policy/ Paragraph	Main Modification
MM30	46	Norwich Policy GNLP0409BR	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0409BR</b>  <b>Land south of Barrack Street (approx. 2.17 hectares) is allocated for residential-led mixed-use development. This will include a minimum of <u>approximately</u> 200 homes. Offices and managed workspace, ancillary retail and professional uses, restaurants, cafes and bars, and recreational open space will be accepted as part of a balanced mix of uses.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which respects and takes advantage of its riverside context and location adjacent to the City Centre Conservation Area.</li> <li>2. Proposals will provide a suitable setting for designated heritage assets affected by the proposals on and off site including key views from and into the site in particular the significant long views across the site towards Norwich Cathedral.</li> <li>3. Ensures a high level of flood resilience and incorporates appropriate flood mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding);</li> <li>4. The office element of the scheme should be located to extend and consolidate the existing completed phases of the <del>St James' Place</del> development at Gilders Way;</li> <li>5. Provision of integral and well-designed parking areas to serve existing offices at Gilders Way <del>and St James' Place</del>, <u>St James' Court and St James' Mill</u> as well as proposed office users together with segregated areas of residents parking. <u>Reduced levels of residential car parking to achieve low car or Car car free or low-car housing</u> development in accordance with Policy 2 is appropriate in this location.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>6. Incorporates views across, from and of the river. Retain the existing embankment line and historic features. Enhancement of river access including provision for the extension and maintenance of the riverside walk in accordance with policy 7.1 and the 'River Wensum Strategy'. The establishment and improvement of pedestrian and cycle routes north-south across the site from Jarrold Bridge to Barrack Street and improve east-west links to connect with the existing cycle network.</p> <p>7. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road.</p> <p>8. High quality landscaping, planting and biodiversity enhancements including protection of trees along the river edge;</p> <p>9. Provision of public realm enhancements including the provision of open space and playspace of an appropriate form and character for the enjoyment of residents and visitors;</p> <p>10. Protection of bankside access for maintenance purposes.</p> <p>11. Vehicular access should be from Barrack Street via Gilders Way.</p> <p><u>12. An archaeological assessment will be required as part of a planning application.</u></p>
MM31	49	Norwich Policy GNLP0451	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0451</b>  <b>Land adjoining Sentinel House, (St Catherine's Yard) Surrey Street (approx. 0.38 hectares) is allocated for residential development. This will provide a minimum of <u>approximately 40 homes</u>, (or, if developed for student accommodation, a minimum of <u>approximately 200 student bedrooms</u>). Commercial uses including small scale retail, financial and professional services, restaurants/cafes or other main town centre uses will be accepted at ground floor level where compatible with adjoining residential uses.</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which respects its location within the City Centre Conservation Area, conserves and <u>where opportunities arise</u>, enhances adjoining heritage assets, including a number of grade II listed buildings, and their settings through careful design, massing and appropriate open space and landscaping; and protects amenity and outlook for existing and future residents;</li> <li>2. If developed as purpose-built student accommodation, Affordable Housing contributions to be provided <del>as a commuted sum</del> in accordance with <del>Norwich City Council Affordable Housing supplementary planning document (2019)</del> or any successor <u>the requirements set out in Policy 5 – Homes.</u></li> <li>3. A <u>Reduced levels of residential car parking to achieve low car or car-free housing development in accordance with Policy 2 – Sustainable Communities</u> is appropriate to be provided in this location;</li> <li>4. Provision of a safe and legible pedestrian route through the site to link Surrey Street to Queens Road and enable connections along Queens Road to the junction with All Saints Green and north to Ber Street via Chapel Loke. Vehicular access to the site should be taken from Surrey Street.</li> <li>5. High quality landscaping, planting and biodiversity enhancements, open space including <u>enhancement retention</u> of trees along the frontage to Queens Road. <u>Replacement planting of new trees will be required to mitigate any loss of poor-quality trees.</u></li> <li>6. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></li> </ol> <p>Make consequential change to paragraph 2.71 to read:</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>2.71 The site is expected to accommodate <del>at least</del> <u>approximately 40</u> homes or alternatively <del>at least</del> <u>approximately 200</u> student bedrooms. The site benefits from extant permission for development of 252-bedroom purpose built student accommodation (PBSA). <del>More housing may be accommodated, subject to an acceptable design and layout etc. being achieved and impacts on adjoining occupiers and on the character and setting of adjacent heritage assets being appropriately mitigated.</del></p>
MM32	51	Norwich Policy GNLP0506	<p>Amend the policy to read:</p> <p><b><u>STRATEGIC ALLOCATION</u></b></p> <p><b>POLICY GNLP0506</b></p> <p><b>Land at and adjoining Anglia Square, Norwich (approx. 4.79 hectares) is allocated for residential-led, mixed-use development as the focus for an enhanced and improved large district centre and to act as a catalyst for wider investment and redevelopment within the Northern City Centre strategic regeneration area as defined in policy 7.1 of this plan.</b></p> <p><b><u>The site will deliver in the region of 800 homes taking into account the quantum of other uses that are proposed, its location within the City Centre Conservation Area, and scheme viability.</u></b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Delivery of a comprehensive, mixed use regeneration scheme which can include residential development, student accommodation, retail units contributing to the</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Magdalen Street/Anglia Square large district centre, offices and flexible workspace, hotel, leisure and hospitality uses and community facilities as part of a balanced mix to support the <u>Large District Centre</u>.</p> <ol style="list-style-type: none"> <li>2. Phasing (where appropriate) to be agreed;</li> <li>3. <del>A significantly improved</del> <u>Significant improvements to the quality of the retail/leisure offer providing a continuous. The development should also provide an active frontage between Magdalen Street and St Augustine’s Street.</u></li> <li>4. Removal of the derelict and long-term vacant buildings from the site, including Sovereign House and the existing multi-storey car park.</li> <li>5. <del>Delivery</del> <u>Provision of replacement high quality decked public</u> <u>an appropriate level of car and cycle parking to serve the large district centre taking into consideration the highly sustainable location of the site and the proximity of alternative car parking provision off site.</u></li> <li>6. Achievement of high quality, locally distinctive and energy efficient design with scope for a landmark building or buildings providing a new focal point for the Northern City Centre and sited to conserve and enhance the significance of heritage assets and their settings;</li> <li>7. <del>Conserve</del> <u>A Heritage Impact Assessment (HIA) will be required to inform the capacity of the site and design of the proposed development alongside consideration of other constraints and viability. Development should conserve, and, where opportunities arise, enhance the significance of the City Centre Conservation Area and the settings of nearby listed buildings including those at Magdalen Street, Doughtys Hospital, <del>Doughtys Cottages,</del> St Augustine’s Street (including grade I listed Church of St Augustine), <u>2-12 Gildencroft,</u> including any contribution made to their significance by setting.</u></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>8. Heritage interpretation measures to be incorporated in accordance with Policy 3 of this plan.</u></p> <p><u>9. The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></p> <p><del>8.</del> <u>10. High quality landscaping, planting and biodiversity enhancements;</u></p> <p><del>9.</del> <u>11. Low car or car free housing where consistent with scheme viability Low levels of residential car parking as part of a package of measures promoting sustainable travel and taking into consideration the highly accessible City Centre location of the site.</u></p> <p><del>10.</del> <u>12. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road adjacent roads.</u></p> <p><del>11.</del> <u>13. Significant improvements in connectivity and permeability across the site to deliver new and enhanced pedestrian and cycle links north-south between Edward Street and St Crispin's Road, and east-west between Magdalen Street and St Augustine's and improved integration with the surrounding network;</u></p> <p><del>12.</del> <u>14. High quality public realm improvements creating attractive, legible and user-friendly streets and public spaces both within the site and adjacent to it on Magdalen Street (including land under the flyover), Pitt Street and Edward Street.</u></p> <p><del>13.</del> <u>15. A mobility hub featuring shared transport services (buses, car club and bike share) centred on Magdalen Street in the vicinity of the flyover that is easily accessible on foot and by bicycle to promote use of sustainable transport modes by residents, visitors and other users;</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p data-bbox="779 272 2011 347"><del>14. Heritage interpretation measures to be incorporated in accordance with Policy 3 of this plan.</del></p> <p data-bbox="730 405 1809 440">Make consequential amendments to supporting text paragraph 2.74 to read:</p> <p data-bbox="730 480 2024 1070"><u>Following the secretary of state’s refusal in November 2020 of a scheme that would have provided over 1,200 homes, the capacity of the site to accommodate housing will need to be considered in the context of the quantum of other uses to be provided as part of the development and taking into consideration the sensitivity of its location in the City Centre Conservation Area. It is a highly sustainable location where high densities are encouraged although the constraints of the site do limit its potential. The level of development and detailed design will be best determined through the development management process informed by consideration of the factors listed in the policy below. <del>The site</del> It is expected that this is likely to accommodate be in the region of 800 homes, a significant proportion of which will be affordable, although the precise level will need to be the subject of further detailed viability assessment. This figure will be used in calculations of the contribution of the site to the ‘total housing potential’ of the strategy, and for interim monitoring, although it should be stressed that this is neither an assessment. It will also provide a mix of affordable tenures consistent with identified needs at the time of submission of capacity nor a planning application. <u>minimum requirement</u>. Anglia Square should retain its position as part of a defined large district centre, complementing the city centre retail offering <u>offer</u>.</u></p>
MM33	55	Norwich Policy GNLP1061R	<p data-bbox="730 1142 1939 1214">Amend the policy to read (see separate schedule of map changes for amendments to boundary):</p> <p data-bbox="730 1254 1137 1286"><b>STRATEGIC ALLOCATION</b></p> <p data-bbox="730 1326 1048 1358"><b>POLICY GNLP1061R</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Land known as 'Site 4', Norwich Airport (<del>approximately 42.46</del> <u>43.66</u>ha) is allocated for aviation related employment and, aviation educational uses <u>and general employment</u>. <u>This Aviation related uses shall include aviation uses falling be those that fall within the following use classes: E(g)(ii) (the research and development of products and processes), E(g)(iii) (any industrial process), B2 (industrial), B8 (storage and distribution) and F1(a) (for the provision of education). General employment shall be for those that fall within the use classes E(g)(ii) (the research and development of products and processes), E(g)(iii) (any industrial process), B2 (industrial) and B8 (storage and distribution).</u></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. <u>Provide development of aviation related uses. Non-aviation development and general employment. Non-aviation development will be limited to no more than 23.16ha of the site and no more than 50% of the floorspace on the development. Non-aviation related office uses and retail and leisure uses will not be accepted. will only be permitted where it is demonstrated that there is insufficient demand over the next 40 years for aviation related uses on the site and where such non-aviation development would act and be secured as a catalyst to deliver essential infrastructure facilitating the aviation related elements of the development. In any case non-aviation development would be limited to no more than 50% of the floorspace on the development. Should non-aviation uses be considered acceptable development is anticipated to include E(g)(ii) (the research and development of products and processes), E(g)(iii) (any industrial process), B2 (industrial) and B8 (storage and distribution). Non-aviation related office uses (Class E(g)(i), retail and leisure uses will not be accepted.</u></li> <li>2. <u>Development proposals shall only be approved where they adhere to the principles set out in a Design Concept Masterplan for the whole site which is approved by the Council. The Design Concept Masterplan shall include an indicative layout (clearly</u></li> </ol>



Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>identifying areas for aviation and non-aviation uses), a phasing plan, and information on the delivery of critical infrastructure, landscaping, ecology, drainage and sustainable transport measures.</u></p> <p>2. <u><del>3.</del> Adoption of a surface access strategy Prior to the occupation of more than 30,000sqm (GEA) floor space, an Airport Surface Access Strategy for the wider airport operational area, which promotes sustainable transport to the site, shall occur prior to any development be approved by the Council and prior to the occupation of development of any phase (as agreed through the Design Concept Masterplan) an Interim Travel Plan for that phase shall be approved.</u></p> <p>4. <u>Provision of a mobility hub on the site to allow for bus drop off/pick up, turnaround space, passenger waiting facilities, electric vehicle charging points, car club vehicle(s) and cycle provision/parking.</u></p> <p>5. <u>Prior to the occupation of more than 30,000sqm (GEA) floor space a scheme for the provision of a bus link and bus gate between the terminal building and Spitfire Road shall be approved by the Council. There is limited scope to provide enhanced facilities for non-car modes of access to the site so this can be mitigated by offsetting against the rest of the airport where sustainable access enhancements can be more readily achieved.</u></p> <p><del>3.</del> <u>6.</u> Provide vehicular access from <u>the existing roundabout at Broadland Northway (A1270).</u></p> <p>4. <u>7.</u> Demonstrate that appropriate account has been taken of the potential impacts of noise from existing and proposed airport operations and noise generation from the development itself.</p> <p><del>5.</del> <u>8.</u> Be subject to landscape visual impact assessment and appropriate landscape mitigation to the northwest, north and northeast boundaries. SUDs will need to be provided as part of the development.</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p data-bbox="730 276 2011 467">6. <del>9.</del> <u>9.</u> Changes of use <del>should</del> <u>will</u> normally be restricted by conditions on any future planning applications <u>approvals</u> to prevent units being utilised more broadly, and <del>for</del> <u>where aviation related uses have been granted, to prevent the change to non-aviation related uses and to set a limit on the amount of ancillary trade counters, display and office use.</u></p> <p data-bbox="730 515 1413 547">Make consequential changes to supporting text:</p> <p data-bbox="730 587 2011 762">2.77 With regards to topography, the site rises gently to the north. It is largely featureless with the land largely consisting of a taxiway and grassland within the operational boundary of the Airport. The site is <del>42.46ha</del> <u>43.66 hectares</u> and of this total 28.38 hectares fall within Norwich's administrative boundary and approximately <del>44.08</del> <u>15.28</u> hectares is within Broadland District.</p> <p data-bbox="730 810 2020 1361">2.78 This site provides a unique opportunity as it is the only site that can provide development for aviation related uses. <del>As such it</del> <u>In accordance with the Norwich Airport Masterplan endorsed by both Norwich City Council and Broadland District Council, the site is allocated for aviation related employment, aviation educational uses and general employment with a cap on the amount of non-aviation uses. Following a significant period of marketing the site for aviation related uses to no success, the inclusion of non-aviation employment land may act as a catalyst to development of this site; further to this, securing non-aviation development to this site should provide a serviceable plot more likely to attract future aviation uses. It is important that in line with the masterplan a minimum of 20.5ha of the site is retained for aviation uses (which means that approximately 47% of the 43.66ha site will be safeguarded for aviation related employment and educational uses. <del>If the site were to be developed for non aviation related uses, this could mean that any potential).</del> This will ensure that there is sufficient land to attract additional large aviation-related businesses. <del>These businesses, would</del> <u>could</u> be lost to the local area as <del>if there would be</del> <u>is</u> nowhere to suitably <del>located it</del> <u>locate them.</u></u></p>

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			<p>2.79 <del>Only where evidence can demonstrate that there is insufficient demand for aviation related uses in the long term and where non-aviation development would act as a catalyst to deliver essential infrastructure to enable aviation related elements of the development should non-aviation related uses be permitted.</del> Given the evidence set out within the Review of Office Accommodation in Norwich (Ramidus, 2020), it is not considered appropriate to allow non-aviation related office uses due to the potential harm that this could have upon Norwich’s city centre and similarly it is not considered that retail and leisure uses would be appropriate in this out of centre location.</p> <p>Add new paragraph of supporting text following current paragraph number 2.80 to read:</p> <p><u>Preparation and approval of a surface access strategy is required prior to the occupation of more than 30,000 sqm (GEA) floor space</u></p>
MM34	60	Norwich Policy GNLP2114	<p>Amend the policy to read:</p> <p><b>POLICY GNLP2114</b>  <b>Land at and adjoining St Georges Works, Muspole Street (approx. 0.55 ha) is allocated for residential-led mixed use <u>comprehensive redevelopment</u>. This has the potential to provide a <u>minimum of up to approximately 110 homes, together with a minimum of or circa 5000sqm of commercial floor space that could incorporate offices and managed workspace and potentially other ancillary uses such as small-scale retailing. The site should be redeveloped to provide a mix of both residential and commercial activity.</u></b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Retention and conversion of the existing former factory buildings on site subject to demonstrating a proposal’s viability, and deliverability;</li> <li>2. New build development, if proposed, to achieve a high quality locally distinctive design which reinstates a strong built frontage along the west side of Muspole</li> </ol>

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			<p>Street; that <del>preserves</del> <u>conserves</u> and, <u>where opportunities arise</u>, enhances the significance of the City Centre Conservation Area and nearby designated heritage assets, including 47 and 49 Colegate and the Woolpack Public House, all listed at grade II, including any contribution made to that significance by the setting.</p> <ol style="list-style-type: none"> <li>3. Impacts of proposed development on existing residents and local businesses, including pubs, to be minimised.</li> <li>4. Key views toward the tower of St Georges Colegate to be protected and enhanced.</li> <li>5. High quality landscaping and biodiversity enhancements to be provided on site, with scope for off-site contributions to public realm improvements and the creation of a new pedestrian square between Muspole Street and St George's Plain;</li> <li>6. <u>Reduced levels of residential car parking to achieve low car or Car free or low-car housing development in accordance with Policy 2 – Sustainable Communities is appropriate to be provided</u> in this location.</li> <li>7. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></li> </ol> <p>Make consequential changes to paragraphs 2.82 and 2.84 of supporting text to read:</p> <p>2.82 The St Georges' Works site includes Seymour House and Lion House, Muspole Street and premises known as the Guildyard, Colegate which were historically part of the shoe factory complex so are included in the proposed allocation. The Guildyard and Seymour House have <u>previously</u> benefitted from prior approval consents for conversion to a total of 60 flats <del>which are already included in the housing commitment</del>. The central part of the site was previously allocated for residential development (minimum 40 dwellings) in the now expired Northern City Centre Area Action Plan and the principle of such development has been established by the grant of permission for a 53-dwelling scheme consistent with that allocation (Permission expired). The site has significant longer-term potential for regeneration and additional</p>

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			<p>housing delivery but currently acts as the base for a range of small start-up companies in modernised managed workspace. Retention of the existing employment space on site is highly desirable as part of a wider initiative in the Northern City Centre Strategic Regeneration Area. Given the importance of retaining and extending employment opportunities in the city centre, it would not be appropriate to replace the existing employment uses in favour of housing. The policy consequently recognises that there is scope for a flexible mix of both, allowing for up to <del>150</del> <u>110</u> homes as an indicative maximum including employment space as part of a balanced mix. <u>It is unlikely that an 'entirely residential' or 'entirely employment' based scheme would be supported, but a proportion of both.</u></p> <p>2.84 The site can accommodate <del>between</del> <u>in the region of up to 110 &amp; 150</u> homes <u>dependent upon the proportion of other uses developed on the site.</u></p>
MM35	63	Norwich Policy 2163	<p>Amend the policy to read:</p> <p><b>POLICY GNLP2163</b>  <b>Friars Quay Car Park, Colegate (former Wilson's Glassworks site, <del>approx. 0.13</del> hectares) is allocated for residential development. This will provide a <del>minimum of</del> <u>approximately 25</u> homes. Offices or other commercial uses would be appropriate as a small element of the scheme on the frontage to Colegate.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale, grain, massing and form which respects the industrial heritage and historic character of the area;</li> <li>2. Conserve and, <u>where opportunities arise,</u> enhance the significance of the City Centre Conservation Area and nearby listed buildings (including any contribution made to their significance by setting).</li> </ol>

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			<ol style="list-style-type: none"> <li>3. An archaeological assessment will be required prior to development.</li> <li>4. <del>p</del>Protects the amenity and outlook of adjoining residential occupiers.</li> <li>5. Removal of the existing poor-quality industrial buildings from the site and creation of strong building lines to the west side of Friars Quay, St George's Green and reinstatement of the built frontage to Colegate.</li> <li>6. High quality landscaping, planting and biodiversity enhancements; including retention and protection of existing significant tree immediately adjacent to the southern boundary of the site located on the corner of Friars Quay and Corcutters Close.</li> <li>7. <u>Reduced levels of residential car parking to achieve <del>The site is suitable for</del> low car or car free development in accordance with Policy 2 – Sustainable Communities is appropriate to be provided in this location.</u></li> </ol> <p>Make consequential change to supporting text paragraph 2.88 to read:</p> <p>The site is expected to accommodate at least <u>approximately</u> 25 homes.</p>
MM36	66	Norwich Policy GNLP2164	<p>Amend the policy to read:</p> <p><b>POLICY GNLP2164</b>  <b>Land west of Eastgate House, Thorpe Road (approx. 0.19 ha) is allocated for residential development. This will provide in the region of <u>approximately</u> 20 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive and energy efficient design of a scale and form which is in keeping with the character of adjoining development, respects the heritage significance of the immediately adjoining Thorpe Ridge</li> </ol>

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			<p>Conservation Area and protects the amenity and outlook of adjoining residential occupiers.</p> <ol style="list-style-type: none"> <li>2. High quality landscaping, planting and biodiversity enhancements including the provision of new trees and enhancing the green frontage to Thorpe Road.</li> <li>3. Ensures a high level of surface water flood resilience and incorporates appropriate flood mitigation measures addressing identified risks from surface water flooding which must be taken into consideration when designing a drainage strategy for the site;</li> <li>4. <u>Reduced levels of residential car parking to achieve Low low-car or car free housing development in accordance with Policy 2 – Sustainable Communities, is appropriate to be provided</u> in this location.</li> </ol> <p>Make consequential change to supporting text paragraph 2.92 to read:</p> <p>The site is expected to accommodate <del>in the region of</del> <u>approximately</u> 20 homes.</p>
MM37	70	Norwich Policy GNLP3054	<p>Amend the policy to read:</p> <p><b>POLICY GNLP3054</b></p> <p><b>The site at St Mary’s Works and St Mary’s House (1.05 ha) is allocated for <del>comprehensive mixed-use development</del> <u>residential-led comprehensive redevelopment to include including residential and employment uses, with the possible addition of a hotel.</u> The site will deliver a minimum of <u>approximately</u> 150 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which respects its historic and industrial context, the significance and setting of heritage</li> </ol>

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			<p>assets on and off site, and the character and appearance of the City Centre Conservation Area;</p> <ol style="list-style-type: none"> <li>2. <del>There will be a general presumption in favour of the repair and re-use of heritage assets on site as part of any site regeneration, however any application for redevelopment will be considered on its merit. Great weight will be given to the conservation of all designated heritage assets.</del> <u>There will be a general presumption in favour of the repair and re-use of heritage assets on site as part of any site regeneration, however any application for redevelopment will be considered on its merit.</u> Proposals will include the protection of the <del>listed and</del> locally listed buildings on the site and <del>the enhancement of</del> <u>conserve and, where opportunities arise, enhance</u> the significance of the <del>setting of</del> <u>designated and non-designated</u> heritage assets both on and off site <u>(including any contribution made to that significance by setting)</u>;</li> <li>3. Conversion of the locally listed St Mary's Works factory, including the façade of the locally listed frontage to Oak Street / St Mary's Plain should be retained as part of a development scheme. Proposals which seek to convert, alter or demolish the locally listed buildings or have a harmful impact on the significance of their setting will be considered on their merits. Clear justification for all proposals will be required;</li> <li>4. Respect the setting of grade I listed St Martin at Oak and St Mary Coslany churches and create enhanced views of the buildings and respect the setting of grade II listed Folly House and Pineapple House;</li> <li>5. Development proposals should draw upon local character and distinctiveness and preserve or enhance the character and appearance of the conservation area;</li> <li>6. Proposals will be required to adopt and implement a strategy of heritage interpretation;</li> </ol>



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			<p><del>7. Residential development should be provided in response to identified local community needs demonstrated through a future planning application to be appropriate for this edge of City Centre site.</del></p> <p>8. <u>7.</u> Achieve high quality landscaping, planting and biodiversity enhancements, including enhancements to the adjacent churchyards along with improved public access;_</p> <p>9. <u>8.</u> Ensures a level of surface water flood resilience and incorporates appropriate flood mitigation measures addressing identified risks from surface water flooding;_</p> <p><del>10.</del> <u>9.</u> A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road;_</p> <p><del>11.</del> <u>10.</u> The scale of buildings fronting onto St Martin's Lane and the two historic churches will be lower than those facing Duke Street and St Crispin's Road and should reflect the tight urban grain of development predominant in the conservation area;_</p> <p><del>12.</del> <u>11.</u> Increased connectivity between the site and the surrounding townscape. Pedestrian and cycle access through the area will be created by the design of routes between St Mary's Plain and St Crispin's Road.</p> <p><del>13.</del> <u>12.</u> <u>Reduced levels of residential car parking to achieve low car or Car car free or low car housing in accordance with Policy 2 – Sustainable Communities is appropriate to be provided in this location.</u></p> <p><u>13. The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></p> <p>Make consequential amendments to supporting text paragraph 2.99 to read:</p> <p>2.99 The site is situated in a prominent location within the Northern City Centre strategic regeneration area, as defined in policy 7.1 of this plan, and is likely to accommodate a <del>minimum of</del> <u>approximately</u> 150 homes. The site was previously allocated in the now expired Northern City Centre Area Action Plan for mixed use development and <del>benefits from extant</del> <u>benefitted from outline consent (now expired)</u> for redevelopment including</p>

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			<p>around 151 residential units, office floor space, and a hotel, accordingly the principle of development is accepted. <u>The consent, now expired, included landscaping enhancements to the adjacent churchyards of St Martin at Oak and St Mary Coslany along with improved public access to address the impact of development. This land sits outside the allocation boundary of this site and is in third party ownership; but similar proportionate off-site enhancements subject to agreement with third party ownership may be considered appropriate mitigation for a future development proposal on this site.</u></p>
MM38	73	Norwich Policy CC2	<p>Delete Policy CC2, subtitle, supporting text paragraphs 2.101 – 2.106 and Policy Map (see separate schedule of map changes)</p> <p><b>Policy CC2: 147 – 153 Ber Street, Norwich</b></p> <p><del>2.101 The site was allocated in the previous Local Plan but has not yet been developed. The principle of development is already accepted, and it is expected that development will take place within the new local plan time period up to 2038. The site is re-allocated for residential development; commercial, offices, and/or educational uses may also be acceptable.</del></p> <p><del>2.102 The site is likely to accommodate at least 20 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p> <p><del>2.103 Redevelopment of this site for housing will help deliver the wider policy objectives of the GNLP by contributing to the improved vibrancy of this part of the city centre, helping to strengthen the city’s sub-regional role, and by helping to achieve its target for new homes.</del></p> <p><del>2.104 Development of the site must address a number of constraints including its location with the City Centre Conservation Area and the Area of Main Archaeological Interest, site ground conditions, possible contamination, and its location near to the wooded ridge. A</del></p>

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			<p><del>noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road.</del></p> <p><del>2.105 The redevelopment of the site provides an opportunity to sensitively regenerate this part of Ber Street, contributing positively to the character of the street.</del></p> <p><del>2.106 The site is suitable for around 20 dwellings, and is also potentially suitable for commercial, offices, and/or educational uses. Development must enhance the setting of the neighbouring listed and locally listed buildings and reflect its location in the City Centre Conservation Area, in line with the City centre conservation area appraisal. Its design must re-instate a strong building line along the street frontage, whilst respecting the area's important topography.</del></p> <p>Policy CC2</p> <p><b>147 – 153 Ber Street, Norwich (approx. 0.18ha) is allocated for housing development. This will accommodate a minimum of 20 homes. Commercial, offices, and/or educational uses may also be acceptable.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li><del>1. Achievement of a high quality, locally distinctive design of a scale and form which respects its context including the topography of the area – particularly the wooded ridge;</del></li> <li><del>2. Conserve and enhance the significance of the City Centre Conservation Area and nearby locally and statutory listed buildings (including any contribution made to their significance by setting);</del></li> <li><del>3. Strengthen the building line along Ber Street;</del></li> <li><del>4. Take account of mature trees on the site to the rear.</del></li> </ol>
MM39	76	Norwich	Amend the policy to read:

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		Policy CC3	<p><b>POLICY CC3</b>  <b>10 – 14 Ber Street, Norwich (approx. 0.11 ha) is allocated for residential-led mixed use development. This will accommodate a minimum of <u>approximately 10 homes</u>.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which respects its context including the topography of the area;</li> <li>2. Strengthen the building line along Ber Street and the scale of any new development should reflect that of the neighbouring properties.</li> <li>3. Conserve and, <u>where opportunities arise</u>, enhance the significance of the City Centre Conservation Area and nearby locally and statutory listed buildings (including any contribution made to their significance by setting);</li> <li>4. Retail or complementary uses in use class E (b,c,g(i)) at ground floor level;</li> <li>5. Residential uses (minimum of 10 homes) on the upper floors.</li> <li>6. <u>Reduced levels of residential car parking to achieve low car or car-free housing development</u> <del>The site is suitable for car-free housing given its sustainable location,</del> in accordance with <del>policy</del> <u>Policy 2 – Sustainable Communities is appropriate to be provided in this location.</u></li> <li>7. An archaeological investigation will be required prior to development.</li> </ol> <p>Make consequential change to supporting text paragraph 2.112 to read:</p> <p>The site is suitable for <del>around</del> <u>approximately</u> 10 dwellings as part of a mixed use development, with some retail and/or office development along the Ber Street frontage.</p>
MM40	79	Norwich Policies CC4a	<p>Amend the policy to read:</p> <p><b>POLICY CC4a</b></p>

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			<p><b>Land at Rose Lane/Mountergate (Mountergate West, <del>approx. 1.20 ha</del>) is allocated for mixed-use development to include high quality office space, managed workspace and live-work units, and up to <u>approximately 50</u> homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Be mainly employment-led, integrated with residential uses.</li> <li>2. Include other uses such as food/drink, and small-scale retail uses.</li> <li>3. Achievement of a high quality, locally distinctive design of a scale and form which respects its location within the City Centre Conservation Area, conserves and <u>where opportunities arise</u>, enhances adjoining heritage assets and their settings and contributes to an overall enhancement of townscape quality.</li> <li>4. <del>Development should respect</del> <u>Respect</u> the setting of adjacent listed buildings and be designed as far as possible to reflect the historic building plots and streets and to recreate street frontages.</li> <li>5. Provides an enhanced public realm, including open space and pedestrian/cycle links through the adjoining site CC4b to the riverside walk in accordance with policy 7.1 and the 'River Wensum Strategy'. Consideration should be given to retaining and enhancing the existing community open space to the rear of Boulton Street as part of integrated open space and green infrastructure network within the site.</li> <li>6. A noise assessment is required, and the development must be designed to mitigate the impact of noise from the main road and from the late night activity zone.</li> <li>7. Ensures a high level of surface water flood resilience and incorporates appropriate flood mitigation measures addressing identified risks from surface water flooding and existing private surface water sewer in the centre of the site, all of which must be taken into consideration when designing a drainage strategy for the site.</li> <li>8. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol>

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			<p><u>9.</u> 8. The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</p> <p>Make consequential change to supporting text paragraph 2.121 to read:</p> <p>2.121 Sites CC4a and 4b are likely to accommodate at least 250 homes with around 50 being accommodated on site CC4a and 200 on site CC4b. <del>More may be accommodated, subject to an acceptable design and layout being achieved.</del> Development of site CC4a should explore continued use/re-provision of the existing community garden facility. Development of site CC4b must be of a scale and form which respects and takes advantage of its riverside context and location in respect to the Broads National Park. <u>As the site lies adjacent to the River Wensum, it is recommended that developers engage in early discussions with the Environment Agency and the Broads Authority. Development of the sites must address a number of constraints including its location within the City Centre Conservation Area and the Area of Main Archaeological Interest.</u></p> <p>Move wording of deleted policy requirement 8 to the supporting text. Insert after current paragraph number 2.121.</p>
MM41	81	Norwich Policy CC4b	<p>Amend the policy to read:</p> <p><b>POLICY CC4b</b>  <b>Land Mountergate/Prince of Wales Road (Mountergate East, approx. 2.39 ha) is allocated for mixed-use development. This may accommodate a minimum of <u>approximately 200 homes</u>, together with student accommodation, high quality office space, hotel and tourism uses, and other supporting main town centre uses taking advantage of the site's proximity to the rail station and river.</b></p>

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			<p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Development to be approached comprehensively to achieve effective integration of the historic buildings in the western part of the site into the overall development;</li> <li>2. Other uses may be provided as part of a balanced mix including hotel development (replacing or supplementing the existing hotel provision on site), student accommodation, educational facilities to support the adjacent Charles Darwin Primary Academy, high quality office space, managed workspace and live-work units, food/drink, small scale retail and uses supporting the evening economy.</li> <li>3. Achievement of a high quality, locally distinctive design of a scale and form which respects its location within the City Centre Conservation Area and adjacent to the St Matthews Conservation Area, conserves and, <u>where opportunities arise</u>, enhances adjoining heritage assets and their settings and contributes to an overall enhancement of townscape quality. The site's position relative to Norwich Train Station warrants building of notable standard of design and quality worthy of marking arrival into the city.</li> <li>4. <del>Development will respect</del> <u>Respect</u> and enhance the setting of on-site historic buildings including St Faiths House and the Weavers House and off-site buildings including the Train Station, Anglican Cathedral and Castle, and be designed as far as possible to reflect historic building plots and street lines and to recreate street frontages;</li> <li>5. Redevelopment, conversion or change of use of Baltic House for uses consistent with this policy will be supported if it becomes available in the plan period;</li> <li>6. A density of development commensurate with its location close to the train station mobility hub with a design that secures a significant overall reduction in the level of off-site surface car parking;</li> </ol>

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			<p>7. Provides an enhanced public realm, including public open space and legible and permeable pedestrian/cycle routes to link through the adjoining site CC4a to Rose Lane and the new St Anne's Quarter development to King Street. A link should be provided from Mountergate to the river connecting with Prince of Wales Road via an extended and widened riverside walk in accordance with policy 7.1 and the 'River Wensum Strategy', making the most of its riverside location;</p> <p>8. <del>Retention and provision</del> <u>Provision</u> of public access and public open space to the rear of the Hotel Nelson;</p> <p>9. A noise assessment is required, and the development must be designed to mitigate the impact of noise from the main road and from the late-night activity zone.</p> <p>10. High quality green infrastructure, landscaping, planting and biodiversity enhancements particularly along the river edge taking advantage of its riverside context and location in respect to the Broads National Park;</p> <p>11. Protection of bankside access for maintenance purposes.</p> <p>12. <del>Development should ensure</del> <u>Ensure</u> a high level of flood resilience and incorporate appropriate mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding).</p> <p>13. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></p>
MM42	85	Norwich Policy CC7	<p>Amend the policy to read:</p> <p><b>POLICY CC7</b>  <b>Hobrough Lane, King Street, Norwich (approx. 0.35ha) is allocated for residential-led mixed use development. This will accommodate a minimum of <u>approximately 20</u> homes.</b></p> <p>The development will achieve the following site-specific requirements:</p>



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			<ol style="list-style-type: none"> <li>1. Residential development with small scale retail and/or offices, food and drink, and tourist uses.</li> <li>2. <del>Development will secure</del> <u>Secure</u> sensitive conversion of historic buildings fronting King Street including removal of the unsympathetic post-war alterations.</li> <li>3. New development should respect the historic integrity and setting of 125-129 King Street and conserve and <u>where opportunities arise</u>, enhance heritage assets and their settings in this part of the City Centre Conservation Area.</li> <li>4. <del>Development will enhance</del> <u>Enhance</u> the public realm along King Street and Hobrough Lane and provide a riverside walk linking to the cycle/pedestrian route to Lady Julian Bridge.</li> <li>5. <del>Development will be</del> <u>Be</u> of a scale and form which respects and takes advantage of its riverside location, providing high quality landscaping, planting and biodiversity enhancements particularly along the river edge</li> <li>6. Heritage interpretation to be provided as part of the scheme.</li> <li>7. 125-127 and 129 King Street is on Norwich' register of local heritage buildings at risk. Any development of this site must include renovation in order to ensure their future and remove them from the register in agreement with Norwich City Council.</li> <li>8. Provide protection of bankside access for maintenance purposes.</li> <li>9. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></li> </ol> <p>Make consequential change to supporting text paragraph 2.137 to read:</p> <p>2.137 The site is likely to accommodate <del>at least</del> <u>approximately</u> 20 homes. <del>More homes may be accommodated, subject to an acceptable design and layout etc. being achieved and heritage impact and other constraints being adequately addressed.</del></p>

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MM43	88	Norwich Policy CC8	<p>Amend the policy to read:</p> <p><b>POLICY CC8</b>  <b>King Street Stores, Norwich (approx. 0.21ha) is allocated for residential use. This will accommodate a minimum of <u>approximately 20</u> homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. <del>Development proposals will contribute to the regeneration of the King Street area by reinstating the historic street frontage of King Street;</del></li> <li>2. Achievement of a high quality, locally distinctive design of a scale and form which <del>preserves</del> <u>conserves</u> and, <u>where opportunities arise,</u> enhances its location within the City Centre Conservation Area and nearby listed buildings (including adjacent Grade II listed Ferryboat Inn former public house) (including any contribution made to their significance by setting);</li> <li>3. <del>Removal of existing trees at the King Street frontage to facilitate reinstatement of the historic street frontage is acknowledged. The existing trees have both visual amenity and biodiversity value; this loss will need to be mitigated</del> <u>Seek to retain the TPO trees at the street frontage to the site enabling continued healthy growth. Any loss or partial loss will require clear and convincing justification.</u></li> <li>4. <del>Development should seek</del> <u>Seek</u> to retain and enhance the locally listed structure on site through adaptive re-use. Any loss or partial loss will require clear and convincing justification;</li> <li>5. Explore opportunities to provide a link through the site to the Novi Sad bridge to the south through the adjacent Ferryboat redevelopment site, and potential for a future riverside walkway to the north. In the event of a scheme creating the opportunity for access to the river the amenity value of this should be optimised for the benefit of the development respecting and taking advantage of its riverside context and location in respect to the Broads National Park.</li> </ol>

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			<p>6. Protection of bankside access for maintenance purposes.</p> <p>Make consequential changes to supporting text paragraphs 2.140 and 2.143 to read:</p> <p>2.140 King Street has been promoted as a regeneration priority by the council for a number of years, and continues to undergo significant change as many older industrial buildings are replaced or converted, many into residential use. The ongoing regeneration and enhancement of the area, including reinstatement of many building lines and reuse of traditional buildings, will create a more cohesive townscape and a strategically important area linking Riverside with the city centre. <u>Trees on the site frontage are protected by a TPO and redevelopment of the site should seek to retain them for their individual value but also for the contribution that they make to the streetscape. Any loss or partial loss will require clear and convincing justification.</u></p> <p>2.143 The site is suitable for high density development given its location; <del>a minimum of</del> <u>approximately 20 dwellings</u> <del>is</del> <u>are</u> expected.</p> <p>Delete paragraph 2.146:  <del>2.146 The site is likely to accommodate at least 20 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>
MM44	92	Norwich Policy CC10	<p>Amend the policy to read:</p> <p><b>POLICY CC10</b>  <b>Land at Garden Street and Rouen Road, Norwich (approx. 1.08ha) is allocated for housing led mixed use development. This will accommodate approximately 100</b></p>

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			<p><b>homes. This site could include an element of small-scale office/business units to cater for small business.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which <del>preserves</del> <u>conserves and, where opportunities arise,</u> enhances its location within the City Centre Conservation Area and nearby listed buildings (including any contribution made to their significance by setting)</li> <li><del>2.</del> Achievement of a high quality, locally distinctive design of a scale and form which <del>preserves and enhances its location within the City Centre Conservation Area and nearby listed buildings (including any contribution made to their significance by setting)</del></li> <li><del>3.</del> <u>2.</u> Any development must be designed to protect neighbour amenity, protect and enhance the wooded ridge to the east and south of the site, and to provide enhanced landscaping, green infrastructure and improved pedestrian and cycle links through the site.</li> <li><del>4.</del> <u>3.</u> Given its location, an archaeological investigation will be required prior to development of the site.</li> <li><del>5.</del> <u>4.</u> Vehicular access for residential development should be via Garden Street and not off Rouen Road.</li> <li><del>6.</del> <u>5.</u> Equivalent replacement public parking spaces will be provided as part of the scheme, accessed from Rouen Road.</li> </ol> <p>Make consequential change to supporting text paragraph 2.158 to read:</p> <p>2.158 The site is likely to accommodate <del>at least</del> <u>approximately</u> 100 homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>

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MM45	95	Norwich Policy CC11	<p>Amend the policy to read:</p> <p><b>POLICY CC11</b>  <b>Land at Argyle Street, Norwich (approx. 0.32ha) is allocated for residential development. This will accommodate approximately 15 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. The design of development must respect the adjacent wooded ridge and seek to enhance the green corridor network which runs adjacent to the site; conserve and, <u>where opportunities arise,</u> enhance the significance of the City Centre Conservation Area and nearby statutory and locally listed buildings (specifically the remains of grade II listed St Peter Southgate church) (including any contribution made to their significance by setting).</li> <li>2. Potential ground stability issues should be addressed in the design and configuration of new housing, with scope for the use of dwelling types employing lightweight modular construction.</li> <li>3. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></li> </ol>
MM46	98	Norwich Policy CC13	<p>Delete Policy CC13, subtitle, supporting text paragraphs 2.170 – 2.180 and Policy Map (see separate schedule of map changes)</p> <p><b><del>Policy CC13: Land at Lower Clarence Road</del></b></p> <p><del>2.170 The site is located on the edge of the city centre and is 1 hectare in size. The majority of the site is currently used as a long-stay surface car park. A small part of the site is currently used by Network Rail's maintenance delivery unit, with a two-storey building and some temporary structures on site.</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p data-bbox="730 312 2011 523"><del>2.171 The site lies between the railway line and Lower Clarence Road and is within easy walking distance of Norwich train station. The vehicular entrance to Norwich Mail Centre is opposite the site on Lower Clarence Road. Also fronting the northern side of Lower Clarence Road is residential property extending to Stracey Road, with predominantly terraced houses. Norwich Mail Centre is identified for future development under policies CC15.</del></p> <p data-bbox="730 568 1966 639"><del>2.172 There is a steep slope to the southern edge of the site descending to the railway line. The site has good views towards the river and the conservation area beyond.</del></p> <p data-bbox="730 683 2011 754"><del>2.173 The site is close to a range of city centre facilities and the train station. It represents a good opportunity to provide housing development in a sustainable location.</del></p> <p data-bbox="730 794 2020 898"><del>2.174 Although the site is immediately adjacent to the railway line, in practical terms it is separated vertically by the slope on the southern boundary. Development of the site should address its constraints which include noise generated by the railway, and its topography.</del></p> <p data-bbox="730 938 2011 1153"><del>2.175 The site is on the northern side of the river valley and development would be visible from a wide area and will affect the setting of the City Centre and potentially Bracondale Conservation Areas. It is also in close proximity to the St Matthews Conservation Area and the Thorpe Ridge Conservation Area. Therefore the design, including height and layout of the development, should take this into account. Given its accessible location car free housing is appropriate in this location.</del></p> <p data-bbox="730 1198 1939 1270"><del>2.176 Since the site is 1 hectare, a flood risk assessment is required and appropriate mitigation measures should be provided as part of the development.</del></p> <p data-bbox="730 1310 2020 1382"><del>2.177 In addition, given the site's location adjacent to the railway, a noise assessment and appropriate mitigation measures will also be required.</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>2.178 Development needs to ensure that the water environment is protected throughout the development of the site. The site falls within Source Protection Zone 1, designated to protect water supplies, and therefore the water environment is particularly vulnerable in this location. Detailed discussions over this issue will be required with the Environment Agency to ensure that proposals are appropriate for the site and that the site is developed in a manner which protects the water environment.</del></p> <p><del>2.179 The site was allocated in the previous Local Plan but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time period up to 2038. The site is re-allocated for residential development.</del></p> <p><del>2.180 The site is likely to accommodate at least 45 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p> <p>Policy CC13</p> <p><b>Land at Lower Clarence Road (approx. 1.00ha) is allocated for residential development, for a minimum of 45 dwellings.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li><del>1. Achievement of a high quality, locally distinctive, energy efficient design whose form and massing takes account of and respects its location;</del></li> <li><del>2. Design of the development should take account of the topography of the site and any potential impact on the setting of nearby conservation areas. Height of development will be especially important given the elevated position of the site;</del></li> <li><del>3. Achieve high quality landscaping, planting, biodiversity and green infrastructure enhancements;</del></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			4. <del>A noise assessment is required and the development must be designed to mitigate the impact of noise from the railway.</del>
MM47	101	Norwich Policy CC15	<p>Amend the policy to read:</p> <p><b>POLICY CC15</b>  <b>Norwich Mail Centre, 13-17 Thorpe Road, Norwich (approx. 1.52Ha) is allocated for residential led mixed use development. This will accommodate in the region of <u>approximately 150 homes.</u></b></p> <p>Redevelopment of this site should include</p> <ul style="list-style-type: none"> <li>• <del>housing</del> <u>Housing</u> (in the region of <u>approximately 150 dwellings</u>); housing should predominate with a mix of sizes and types;</li> <li>• <del>on-site</del> <u>On-site</u> open space and play space; and</li> <li>• <del>offices</del> <u>Offices.</u></li> </ul> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive and energy efficient design of a scale and form which is in keeping with the character of the area, respects the heritage significance of the <u>nearby designated heritage assets (Grade II Listed buildings: The Coach and Horses public house, 60 Thorpe Road and Norwich Train Station)</u>, immediately adjacent St Matthews Conservation Area and protects the amenity of adjoining residential occupiers.</li> <li>2. <del>Development must re-establish</del> <u>Re-establish</u> built frontages to Thorpe Road, Lower Clarence Road and Stracey Road, with enhanced landscaping and green infrastructure and improved pedestrian and cycle links through the site.</li> <li>3. A noise assessment is required and the development must be designed to mitigate the impact of noise from the main road and the train station.</li> </ol> <p>Make consequential change to supporting text paragraph 2.186 to read:</p>



Ref	Page	Policy/ Paragraph	Main Modification
			2.186 The site is likely to accommodate in the region of <u>approximately</u> 150 homes.
MM48	105	Norwich Policy CC16	<p>Amend the policy to read:</p> <p><b>POLICY CC16</b>  <b>Land adjoining Norwich City Football Club north and east of Geoffrey Watling Way, Norwich (<del>approx. 2.23ha</del>) is allocated for mixed use development to include residential, leisure, community, office and ancillary small retail uses. This will accommodate a <del>minimum of</del> <u>approximately 270</u> homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which respects its riverside context, ensures a high level of flood resilience and incorporates appropriate mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding);</li> <li>2. Conserve and, <u>where opportunities arise,</u> enhance the setting of the adjacent Bracondale Conservation Area and nearby statutory listed buildings and scheduled monuments (including Carrow Priory &amp; Boom Towers) (including any contribution made to their significance by setting);</li> <li>3. Provide a public transport interchange on site and a public transport strategy for the wider east Norwich strategic regeneration area;</li> <li>4. Provide public access to the river and a riverside walk/cycle link to facilitate the re-routing of national cycle route 1 / red pedalway to Whitlingham and connections to the regeneration opportunity sites to the south and east including the Deal Ground, the Utilities site and Carrow Works in accordance with policy 7.1 and the 'River Wensum Strategy'.</li> <li>5. Enhance the river frontage as a gateway to Norwich city centre.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>6. Be designed to mitigate the impact of noise generation, light and odour pollution from adjacent industrial uses and the railway.</p> <p>7. High quality green infrastructure, landscaping, planting and biodiversity enhancements particularly along the river edge and forming a setting for the stadium;</p> <p><del>8. Norfolk Minerals and Waste Core Strategy Policy CS16 and NPPF 'agent of change' principle applies, as part of this site is within the consultation area of a safeguarded mineral infrastructure (aggregate and roadstone railhead and asphalt plant).</del></p> <p>Make consequential change to supporting text paragraph 2.204 to read:</p> <p><u>2.204 The site is likely to accommodate up to approximately 200 homes on the currently undeveloped part of Carrow Quay site and a minimum of approximately 70 homes on the groundsman's hut/car park site. More may be accommodated, subject to an acceptable design and layout etc. being achieved.</u></p> <p>Move wording of deleted policy requirement 8 to the supporting text. Insert after current paragraph number 2.204.</p>
MM49	108	Norwich Policy CC18 (CC19)	<p>Amend the policy to read:</p> <p><b>POLICY CC18 (CC19)</b>  <b>Land at <del>140</del>150-154 Oak Street and 70-72 Sussex Street, Norwich (approx. 0.27ha) is allocated for residential use. This will accommodate a minimum of <u>approximately 27</u> homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which <del>preserves</del> <u>conserves and, where opportunities arise,</u> enhances its location within the</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>City Centre Conservation Area and nearby listed buildings (including Grade II listed Great Hall) (including any contribution made to their significance by setting) and secures an improvement in townscape.</p> <ol style="list-style-type: none"> <li>2. Create strong built frontages to Oak Street, Sussex Street and Chatham Street, if feasible, reinstating historic layouts by grouping buildings around an internal courtyard.</li> <li>3. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></li> </ol> <p>Make consequential change to title on page 107:</p> <p>Policy CC18 (CC19): Land at 440 <u>150-154</u> Oak Street and 70-72 Sussex Street.</p> <p>Make consequential changes to supporting text paragraph 2.206 to read:</p> <p><u>The site was allocated in the previous Local Plan as two separate sites part of CC18 and which are now in the same ownership. Neither allocation has yet been developed but the northern part fronting Sussex Street (previously CC19) has a previous unimplemented consent for 17 homes intended to be delivered as a co-housing scheme, with the land fronting Oak Street (CC18) having been allocated for a minimum of 10 homes. This allocation consists of land that was allocated in the previous Local Plan as two separate sites. The site is an amalgamation of previous site allocation CC19 along with part of CC18 (the northern area at 150-154 Oak Street); this land is now all in a single ownership. The southern area of previous allocation CC18 (134 Oak Street and 140-148 Oak Street) is in separate ownership and was not carried forward into the GNLP. The northern part fronting Sussex Street, previously CC19 was allocated for 15 homes and had consent for 17 homes intended to be delivered as a co-housing scheme; that consent has now expired unimplemented. CC18 was previously allocated for 10 homes. There is a current planning application, reference 22/00762/F, for a cohousing development pending determination</u></p>

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			<p><u>which covers the same boundary as the proposed allocation.</u> The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development. <del>As an existing allocation it has been considered in the calculation of the housing requirement</del></p> <p>Make consequential change to supporting text paragraph 2.214 to read:</p> <p>2.214 The site is likely to accommodate at least <u>approximately</u> 27 homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>
MM50	112	Norwich Policy CC24	<p>Amend the policy to read:</p> <p><b>POLICY CC24</b>  <b>Land to rear of City Hall, Norwich (approx. 0.40ha) is allocated for mixed use development which may include residential, offices and managed workspace, food and drink and small-scale retail uses. The alternative option of a hotel development is supported and, if this option is progressed, scope for accommodating residential uses on part of the site should be investigated in order to retain its potential for housing delivery. If developed with an element of residential uses the site could accommodate a minimum of <u>approximately</u> 20 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive and flood resilient design of a scale and form which has regard to its prominent location within the City Centre Conservation Area, the significance of adjoining heritage assets and their settings, and its position forming part of the setting of the immediately adjoining Grade II star listed City Hall.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>2. <del>Development should take</del> <u>Take</u> account of and respect the original design concept of City Hall and its intended architectural context within a wider planned civic centre. Development must be of an appropriate scale and massing and must be subservient to the main body and façade of City Hall. Therefore it is important that any new building does not exceed the height of City Hall (include any parapet concealing rooftop plant).</p> <p>3. If redevelopment involves the loss of trees on the St Giles Street frontage, the development should provide high quality green infrastructure, landscaping, planting and biodiversity enhancements;</p> <p>4. Any development must be clearly based on a heritage assessment informed by the 2005 Conservation Management Plan for the building.</p> <p>5. Any loss of green space on St Giles Street would have to be mitigated and there would be a need for replacement planting for the loss of any trees.</p> <p>6. The scheme should deliver improved connectivity between the Forum and Norwich Lanes by improving and enhancing the north-south pedestrian route between St Giles Street and Bethel Street.</p> <p><u>7. The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></p> <p>Make consequential change to supporting text paragraph 2.228 to read:</p> <p>2.228 The site may accommodate <del>at least</del> <u>approximately</u> 20 homes if developed for a mix of uses including residential. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>
MM51	116	Norwich Policy CC30	<p>Amend the policy to read:</p> <p><b>POLICY CC30</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Westwick Street Car Park, Norwich (approx. 0.30ha) is allocated for residential development. This will accommodate a <del>minimum of</del> <u>approximately 30 homes</u>.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive, and flood resilient design of a scale and form which has regard to its prominent gateway location within the City Centre</li> <li>2. Conserve and, <u>where opportunities arise</u>, enhance the setting of the City Wall scheduled monument, adjacent grade II listed pump house (including any contribution made to their significance by setting). Scale and massing of the proposed development will enhance key views from and into the City Centre Conservation area.</li> <li>3. Provide linkages through the site to the adjoining pedestrian network, including a connection with the riverside walk in accordance with policy 7.1 and the 'River Wensum Strategy'.</li> <li>4. Vehicular access should be taken solely from Westwick Street.</li> <li>5. Heritage interpretation, particularly of the city wall, to be provided on site.</li> <li>6. <u>The site is located within The Area of Main Archaeological Interest. An archaeological assessment will be required as part of a planning application.</u></li> </ol> <p>Make consequential change to supporting text paragraph 2.243 to read:</p> <p>2.243 The site is likely to accommodate a <del>minimum of</del> <u>approximately 30 homes</u>. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>
MM52	119	Norwich Policy R1	<p>Amend the policy to read (see separate schedule of map changes for boundary change):</p> <p><b>POLICY R1</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Land at The Neatmarket, Hall Road (approx. 4.51 3.45 hectare) is allocated for employment development and light industrial use (use classes B2/B8 and E(giii)). Ancillary office development and motor trade/car sales uses on the frontage to Hall Road will also be acceptable.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high-quality design;</li> <li>2. Takes account of the need to protect adjoining residential occupiers from noise from proposed uses and future occupiers of the development itself from noise from the railway;</li> <li>3. <del>Development should preferably be approached comprehensively.</del> Piecemeal and/or phased development will be accepted only where it is demonstrated that retaining existing livestock market and ancillary uses on site will not result in unacceptable impacts on future occupiers and where the access and operational needs of those retained uses can be adequately addressed;</li> <li>4. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including the retention <del>and enhancement</del> of existing on-site and adjacent trees; <u>development should make provision for mitigatory planting and appropriate enhancement.</u></li> <li>5. Potential contamination from previous uses and any risks arising from the proximity of the notifiable hazardous installation (Calor Gas) to the north should be assessed and mitigated;</li> <li>6. <del>Development should include the</del> <u>The construction of the main vehicular access road into the site as part of the first phase, incorporate a pedestrian and cycle link across the site to link with the Yare Valley Walk and the nearby Cooper Lane Picnic Area. Development shall provide a financial contribution towards off-site works to enable a pedestrian and cycle link across the site from Hall Road to link to the River Yare riverside walk.</u></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>7. Development should make provision for any off-site improvements to the junction of Hall Road and The Neatmarket necessary as a result of increased traffic generation from the site.</p> <p><del>8. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partially underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p>Make a consequential modification to paragraph 2.245 to amend site area:</p> <p>2.245 The site is part of the former Livestock Market site and is <del>4.5</del> <u>3.45</u> hectares in size.</p> <p>Move wording of deleted policy requirement 8 to the supporting text. Insert after current paragraph number 2.247.</p>
MM53	122	Norwich Policy R2	<p>Delete Policy R2, subtitle, supporting text paragraphs 2.248 – 2.257 and Policy Map (see separate schedule of map changes)</p> <p><b><del>Policy R2: Ipswich Road Community Hub, 120 Ipswich Road</del></b></p> <p><del>2.248 The site was allocated in the previous Local Plan but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time period up to 2038. The site is re-allocated for residential development with the option of development or redevelopment for community uses. As an existing allocation it has been considered in the calculation of the housing requirement.</del></p> <p><del>2.249 This site of 0.8 hectares is presently occupied by educational and employment uses, housed in mainly single storey prefabricated buildings. The site also includes car parking and greenhouses.</del></p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>2.250 The A140 Ipswich Road, which forms a main arterial route to the city, is to the east of the site. Housing is set back from the road opposite the site.</del></p> <p><del>2.251 The steeply sloped publicly accessible former chalk works of Danby Wood County Wildlife Site and Local Nature Reserve are to the west of the site, with an additional small open space to the south, which includes a Roadside Nature Reserve. These and the allocation site form part of the Yare Valley.</del></p> <p><del>2.252 A footpath accessing Danby Wood and Park runs along the northern border of the site. The publicly accessible Danby Park is to the north-west. A former petrol filling station site is to the north on which site buildings have been cleared, with the site currently operating as a car wash facility.</del></p> <p><del>2.253 Access onto Ipswich Road needs careful and appropriate design and an additional pedestrian crossing point will be required as part of redevelopment to enhance pedestrian access across Ipswich Road to the site. To ensure site safety the redevelopment shall include a single point of access and be suitably designed and laid out to ensure servicing and turning of vehicles within the site to avoid conflict with the main A140.</del></p> <p><del>2.254 Design should reflect the site's location as a 'gateway' on a major road into Norwich. The presence of trees in and around the site must be taken into account in the design of the development. Development should also be landscaped to reflect its setting adjacent to green spaces in the Yare Valley. The design of the development should also enhance the setting of the footpath to the north of the site which provides access to the valley. The southern edge of the site should be designed as a transition space between green space and any new built form to reduce visual impact on the river valley. Opportunities for additional public access and suitable links through the site should be investigated as well as the potential to link with land to the north to enable that site's potential re-use.</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>2.255 The development should be designed to minimise noise for future residents from the A140 and commercial uses, which will include adequate screening of the site and setting development back from the road.</del></p> <p><del>2.256 Since the site is adjacent to former chalk workings and may have been subject to contamination, ground conditions and contamination surveys will be required to inform the design of development.</del></p> <p><del>2.257 The site is likely to accommodate at least 15 homes if developed for residential purposes.</del></p> <p>Policy R2</p> <p><b><del>Ipswich Road Community Hub, 120 Ipswich Road, Norwich (approx. 0.78ha) is allocated for residential development which may be provided either as general needs housing or purpose-built accommodation for older people or people with special needs. Development consolidating and expanding the existing community support and educational facilities on site will also be acceptable. If developed for residential purposes the site is expected to accommodate a minimum of 15 homes.</del></b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li><del>1. Achievement of a high quality, locally distinctive design of a scale and form which reflects its prominent gateway location at the southern approach to Norwich.</del></li> <li><del>2. Development should protect the setting of the adjacent County Wildlife site at Danby Wood, the informal open space at Danby Park and the ecological interest of the roadside nature reserve to the south.</del></li> <li><del>3. Potential ground stability issues should be addressed in the design and configuration of new development, with scope for the use of building types employing lightweight modular construction.</del></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>4. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided as an integral part of the design of the scheme.</del></p> <p><del>5. A pedestrian link should be provided through the site to connect to the Yare Valley Walk and provision should be made for the improvement and enhancement of the existing footpath along its northern boundary;</del></p> <p><del>6. Vehicular access into the site should be provided from Ipswich Road, designed to minimise impact on the free flow of vehicular traffic and contributing to necessary highway and pedestrian safety improvements including a new pedestrian crossing point.</del></p>
MM54	125	Norwich Policy R7	<p>Amend the policy to read:</p> <p><b>POLICY R7</b>  <b>John Youngs Limited, 24 City Road, Norwich (approx. 0.89ha) is allocated for residential development. This will accommodate a minimum of <u>approximately 45</u> homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which reflects and responds to the residential character of the surrounding area.</li> <li>2. <del>Development should respect</del> Respect the heritage significance and setting of the adjacent listed St Marks Church and its graveyard and the surrounding locally listed residential terraces in City Road.</li> <li>3. Retain and convert the Victorian building in the north-east corner of the site for residential uses as part of the comprehensive development of the site, subject to viability.</li> <li>4. <del>Reduced levels of residential car parking to achieve low car or Car car free or low car</del> <u>housing</u> development in accordance with Policy 2 – <u>Sustainable Communities</u> is appropriate <u>to be provided</u> in this location.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>5. Vehicular access if required should be taken from City Road. A pedestrian/cycle link will be provided between Hall Road and City Road.</p> <p>6. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided as an integral part of the design of the scheme, to include protection of trees along the southern boundary and enhance the landscape setting of the site.</p> <p>Make consequential change to supporting text paragraph 2.265 to read:</p> <p>2.265 The site is likely to accommodate at least <u>approximately</u> 45 homes. <del>More may be accommodated, subject to an acceptable design and layout being achieved and the need to have regard to conserving and enhancing the setting of adjoining heritage assets.</del></p>
MM55	128	Norwich Policy R13	<p>Amend the policy to read:</p> <p><b>POLICY R13</b>  <b>Site of former Gas Holder at Gas Hill, Norwich (<del>approx. 0.30ha</del>) is allocated for residential development. This will accommodate a minimum of <u>approximately</u> 15 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which reflects and responds to its prominent location on the hillside east of the city centre adjacent to Thorpe wooded ridge. Development should blend in with the existing pattern of development in this location.</li> <li>2. <del>Development should respect</del> <u>Respect</u> the heritage significance and setting of the adjacent Thorpe Hamlet Conservation Area and of the scheduled remains of St Leonards Priory. The site is in close proximity to Cow Tower scheduled monument,</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>design of development on this site should preserve and, <u>where opportunities arise</u>, enhance the setting of adjacent heritage assets <u>including the City Centre Conservation Area, and nearby grade II listed buildings: Bridge House Public House and Chalk Hill House.</u></p> <ol style="list-style-type: none"> <li>3. Protection and enhancement of key green infrastructure, biodiversity and geodiversity assets within the site;₂</li> <li>4. Ensures a high level of flood resilience and incorporates appropriate mitigation measures addressing identified risks from surface water flooding);₂</li> <li>5. Development will not take place prior to the revocation of the hazardous substance consent.</li> <li>6. Site contamination arising from the former gas storage use should be addressed and mitigated.</li> <li>7. <u>Reduced levels of residential car parking to achieve low car or Car car free or low car housing development in accordance with policy Policy 2 – Sustainable Communities is appropriate to be provided</u> in this location.</li> </ol> <p>Make consequential change to supporting text paragraph 2.277 to read:</p> <p>2.277 The site is likely to accommodate <u>at least approximately 15 homes. More housing may be accommodated, subject to an acceptable design and layout being achieved.</u></p>
MM56	132	Norwich Policy R14/15	<p>Amend the policy to read:</p> <p><b>POLICY R14/R15</b>  <b>Land at Ketts Hill and east of Bishop Bridge Road, Norwich (approx. 1.65ha) is allocated for residential development. This will accommodate a minimum of <u>approximately 80 homes.</u></b>  <i>Site R15 combined with R14 as a single allocation.</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design of a scale and form which reflects and responds to its prominent location adjacent to the hillside east of the city centre and to Thorpe wooded ridge.</li> <li>2. <del>Development should respect</del> <u>Respect</u> the heritage significance and setting of the adjacent Thorpe Hamlet, City Centre and St Matthews Conservation Areas.</li> <li>3. Consider long views and vistas particularly taking into account key landmark buildings. Examples of important views are from Mousehold Heath and Ketts Height and the view of the Cathedral when coming down Kett's Hill.</li> <li>4. Provide public access to Kett's Heights.</li> <li>5. Protection and enhancement of key green infrastructure, biodiversity and geodiversity assets within the site including retention and enhancement of tree planting to its northern boundary fronting Ketts Hill.</li> <li><del>6.</del> <u>6.</u> Site contamination arising from the former gas storage use should be addressed and mitigated.</li> <li><del>6.</del> <u>7.</u> Development will not take place prior to the revocation of the hazardous substance consent.</li> <li><del>7.</del> <u>8.</u> The main vehicular access will be provided from Bishop Bridge Road.</li> <li><del>8.</del> <u>9.</u> <u>Reduced levels of residential car parking to achieve low car or Car car free housing</u> development in accordance with Policy 2 is appropriate <u>to be provided</u> in this location.</li> </ol> <p>Make consequential change to supporting text paragraph 2.284 to read:</p> <p>2.284 The site is likely to accommodate <del>a minimum of</del> <u>approximately</u> 80 homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
MM57	135	Norwich Policy R17	<p>Amend the policy to read:</p> <p><b>POLICY R17</b>  <b>Site of former Van Dal Shoes, Dibden Road, Norwich (approx. 0.54ha) is allocated for residential development. This will accommodate a minimum of <u>approximately 25 homes</u>.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. The existing locally listed shoe factory building should be retained or converted, subject to viability. To this end an assessment of its suitability for conversion either in part or as a whole (taking account of the industrial heritage significance of the site) will be required;</li> <li>2. Where new buildings are proposed they should achieve high quality, locally distinctive design of a scale and form which reflects its prominent location and the character and context of the surrounding predominantly residential area.</li> <li>3. Development should be designed to integrate well with the surrounding housing and to make the best of the potential for views over the city;</li> <li>4. Site contamination arising from the former manufacturing use should be addressed and mitigated;</li> <li>5. Address access issues, including the potential stopping up or diversion of the highway subject to maintaining a pedestrian link across the site;</li> <li>6. Provide enhanced pedestrian and cycle links to Mousehold Avenue and Gertrude Road;</li> <li>7. Be designed to promote biodiversity and facilitate green infrastructure links to neighbouring green spaces and connections to Mousehold Heath. Existing trees on site should be retained and protected where practicable.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Make consequential change to supporting text paragraph 2.293 to read:</p> <p>2.293 The site is likely to accommodate at least <u>approximately</u> 25 homes. <del>More dwellings may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>
MM58	138	Norwich Policy R18	<p>Amend the policy to read:</p> <p><b>POLICY R18</b>  <b>Site of former Start Rite Factory, 28 Mousehold Lane, Norwich (approx. 0.86ha) is allocated for residential development which may be provided either as general needs housing or care home. This will accommodate a minimum of <u>approximately</u> 40 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design which responds to its prominent location on the outer ring road.</li> <li>2. The design must address the topography of the site and surface water drainage issues.</li> <li>3. A pedestrian/cycle link to Templemere should be provided.</li> <li>4. Retain existing belt of woodland and scrub on south-west and south-east boundaries and enhance landscaping and green infrastructure through the site.</li> <li>5. Vehicular access should be taken from Mousehold Lane. Development should provide for all necessary highway and junction improvements to enable a right turn into the site and the integration and enhancement of the existing pedestrian crossing point.</li> </ol>



Ref	Page	Policy/ Paragraph	Main Modification
			<p>6. Consideration should be given to rationalising access/servicing arrangements to enable a single shared access to adjoining commercial premises at 26 Mousehold Lane and remove the need for a separate access.</p> <p>Make consequential change to supporting text paragraph 2.295 to read:</p> <p>2.295 The site is likely to accommodate a minimum of <u>approximately</u> 40 homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p> <p>Amend the final sentence of supporting text paragraph 2.303 to read:</p> <p>If developed for older persons housing, affordable housing contributions should be in accordance with the requirements set out in <del>Norwich City Council's Affordable Housing SPD</del> <u>Policy 5 – Homes</u>.</p>
MM59	141	Norwich Policy R19	<p>Amend the policy to read:</p> <p><b>POLICY R19</b>  <b>Land north of Windmill Road, Norwich (<del>approx. 0.19ha</del>) is allocated for residential development. This will accommodate <del>in the region of</del> <u>approximately</u> 17 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li><u>1.</u> Achievement of a high quality, locally distinctive design.</li> <li><u>2.</u> Design to take account of differences in level between the site and adjoining residential properties and effectively addresses potential issues of overlooking loss of privacy and surface water flooding;</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>3.</u> Vehicular access to the site should be taken from the south via Millwright’s Way, with pedestrian access retained via Windmill Road and links to Windmill Court and Templemere retained and enhanced.</p> <p><u>4.</u> Protection and enhancement of key green infrastructure, biodiversity and geodiversity assets within the site including replacement of trees on site, addressing the impact of adjacent trees on the site, and provision of a high-quality landscaping scheme.</p> <p>Remove bullet points and number policy requirements.</p> <p>Make consequential change to supporting text paragraph 2.314 to read:</p> <p>2.314 The site is likely to accommodate <del>in the region of</del> <u>approximately</u> 17 homes.</p>
MM60	144	Norwich Policy R20	<p>Amend the policy to read:</p> <p><b>POLICY R20</b>  <b>Land east of Starling Road, Norwich (approx. 0.27ha) is allocated for residential development. This will accommodate a minimum of <u>approximately</u> 23 homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design which establishes a strong built frontage to Starling Road.</li> <li>2. The design should takes account of heritage issues including its location on the fringe of the City Centre Conservation Area and locally listed terraces on Magpie Road;</li> <li>3. Site contamination arising from current and former industrial and motor trade uses should be addressed and mitigated;</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>4. <del>noise</del> <u>Noise</u> generation from road traffic and existing industrial and commercial uses should be addressed and mitigated;</p> <p>5. <del>Comprehensive development is preferred but incremental</del> <u>Incremental</u> development can <u>may</u> be accepted where it would not compromise the development of the remainder of the site;</p> <p>6. As the allocation site is within multiple ownerships, shared access points are <u>should be</u> provided to keep the number of access points to a minimum.</p> <p>Make consequential change to supporting text paragraph 2.321 to read:</p> <p>2.321 The site is likely to accommodate <del>at least</del> <u>approximately</u> 23 homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>
MM61	147	Norwich Policy R29	<p>Amend the policy to read:</p> <p><b>POLICY R29</b>  <b>Two sites at Hurricane Way, Airport Industrial Estate, Norwich (Site A, land north of Gamecock Close and west of 6-14 Hurricane Way, (approx. 0.26 ha) and Site B, land between Hurricane Way and Stirling Road, (approx. 2.28 ha) are allocated for light industrial and housing development. This will accommodate a minimum of <u>approximately 30 homes.</u></b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Development should be approached in the context of a comprehensive masterplan for the Airport Industrial Estate as a whole;</li> <li>2. Achievement of a high quality, locally distinctive design which provides for effective integration of the residential elements of any scheme with adjoining housing, segregation of proposed housing from surrounding employment areas and effective</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>separation of residential and non-residential uses and flood-resilient design (including addressing identified risks from flooding from surface water flooding);</p> <ol style="list-style-type: none"> <li>3. Housing, if proposed on Site B, will be appropriate if in accordance with a comprehensive masterplan (to be produced). Vehicular access to be taken from Heyford Road.</li> <li>4. Residential development on Site A will be dependent on demonstrating that a suitable vehicular access can be achieved from the south via Gamecock Close.</li> <li>5. Light industrial development and/or small business uses on the frontage to Hurricane Way are acceptable providing they are not significantly detrimental to adjoining neighbouring residential occupiers.</li> <li>6. A high-quality landscaping scheme is required which provides for the protection of trees on site and the provision and enhancement of green infrastructure and biodiversity links;</li> <li>7. <del>Development will make provision</del> <u>Provision</u> for retention of the north-south pedestrian and cycle link (that form part of the yellow pedalway) and bus link from Hurricane Way to Heyford Road via Site B.</li> <li>8. Be designed to mitigate the impact of noise generation, light and odour pollution from adjacent industrial uses and Norwich International airport.</li> </ol> <p>Make consequential change to supporting text paragraph 2.327 to read:</p> <p>2.327 These sites are likely to accommodate <del>at least</del> <u>approximately</u> 30 homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>
MM62	149	Norwich Policy R30	<p>Amend the policy to read:</p> <p><del>Policy</del> <b><u>POLICY R30</u></b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Land at Holt Road, Norwich (approx. 1.33ha) is allocated for general employment purposes (use classes E(gii/iii), B2 and B8).</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. <del>provide</del> <u>Provide</u> vehicular access to the site from Gambling Close or from a single point of access onto Holt Road serving the entire site, providing this can be achieved without unacceptable impacts on highway safety or the free flow of traffic;</li> <li>2. <del>promote</del> <u>Promote</u> sustainable transport to the site.</li> <li>3. <del>provide</del> <u>Provide</u> appropriately for servicing, parking and other transportation requirements;</li> <li>4. <del>demonstrate</del> <u>Demonstrate</u> (through a noise impact assessment) that appropriate account has been taken of the potential impacts of noise from existing and proposed airport operations and noise generation from the development itself;</li> <li>5. <del>incorporate</del> <u>Incorporate</u> suitable boundary treatment screening to the Holt Road frontage and mitigation measures to reduce the impact of the development on the outlook and living conditions of adjoining and nearby residents.</li> <li>6. <del>ensure</del> <u>Ensure</u> that any development is designed to <del>comply with</del> <u>having regard to</u> the requirements of Norwich Airport with regard to Airport safeguarding measures.</li> <li>7. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol> <p>Move wording of deleted policy requirement 7 to the supporting text. Insert after current paragraph number 2.330.</p>
MM63	152	Norwich Policy R31	<p>Amend the policy to read:</p> <p><b>POLICY R31</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Heigham Water Treatment Works, Waterworks Road, Norwich (approx. 1.37ha) is allocated for housing led mixed use development and public open space. This will accommodate a minimum of <u>approximately 60 homes</u>.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive and flood-resilient design (including addressing identified risks from flooding from rivers and surface water flooding);</li> <li>2. The design must reflect the prominent riverside location and provide for the retention and enhancement of heritage assets within the site including the historic boundary wall on Waterworks Road; the locally listed Pump House 1 and Eastgate Lodge; as well as heritage assets adjacent to the site including the locally listed Pump House 2 buildings and grade II listed / scheduled monument St. Bartholomew's Church, Heigham;</li> <li>3. A small element of business or commercial use is acceptable subject to uses being compatible with the continuation of water treatment operations on the adjoining site to the west and subject to any required variation or revocation of hazardous substance consents pertaining to those operations;</li> <li>4. Approximately 60 homes will be provided, depending on the appropriate mitigation measures undertaken, including the provision of adequate and appropriate access to the site;</li> <li>5. The land adjoining the River Wensum will provide a public open space with a publicly accessible riverside walk in accordance with policy 7.1 and the 'River Wensum Strategy' and subject to water security considerations;</li> <li>6. A high-quality landscaping scheme is required which provides for the protection of trees on site and the provision and enhancement of green infrastructure and biodiversity links;</li> <li>7. Contamination from existing uses on site should be assessed and mitigated;</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>8. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partially underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration. Parts of the site are within the consultation area for a safeguarded Waste management site and Norfolk Minerals and Waste Core Strategy policy CS16 applies, while the waste site is active.</del></p> <p>9. <u>8.</u> An archaeological assessment will be required prior to development.</p> <p>Make consequential change to supporting text paragraph 2.335 to read:</p> <p>2.335 The site is likely to accommodate approximately 60 homes. <del>More homes may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p> <p>Move wording of deleted policy requirement 8 to the supporting text. Insert after current paragraph number 2.335.</p>
MM64	159	Norwich Policy R36	<p>Amend the policy to read:</p> <p><b>POLICY R36</b>  <b>Mile Cross Depot, Norwich (approx. 4.40ha) is allocated for <u>residential led mixed use development with residential and which may include associated community uses.</u> This will accommodate a minimum of <u>approximately 170 homes.</u> <u>The final number of homes delivered will depend upon the scale of any community uses delivered.</u></b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Achievement of a high quality, locally distinctive design which reflects its prominent location on the edge of the river valley, the setting of the adjoining Mile Cross</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Conservation Area and the proximity of formal and informal recreational open space;</p> <ol style="list-style-type: none"> <li>2. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including formal and informal public and private open spaces within the site.</li> <li>3. The southern frontage of the site to Marriott's Way should be enhanced and landscape and pedestrian and cycle links provided through the site to link with the existing recreational route;</li> <li>4. Potential contamination from <del>existing and</del> previous uses on site, potential geological issues <del>and potential impacts of noise and odour generation from the recycling centre on Swanton Road (so long as it is retained)</del> should be assessed and mitigated.</li> <li>5. Vehicular access should be taken from Mile Cross Road with emergency access and pedestrian/cycle links provided to Valpy Avenue.</li> <li>6. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partially underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration. Parts of the site are within the consultation area for a safeguarded Waste management site and Norfolk Minerals and Waste Core Strategy policy CS16 applies, while the waste site is active.</del></li> </ol> <p>Make consequential change to supporting text paragraph 2.358 to read:</p> <p>2.358 The site is likely to accommodate <del>a minimum of</del> <u>approximately</u> 170 homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved, dependant on the mix of uses and geological constraints being overcome.</del></p> <p>Move wording of deleted policy requirement 6 to the supporting text. Insert after current paragraph number 2.358.</p>



Ref	Page	Policy/ Paragraph	Main Modification
MM65	162	Norwich Policy R37	<p>Amend the policy to read:</p> <p><b>POLICY R37</b>  <b>The Norwich Community Hospital site, Bowthorpe Road, Norwich (approx. 5.30 ha) is allocated for <u>mixed use development</u>. This may include hospital development and ancillary activities, plus associated supported living, care and key worker accommodation, and residential development. <u>As part of a mixed-use scheme the site This will may accommodate a minimum of 80 around 200 homes depending on the level of healthcare development.</u></b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Development should be approached in the context of a comprehensive masterplan for the Norwich Community Hospital site and should be consistent with and complementary to mixed use redevelopment proposals agreed in principle for the existing hospital;</li> <li>2. Achievement of a high quality, locally distinctive design which reflects the prominent location of the site on the frontage to Bowthorpe Road and the proximity of formal open space and informal recreational open space including Earham Cemetery and Woodlands Park;</li> <li>3. Retention of the locally listed Woodlands House;</li> <li>4. Conserve and enhance the setting of the adjacent Earham Cemetery grade II Registered Park and Garden and nearby Jewish Mortuary Chapel heritage assets.</li> <li>5. Provide pedestrian and cycle links between Bowthorpe Road and Dereham Road via the Woodlands Park to the north of the site and to Godric Place;</li> <li>6. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including formal and informal public and private open spaces within the site and the retention and enhancement of existing trees.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Biodiversity links between the site and neighbouring green spaces will be protected and enhanced;</p> <p>7. Site contamination and geotechnical constraints should be assessed and mitigated;</p> <p>8. The design and configuration of development should have regard to the siting of existing telecommunications equipment on-site.</p> <p><del>9. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partially underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p>Make consequential changes to supporting text paragraph 2.360 to read:</p> <p><del>2.360</del> <u>The site is likely to accommodate at least 80 homes. The outline consent granted in late 2021 has a potential to deliver approximately 190 homes or 'equivalent homes' as demonstrated under the initial proposals of the 2018 planning application, however the final mix of homes and healthcare development may change. The 2021 approval did not encompass the whole site and the remaining part could accommodate around 50 dwellings. Any future "departure" from a core housing figure would be assessed against any social or health care benefits which might arise from dependent upon securing future funding (i.e. more health care facilities than housing). If developed wholly for residential the site may accommodate approximately 250 homes.</u></p> <p>Move wording of deleted policy requirement 9 to the supporting text. Insert after current paragraph number 2.360.</p>
MM66	164	Norwich Policy R38	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION POLICY R38</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Three Score, Bowthorpe, Norwich (approx. 25.29ha) is allocated for an urban extension including housing, open and play space and associated infrastructure. This will accommodate in the region of 900 <u>755</u> homes.</b></p> <p>The development will achieve the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Be planned as an exemplar development with a distinct character and identity, providing for exceptionally high standards of design, energy efficiency and flood resilience (including addressing identified risks from flooding from rivers and surface water flooding).</li> <li>2. Provide permeability through the site including connections to the existing strategic cycle network, new bus routes and a network of attractive and walkable pedestrian routes providing for safe and convenient movement within and between existing and proposed housing areas, the Bowthorpe district centre, the new village centre and the Yare valley and open countryside beyond.</li> <li>3. Make provision for significant areas of recreational and informal open space, play space, green infrastructure (including retained woodland) and enhance ecological networks to support biodiversity and geodiversity.</li> <li>4. Respect the character and distinctiveness of the surrounding area, to improve the setting of Bowthorpe Hall and the surrounding conservation area, preserve the open character of the Yare valley and distinctive landscape of the valley edge, and maintain strategic long views through and beyond the development area.</li> </ol> <p>Make consequential change to supporting text paragraph 2.362 to read:</p> <p>2.362 The site is likely to accommodate in the region of 900 <u>755</u> homes. <del>More may be accommodated, subject to an acceptable design and layout etc. being achieved.</del></p>
<b>Urban Fringe</b>			

Ref	Page	Policy/ Paragraph	Main Modification
<b>Colney</b>			
MM67	172	Policy COL1	<p>Delete Policy COL1, subtitle, supporting text paragraph 3.6 and Policy Map (see separate schedule of map changes)</p> <p><b><del>Policy COL1: Land adjacent to Norwich Research Park (NRP), Colney</del></b></p> <p><del>3.6 The site was allocated in 2015 as part of the South Norfolk Local Plan. Science park and hospital related uses remain appropriate, and COL 1 is re-allocated as a strategic employment allocation.</del></p> <p><del>Policy COL 1</del></p> <p><b><del>Strategic Allocation</del></b></p> <p><b><del>Land adjacent to Norwich Research Park (NRP), Colney (approx. 38.8 ha) is allocated principally for an E (gii) Science Park development, hospital expansion and other proposals ancillary and complementary to these main uses.</del></b></p> <p><del>The development will be expected to address the following specific matters:</del></p> <p><del>Uses</del></p> <p><del>1. Acceptable uses will be research and development use under Class E (gii) ‘research and development’ of the Town and Country Planning (Use Classes) Order 2020 (as amended) plus hospital and hospital related uses. Other uses clearly ancillary to the main functions of the Norwich Research Park (NRP) and/or complementary to the main anchor institutions will also be acceptable.</del></p> <p><del>Master plan/infrastructure plan</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p data-bbox="779 272 2020 564"> <del>2. Provision of a masterplan (having regard to the masterplan associated with planning permission 2012/1880, as appropriate), that includes: phasing in relation to the delivery of infrastructure and integration with existing uses; provision of high-quality buildings and spaces; and a landscape strategy and green infrastructure plan.</del>  <del>3. The masterplan should be supported by a utilities/infrastructure plan which will include the necessary transport improvements detailed below.</del>  <del>4. Proposals for smaller sites within the overall allocation should accord with the principals of any agreed masterplan and infrastructure plan.</del> </p> <p data-bbox="730 608 875 635">Transport</p> <p data-bbox="730 683 1921 746">Measures which address the impacts of the proposed development, including where appropriate:</p> <p data-bbox="779 794 2002 1305"> <del>5. Improvements to the B1108 Watton Road junctions which accesses the NRP.</del>  <del>6. Improvements to the capacity at the B1108/A47 junction, to ensure that it does not become a constraint to development.</del>  <del>7. Maintaining and enhancing safe and convenient access to the Norfolk and Norwich University Hospital.</del>  <del>8. Public transport access and provision, to encourage significant modal shift to/from and within the wider NRP, including measures identified through the Transport for Norwich programme.</del>  <del>9. Safe and convenient pedestrian and cycle links within the wider NRP and to/from significant areas of housing (specifically at Cringleford, Hethersett and Threescore/Bowthorpe), including completion of the Hethersett to NRP cycleway.</del>  <del>10. Parking ratios of approximately 1 space per 60m<sup>2</sup> of floor area (excluding plant).</del>  <del>11. The developer should ensure that sufficient land is made available to deliver the required infrastructure.</del> </p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>Design and Landscape</del></p> <p><del>12. Landmark design quality, including a safe and attractive public realm, creating an integrated approach to existing and new development at the NRP.</del></p> <p><del>13. Exemplar sustainable development, achieving at least BREEAM 'very good' standard for new construction.</del></p> <p><del>14. Development contributes positively to green infrastructure and the landscape setting including retention of the existing shelter belts, hedgerows and significant trees and linking of features to the wider landscape.</del></p> <p><del>15. Development density to reflect the transport constraints of the locality and the aspirations for design quality and landscaping.</del></p> <p><del>16. Any development must conserve and enhance the significance of the Old Hall and its wall and the Rectory, including any contribution made to that significance by setting. This includes but is not limited to appropriate landscaping, density and design.</del></p> <p><del>Constraints</del></p> <p><del>17. Site specific flood risk assessments.</del></p> <p><del>18. Layout to take account of water main and sewers crossing the site;</del></p> <p><del>19. Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.</del></p> <p><del>20. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p>
MM68	175	Policy GNLP0331BR	Delete Policy GNLP0331BR, subtitle, supporting text paragraph 3.7 and Policy Map (see separate schedule of map changes)

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del><b>Policy GNL0331BR: South of Norwich Research Park extension, Colney</b></del></p> <p><del>3.7 This site is allocated for employment use and allows additional capacity up to 2038 for the continued growth of the allocated science park and hospital expansion proposals in the 2015 South Norfolk Local Plan (allocation reference COL 1).</del></p> <p><del>Policy GNL0331BR</del></p> <p><del><b>South of Norwich Research Park extension, (1.26 ha), for a Class E (gii) Science Park development, of the Town and Country Planning (Use Classes) Order 2020 (as amended) hospital expansion and other proposals ancillary and complementary to these main uses.</b></del></p> <p><del>Planning applications will be considered positively for the above uses subject to meeting the criteria set out in Policy COL1.</del></p> <p><del>The development will include the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration</del></li> </ol>
MM69	177	Policy GNLP0331CR	<p>Delete Policy GNL0331CR, subtitle, supporting text paragraph 3.8 and Policy Map (see separate schedule of map changes)</p> <p><del><b>Policy GNL0331CR: South of Norwich Research Park extension, Colney</b></del></p> <p><del>3.8 This site is allocated for employment use and allows additional capacity up to 2038 for the continued growth of the allocated science park and hospital expansion proposals in the 2015 South Norfolk Local Plan (allocation reference COL 1).</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Policy GNLP0331CR</p> <p><del>South of Norwich Research Park extension, (5.59 ha), for E(gii) Science Park development, hospital expansion and other proposals ancillary and complementary to these main uses.</del></p> <p><del>Planning applications will be considered positively for the above uses subject to meeting the criteria set out in Policy COL1.</del></p> <p><del>The development will include the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration</del></li> </ol>
MM70	-	Policy COL1/ GNLP0331BR & GNLP0331CR	<p>Add new policy to combine Policy COL1, GNLP0331BR and GNLP0331CR, new subtitle, new paragraphs of supporting text and new Policy Map (see separate schedule of map changes)</p> <p>Insert new subtitle and supporting text above policy to read, numbering as appropriate:</p> <p><b><u>POLICY COL1/GNLP0331BR/GNLP0331CR: Land adjacent to Norwich Research Park (NRP), Colney</u></b></p> <p><u>The site was allocated in 2015 as part of the South Norfolk Local Plan. Science park and hospital related uses remain appropriate, and STR.05 is re-allocated as a strategic employment allocation with some additional areas of land included.</u></p> <p><u>Norfolk Minerals and Waste Core Strategy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</u></p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.</u></p> <p><b><u>Strategic Allocation</u></b></p> <p><b><u>POLICY COL1/GNLP0331BR/GNLP0331CR</u></b></p> <p><b><u>Land adjacent to Norwich Research Park (NRP), Colney (45.65 ha) is allocated principally for an E (gii) Science Park development, hospital expansion and other proposals ancillary and complementary to these main uses.</u></b></p> <p><u>The development will achieve the following site specific requirements:</u></p> <p><u>Uses</u></p> <ol style="list-style-type: none"> <li>1. <u>Acceptable uses will be research and development use under Class E (gii) 'research and development' of the Town and Country Planning (Use Classes) Order 2020 (as amended) plus hospital and hospital related uses. Other uses clearly ancillary to the main functions of the Norwich Research Park (NRP) and/or complementary to the main anchor institutions will also be acceptable.</u></li> <li>2. <u>Planning conditions will be applied to consents granted under Class E(g)(ii) to prevent changes of use within Class E in order to protect the function of the Research Park and to restrict the proliferation of town centre uses in out of centre locations.</u></li> </ol> <p><u>Master plan/infrastructure plan</u></p> <ol style="list-style-type: none"> <li>3. <u>Proposals within this site allocation boundary should have regard to the existing approved illustrative masterplan or any subsequent approved revision and include</u></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>phasing in relation to the delivery of infrastructure, provision of high-quality buildings and spaces; and a landscape strategy and green infrastructure plan.</u></p> <p>4. <u>Any revised masterplan for the allocation should be supported by a utilities/infrastructure plan which will include the necessary transport improvements detailed below.</u></p> <p><u>Development will be expected to address the following specific matters:</u></p> <p><u>Transport</u></p> <p><u>Measures which address the impacts of the proposed development, including where appropriate:</u></p> <p>5. <u>Improvements to the B1108 Watton Road junctions which access the NRP.</u></p> <p>6. <u>Improvements to the capacity at the B1108/A47 junction, to ensure that it does not become a constraint to development.</u></p> <p>7. <u>Maintaining and enhancing safe and convenient access to the Norfolk and Norwich University Hospital.</u></p> <p>8. <u>Public transport access and provision, to encourage significant modal shift to/from and within the wider NRP, including measures identified through the Transport for Norwich programme.</u></p> <p>9. <u>Safe and convenient pedestrian and cycle links within the wider NRP and to/from significant areas of housing (specifically at Cringleford, Hethersett and Threescore/Bowthorpe), including completion of the Hethersett to NRP cycleway.</u></p> <p>10. <u>Parking ratios of approximately 1 space per 60m<sup>2</sup> of floor area (excluding plant).</u></p> <p>11. <u>The developer should ensure that sufficient land is made available to deliver the required infrastructure.</u></p> <p><u>Design and Landscape</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>12. <u>Landmark design quality, including a safe and attractive public realm, creating an integrated approach to existing and new development at the NRP.</u></p> <p>13. <u>Development contributes positively to green infrastructure and the landscape setting including retention of the existing shelter belts, hedgerows and significant trees and linking of features to the wider landscape.</u></p> <p>14. <u>Development density to reflect the transport constraints of the locality and the aspirations for design quality and landscaping.</u></p> <p>15. <u>Any development must conserve and, where opportunities arise, enhance the significance of the Old Hall and its wall and the Rectory, including any contribution made to that significance by setting. This includes but is not limited to appropriate landscaping, density and design.</u></p> <p><u>Constraints</u></p> <p>16. <u>Site specific flood risk assessments.</u></p> <p>17. <u>Layout to take account of water main and sewers crossing the site.</u></p> <p>18. <u>An archaeological assessment will be required prior to development.</u></p>
MM71	179	Policy COL2/ GNLP0140C	<p>Amend the policy to read:</p> <p><b>POLICY COL 2 / GNLP0140C</b></p> <p><b>Land rear/east of Institute of Food Research (IFR), Colney (approx. 4.24 ha) is allocated principally for an E (gii) Science Park development, hospital expansion and other proposals ancillary and complementary to these main uses.</b></p> <p>Planning applications will be considered positively for the above uses subject to meeting the criteria set out in Policy COL1.</p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>1. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of nearby heritage assets including Earlham Conservation Area and associated listed buildings to the west, including any contribution made to that significance by setting. This includes but is not limited to appropriate landscaping, density and design.</p> <p>2. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p>Move wording of deleted policy requirement 2 to the supporting text. Insert after current paragraph number 3.9.</p>
MM72	184	Policy GNLP0253	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0253</b>  <b>Colney Hall, Watton Road, Colney (approx. 24.99 ha) is allocated for specialist housing for older people and for university research and healthcare uses to support wellbeing in later life. Uses will include dementia care, extra care housing, university research space E(g)(ii), and healthcare facilities D4 E(e). The site is to accommodate a dementia care unit of approximately 80 beds, approximately 120 units of extra care housing, and the conversion of Colney Hall.</b></p> <p><del>The development will include the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <p>1. A masterplan for the whole site <u>submitted with or in advance of the first application for planning permission</u>. Comprising a mix of uses that is majority C2 but includes research E(gii) and healthcare D4 <u>E(e)</u> facilities to make the development exceptional for wellbeing in later life.</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>2. A landscape assessment exploring the historic gardens and parkland setting of the Hall will need to be undertaken.</del></p> <p><del>3. The layout of the development will need to reflect this assessment and retain the significant trees across the site, incorporate high quality landscaping to enhance the woodland setting and provide informal recreational green space.</del></p> <p><del>4. A transport assessment with the implementation of any agreed highway mitigation measures.</del></p> <p><del>5. Site access from the B1108 with a new traffic signal junction, as well as shared use cycleway/footway from access extending eastwards to connect to existing cycle facility.</del></p> <p><del>6. Sensitive conversion of the Grade II listed Colney Hall and its gardens.</del></p> <p><del>7. Consideration to protecting the distinctive characteristics of the River Yare valley.</del></p> <p><del>8. An archaeological assessment will be required prior to development. Historic Environment Service to be consulted to determine any need for archaeological surveys prior to development.</del></p> <p><del>9. A site-specific flood risk assessment is required.</del></p> <p><del>10. A site-specific ecological survey is required.</del></p> <p><del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration. Remediation maybe required due to former landfill site.</del></p> <p>Move the original wording of policy requirement 6 (now 8) to supporting text. Insert after current paragraph number 3.12</p> <p>Move wording of deleted policy requirement in relation to Minerals and Waste to the supporting text. Insert after current paragraph number 3.12.</p>
MM73	186	Policy BAW2	Amend the policy to read:

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>POLICY BAW2</b>  <b>Bawburgh and Colney Lakes (approx. 73.5ha) is allocated for a water-based country park.</b></p> <p>The development will be expected to address the following specific matters <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Public access to be provided;</li> <li>2. Footpath and cycle link with access for major residential developments at various points of entry <del>to be agreed with the local Highways Authority;</del></li> <li>3. A conservation management plan should be delivered to protect species and agreed prior to the commencement of development with zoned access to protect some areas from damage and disturbance. Proposals will need to ensure that the ecological value of the County Wildlife site is retained and enhanced in areas to be opened up to the public.</li> </ol>
<b>Costessey</b>			
MM74	190	Policy COS3/ GNLPSL2008	<p>Amend the policy to read (see separate schedule of map changes for boundary change):</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY COS 3/ GNLPSL2008</b>  <b>Longwater Employment Area, Costessey (approx. <del>15.29</del> <u>11.06</u> ha) is allocated for Employment uses.</b></p> <p>The development will be expected to address the following specific matters <u>The development will achieve the following site specific requirements:</u></p> <p>Uses</p> <ol style="list-style-type: none"> <li>1. Principally for E(g), <u>B2 and B8</u> Use Class (2020) employment uses.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>2. Other employment uses that are not identified as main town centre uses in the National Planning Policy Framework, specifically further car showrooms and petrol filling stations.</p> <p>Transport</p> <p>3. Appropriate and proportionate contributions to short, medium and long-term improvements to the A47 Longwater Junction to ensure that capacity does not become a constraint on development.</p> <p>4. Proportionate contributions to public transport improvements on the Dereham Road corridor and other public transport enhancements in accordance with the latest version of the Transport for Norwich implementation plan.</p> <p>5. Safe and convenient pedestrian and cycle links to key locations including access to Longwater retail and nearby residential locations at Queens Hill, New Costessey and Easton.</p> <p>Constraints</p> <p><del>6. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></p> <p><del>7. 6. Protection of Long Dale County Wildlife Site to the north of Employment Area.</del></p> <p><del>8. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources and is within a minerals and waste consultation area. The benefits of extracting the minerals, if feasible, will be taken into consideration and developers will need to consult Norfolk County Council (Minerals and Waste) as part of any future applications on the site.</del></p> <p>Move wording of deleted policy requirement 8 to the supporting text. Insert after current paragraph number 3.18.</p>
MM75	192	Policy COS4	Amend policy COS4 to read:

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Policy COS4</b></p> <p><b>Redevelopment of existing uses within the Costessey Longwater Development Boundary, Costessey</b></p> <p>Within the Costessey Longwater Development Boundary proposals for the redevelopment or change of use of existing employment, <del>retail, commercial and leisure</del> uses, <u>commercial, business and service uses, and complementary sui generis uses</u> will <del>will</del> <u>should</u> demonstrate that retention of the site for <del>the same or similar uses</del> <u>the existing use</u> has been fully explored without success. This would involve:</p> <ol style="list-style-type: none"> <li><u>1. Demonstrating that the area is already adequately served by the type of use to be lost; or</u></li> <li><del>1.</del> <u>2. Confirmation that the site has been offered on a range of terms agreed in advance to be reasonable, with any disagreement resolved by an independent assessor, plus six months marketing for the permitted and similar uses, using an appropriate agent; and</u></li> <li><del>2.</del> <u>Confirmation that the site has been offered on a range of terms agreed in advance to be reasonable on the advice of an independent assessor; or</u></li> <li><del>3.</del> <u>It can be demonstrated that the area is already adequately served for the type of use to be lost.</u></li> </ol> <p>Where this has been demonstrated, sites within Costessey Longwater Development Boundary, will be considered positively for E(g), <u>B2 and B8</u> employment uses or other <del>employment</del> uses ancillary and complementary to the strategic employment function of the area where they are <u>not</u> (underlining in the original) defined as a Main Town Centre use in the National Planning Policy Framework, specifically further car showrooms and petrol filling stations.</p>



Ref	Page	Policy/ Paragraph	Main Modification
MM76	194	Paragraphs 3.20 and 3.21	<p>Delete paragraphs 3.20 and 3.21:</p> <p><del>3.20 There are no new allocations however site GNLP2043/0581 is proposed as a contingency allocation should additional housing be required over the plan period as referenced by the trigger point detailed in the site policy.</del></p> <p><del>3.21 Please see separate section at the end of the plan for the contingency site policy.</del></p>
MM77	194	Policy COS5/ GNLP2074	<p>Amend the policy to read:</p> <p><b>POLICY COS 5/GNLP2074</b> <b>Royal Norfolk Showground, Costessey</b></p> <p>Planning applications for the use of the identified area for leisure, tourism, recreation, arts and exhibition uses will be considered positively provided that:</p> <ol style="list-style-type: none"> <li>1. The open character of the site is retained, including the impact of ancillary uses such as car parking.</li> <li>2. <u>Other than for development under clause 6 below, Any any</u> new buildings and extensions are required to support the main functions of the Showground.</li> <li>3. Harm would not be caused by the nature, scale, extent, frequency or timing of proposed activities, including: <ol style="list-style-type: none"> <li>a) <u>any Any</u> noise or vibration likely to be generated, including from motorised sports or flying; and,</li> <li>b) <u>any Any</u> light which could have an impact beyond the site itself.</li> </ol> </li> <li>4. <del>Highways and transport improvements are agreed with Norfolk County Council and, where appropriate, the Highways Agency, to be proportionate to the form and scale of development and includes pedestrian and cycle access across the A17.</del> <u>Depending on the scale and type of development, applications will be supported by a Transport Assessment/Statement and any required highway mitigation measures will be provided.</u></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>5. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></p> <p><del>5. Small scale Food retail, including an anchor unit selling a significant proportion <u>no less than 70%</u> of locally produced goods; café/restaurant/public house uses; and other leisure and service uses, to serve the wider function of the showground will also be considered.</del></p> <p>Make consequential change to section title:</p> <p>Policy COS5/GNLP2074: Royal Norfolk Showground, Costessey</p> <p>Make consequential supporting text change to paragraph 3.22:</p> <p>3.22 Recognising that the Norfolk Showground has a need to support its role as a major visitor attraction and events location, and that it is located within and supports the Food Enterprise Zone, it is <del>proposed to alter the existing showground policy to permit</del> small scale food, dining and leisure-led development that also helps to meet the needs of local residents who live in the immediate area. <u>To ensure that the development supports the local food and agri-tech sectors any food based retail unit should sell a clear majority of locally produced goods and will therefore be conditioned to ensure that no less than 70% of the net retail floor area is used for the display and sale of goods produced in Norfolk and Suffolk.</u></p>
<b>Cringleford and Keswick</b>			
MM78	200	Policy GNLP0307/ GNLP0327	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY GNLP0307/GNLP0327 <u>(Part of Cringleford Neighbourhood Plan HOU1)</u></b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Land north of the A11 (approx. 52.56 ha) is allocated for residential development and associated infrastructure. This will accommodate approximately 4,740 <u>1,060</u> homes.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Development to comply with the policies of the Cringleford Neighbourhood Plan 2013-2026, including that no more than approximately 1,300 homes are built prior to 2026.</li> <li>2. A Transport Assessment will be required, to include: <ul style="list-style-type: none"> <li>○ <del>confirmation</del> <u>Confirmation</u> that the proposed improvements to the A47 Thickthorn Interchange can accommodate the uplift in dwelling numbers;_</li> <li>○ <del>a vehicular route through the adjacent development site (reference: 2013/1494), capable of serving as a bus route</del> <u>Connections to adjacent sites by all modes which support active travel where feasible.</u></li> <li>○ <del>footpath</del> <u>Footpath</u> and cycleway connections to the Roundhouse Way bus interchange;_</li> <li>○ <del>Improvements</del> <u>Improvements</u> to Colney Lane;_</li> <li>○ <del>enhanced</del> <u>Enhanced</u> pedestrian, cycle and public transport access to the wider Norwich Research Park (including the UEA);_</li> <li>○ <del>enhanced</del> <u>Enhanced</u> walking routes to nearby schools;_ <del>and</del></li> <li>○ <del>safeguarding of land for a pedestrian footbridge over the A47.</del></li> </ul> </li> <li>3. Approximately 3 hectares of the site should be safeguarded for a new school, or equivalent alternative provision in agreement with the education authority.</li> <li>4. Adequate <del>landscaping and green infrastructure</del> <u>and a landscape buffer to will</u> be provided <del>including landscape buffer outside the settlement limit</del> in accordance with <u>the Bypass protection zone adjacent of to the A47 and including</u> adequate noise mitigation measures to protect residential amenity.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>5. <del>Inclusion of p</del> Pollution control techniques to ensure that development does not lead to pollution of the water environment as the site falls within source protection zone 3.</p> <p>6. <del>Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.</del> <u>An archaeological assessment will be required prior to development.</u></p> <p>7. Provision of a drainage system (SUDs).</p> <p>8. Mitigations to address utilities infrastructure crossing the site.</p> <p>9. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partly underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p>Move the original wording of policy requirement 6 to supporting text. Insert after current paragraph number 3.30.</p> <p>Move wording of deleted policy requirement 9 to the supporting text. Insert after current paragraph number 3.30.</p>
MM79	202	Policy KES2/ GNLP0497	<p>Amend the policy to read:</p> <p><b>POLICY KES 2 (including GNLP0497)</b>  <b>Land west of Ipswich Road, Keswick (approx. 13.02 ha) is allocated for employment uses.</b></p> <p><del>The development will be expected to address the following specific matters. The</del> <u>development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Mixed use development within Use Class E(g), B2 and B8, the ratio of uses being subject to acceptable highways impacts;.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<ol style="list-style-type: none"> <li>2. <del>An</del> <u>Provide an</u> access road across the site from B1113 to A140 at Tesco Harford, with roundabout access from the B1113 and revised traffic light junction on the A140, <del>to be agreed with Highways Authority.</del></li> <li>3. Restriction of a right turn movements at the existing B1113/A140 junction.</li> <li>4. Off-site cycle and footway links connecting to Low Road, Keswick and the Yellow Pedalway on the A140.</li> <li>5. Appropriate layout, scale and landscaping to protect properties to the north and to reflect the setting of the site within the Southern Bypass Landscape Protection Zone and its location on a gateway into Norwich.</li> <li>6. Inclusion of ecological appraisal with off-site strategic landscaping north-west of the B1113 as buffering to Harford Bridge Marshes CWS and NWT Nature Reserve.</li> <li>7. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of nearby heritage assets including the grade II listed church of All Saints and remains of the Church of All Saints to the west of the site, including any contribution made to that significance by setting.</li> <li>8. Sustainable drainage, reflecting the implications of the river valley location. Run off from the development onto the Harford Bridge Marshes County Wildlife Site and Nature Reserve may be an issue that will need to be mitigated for.</li> <li>9. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol> <p>Move wording of deleted policy requirement 9 to the supporting text. Insert after current paragraph number 3.31.</p>
<b>Drayton</b>			
MM80	206	Policy DRA1	<p>Amend the policy to read:</p> <p><b>POLICY DRA1</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Land east of Cator Road and north of Hall Lane, Drayton (Approx. 12.5 ha) is allocated for residential development, allotments and open space. This will accommodate approximately 250 homes.</b></p> <p>The development will be expected to address the following specific matters <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Vehicular access to be achieved from Hall Lane and School Road.</li> <li>2. Appropriate surface water drainage proposal to mitigate risk of surface water flooding issues associated with this site.</li> <li>3. Green infrastructure linkages provided from the site to Hall Lane and Reepham Road via a network of footpaths to the side of School Road and also across the adjoining agricultural field to the north east of the site. A footpath/cycleway should also be included to the south side of Reepham Road from the junction with School Road to the roundabout at Drayton Lane.</li> <li>4. Provision of onsite public open space in accordance with relevant policy.</li> <li>5. Provision of allotments.</li> <li>6. Any development must conserve and <u>where opportunities arise</u>, enhance the significance of the grade II listed 4 Manor Farm Close including any contribution made to that significance by setting. This includes but is not limited to appropriate landscaping, setback and design.</li> </ol>
<b>Easton</b>			
MM81	211	Policy EAS1	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY EAS 1</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Land south and east of Easton (approx. 52.12 ha) is allocated for residential development and associated infrastructure. This will accommodate approximately 1,044 <u>962</u> homes.</b></p> <p>The development will be expected to address the following specific matters <u>The development will achieve the following site specific requirements:</u></p> <p>Master Plan A comprehensive masterplan <del>which will need</del> to cover the provision of social and green infrastructure and highways improvements, taking into account the other requirements of this policy, and address:</p> <ol style="list-style-type: none"> <li>1. Phasing which clearly identifies when key infrastructure will be provided in relation to the provision of new housing. Phasing should be designed to ensure development minimises the disturbance to existing residents.</li> <li>2. The relationship to any continued expansion of Easton College and the Royal Norfolk Showground (including the loss of any land currently used for Showground parking).</li> <li>3. The approach to densities across the allocation, including higher densities close to the proposed village centre.</li> <li>4. Careful consideration of development west of the <u>existing</u> allotments, including the <del>possible</del> retention of this area as open space.</li> <li>5. A local centre at the heart of the development, easily accessible to surrounding residential areas.</li> </ol> <p>Enhanced Facilities</p> <ol style="list-style-type: none"> <li><del>4.</del> <u>6.</u> Provision of a new village centre in the vicinity of the indicative site shown on the Easton Inset Map, to include a new village hall, village green/focal recreation space, shared parking provision with primary school.</li> <li><del>2.</del> <u>7.</u> Expanded primary school provision in agreement with the Education Authority.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Heritage Assets</p> <ol style="list-style-type: none"> <li>1. <u>8.</u> Application to be accompanied by an assessment of the significance of St Peter's Church as a heritage asset, the extent of its setting and the contribution that its setting makes to its significance.</li> <li>2. <u>9.</u> Any development must conserve and, where opportunities arise, enhance the significance of the grade I listed Church of St Peter including any contribution made to that significance by setting. This includes but is not limited to ensuring that sufficient open space and landscaping is retained to the south, south east and south west of St Peter's Church and that sufficient planting is provided, such that its setting, and the wooded setting of Diocesan House and the Vicarage, are protected.</li> </ol> <p>Landscaping and Green Infrastructure</p> <ol style="list-style-type: none"> <li>1. <u>10.</u> Protection of the existing allotments and any other sites in community use, or relocation to an equivalent or better site.</li> <li>2. <u>11.</u> Provision of a landscape buffer and enhancements to the A47 corridor – layout and landscaping should take into account both visual enhancement and the noise implications of the neighbouring A47 and Showground and include any proposals for acoustic barriers.</li> <li>3. <u>12.</u> Identification and protection of significant biodiversity features including trees and hedgerows, incorporated within open space and with off-site mitigation where on-site protection cannot be achieved.</li> <li>4. <u>13.</u> Green infrastructure enhancements, including the approach to the area between the village and Easton College.</li> <li>5. <u>14.</u> Proportionate contributions to the access improvements to the Yare Valley and Bawburgh/Colney Lakes.</li> </ol> <p>Transport</p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p>Highways and transport improvements agreed with Norfolk County Council and, where appropriate, the Highways Agency, as agreed, to include;</p> <p>6. <del>15.</del> Proportionate contributions to short, medium and long-term improvements to the A47 Easton and Longwater junctions to ensure that junction capacity does not become a constraint on development.</p> <p>7. <del>16.</del> Provision of new vehicular accesses for development to the south of the village, to supplement Marlingford Road and Bawburgh Road.</p> <p>8. <del>17.</del> Provision for, and proportionate contributions to, Dereham Road Bus Rapid Transit (BRT), including improved access to facilities in Costessey, and other public transport enhancements in accordance with the latest version of the Norwich Area Transportation Strategy (NATS) implementation plan.</p> <p>9. <del>18.</del> Safe and convenient pedestrian and cycle links to key locations, including Longwater employment and retail, Costessey Medical Centre, Ormiston Victory Academy, Costessey Park and Ride site and Easton College.</p> <p>Site conditions and constraints</p> <p><del>10. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p><del>11.</del> <del>19.</del> Investigation of ground conditions at the former gravel pit north of Dereham Road.</p> <p><del>12. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></p> <p><del>13.</del> <del>20.</del> Site layout to take account of water mains and sewers crossing site.</p> <p>Move wording of deleted policy requirement 10 to the supporting text. Insert after current paragraph number 3.42.</p>
<b>Hellesdon</b>			
MM82	216	Policy HEL1	Amend the policy to read:

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>POLICY HEL1</b>  <b>Land at Hospital Grounds, southwest of Drayton Road, Hellesdon (approx. 14.7 ha) is allocated for Mixed-Uses including residential and employment uses. The site will accommodate approximately 300 homes, and E(g) employment uses.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. A small amount of E (g) employment uses <del>(2020)</del> will be considered appropriate e.g. converting existing buildings.</li> <li>2. Vehicular access via Drayton High Road and Hospital Lane.</li> <li>3. A pedestrian crossing is <del>likely to be</del> required on the A1067 Drayton High Road as are improvements to Middletons Lane / A1067 junction. Other off-site improvements to the highway may <u>will</u> also be necessary, as required by the Highway Authority.</li> <li>4. <del>The site is shown on the historic environment record and therefore further investigation is likely to be required in respect of archaeology.</del> <u>An archaeological assessment will be required prior to development.</u> In addition, some of the more significant former hospital buildings may constitute heritage assets that are worthy of retention.</li> <li>5. The site falls within Source Protection Zone 3 and therefore pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment, including the River Wensum.</li> <li>6. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Move the original wording of policy requirement 4 to supporting text. Insert after current paragraph number 3.47.</p> <p>Move wording of deleted policy requirement 6 to the supporting text. Insert after current paragraph number 3.47.</p>
MM83	218	Policy HEL2	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY HEL2</b>  <b>Land at the Royal Norwich Golf Club, either side of Drayton High Road, Hellesdon (approx. 48.1 ha) is allocated for residential and open space uses. This will accommodate approximately 1,000 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters <u>The development will achieve the following site specific requirements:</u></del></p> <ol style="list-style-type: none"> <li>1. Improvements may be needed to existing traffic light-controlled junction and a possible pedestrian crossing on the A1067 Drayton High Road.</li> <li>2. Up to 2 hectares of the site should be safeguarded for education provision, either as an expansion of the existing schools (Kinsale Infant School, Kinsale Junior School and Hellesdon High School) or land for a new primary school elsewhere within the site.</li> <li>3. The loss of the golf course should be mitigated by providing alternative equivalent provision elsewhere.</li> <li>4. The southwest corner of the site is within the HSE safeguarding zone associated with the chemical plant to the south of the site.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>5. The site falls within Source Protection Zone 3 and therefore pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</p> <p><del>6. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p>Move wording of deleted policy requirement 6 to the supporting text. Insert after current paragraph number 3.48.</p>
MM84	222	Policy HEL4/ GNLP1019	<p>Delete Policy HEL4/GNLP1019, subtitle, supporting text paragraph 3.50 and Policy Map (see separate schedule of map changes)</p> <p><del><b>POLICY HEL4/GNLP1019: Land northeast of Reepham Road, Hellesdon</b></del></p> <p><del>3.50 This site was allocated in the 2016 Broadland Local Plan and it is intended to carry this allocation forward, recognising the public benefit in providing informal open space. Site GNLP1019 seeks to maintain this allocation for recreational open space in the new local plan to 2038.</del></p> <p><del><b>Policy HEL4/GNLP1019</b></del></p> <p><del><b>Land northeast of Reepham Road, Hellesdon (approx. 11.9 ha) is allocated for recreational open space.</b></del></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. Access onto Reepham Road.</del></li> <li><del>2. Off-site requirements may include a footway along the north-east side of Reepham Road, extended street lighting to a point 100m west of the entrance, and increased pedestrian access from surrounding areas.</del></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>3. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p>
<b>Rackheath</b>			
MM85	228	Policy GNLP0172	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0172</b>  <b>Land to the west of Green Lane West, Rackheath (Approx. 11.44 ha) is allocated for residential development. This will accommodate approximately 205 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved and any infrastructure constraints addressed.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. A suitable vehicular access onto Green Lane West that does not prevent access to the North Rackheath GT16 allocation.</li> <li>2. Pedestrian and cycle connections provided between Green Lane West and Newman Road.</li> <li>3. A design and layout that functions appropriately with other site allocations and policies in the Growth Triangle Area Action Plan.</li> <li>4. Mitigation measures to manage the compatibility of neighbouring residential and industrial estate uses, as well as the nearby Broadland Northway (A1270).</li> <li>5. A design and layout that avoids adverse impact on views through the valley of Beck Brook.</li> <li>6. Land to the west of the A1270 should only be used for open space to conserve and where opportunities arise enhance the significance of the grade II listed Rackheath Hall and bridge.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>7. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partly underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration</del></p> <p>Move wording of deleted policy requirement 7 to the supporting text. Insert after current paragraph number 3.57.</p>
MM86	230	Policy GNLP0351	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0351</b>  <b>Land at Heathwood Gospel Hall, Green Lane West, Rackheath (approx. 0.64ha) is allocated for residential development. This will accommodate at least <u>approximately 15 homes</u>.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Mitigation measures to manage the compatibility of neighbouring residential and industrial estate uses will be required.</li> </ol>
<b>Sprowston</b>			
MM87	236	Policy GNLP0132	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY GNLP0132</b>  <b>Land off Blue Boar Lane/Salhouse Road, White House Farm, Sprowston. An area of <u>approximately 66.78 ha</u> is allocated for residential development. The site is</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>expected to accommodate approximately <u>1,000 – 1,200 homes, open space and if required, land for a new high school.</u></b></p> <p><u>Should land for a secondary school be required the land uses shall comprise:</u></p> <ul style="list-style-type: none"> <li>• <u>At least 1,000 dwellings.</u></li> <li>• <u>12ha of land for a secondary school with sports pitches to be made available for community use.</u></li> <li>• <u>Informal open space, children’s play space, allotments in accordance with the policies of the adopted development plan.</u></li> </ul> <p><u>Should land for a secondary school not be required the land uses shall comprise:</u></p> <ul style="list-style-type: none"> <li>• <u>At least 1,200 dwellings.</u></li> <li>• <u>2 ha of land for a primary school.</u></li> <li>• <u>Formal and informal open space, including sports pitches, in accordance with the policies of the adopted development plan.</u></li> </ul> <p>The arrangement and interrelationship of different land uses resulting from the development of the site will be established through a participative masterplanning process. The development of the site will be in accordance with the resulting masterplan, which shall be submitted as part of the planning application for the site.</p> <p>The masterplan should clearly demonstrate how the development has been designed to respond to the particular characteristics of the site and to interact and function appropriately with adjacent development sites. The masterplan should demonstrate how homes, jobs, services and facilities have been integrated with walking and cycling, public transport facilities/services, provision for private vehicles and green infrastructure.</p> <p>Development will not be commenced until a phasing plan indicating the orderly sequence of development has been approved. The phasing plan will need to show how infrastructure</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>(including green infrastructure) and services are to be co-ordinated with the development of the site.</p> <p>The masterplan should include:</p> <ol style="list-style-type: none"> <li>1. Vehicular, pedestrian and cycle access to the site via Salhouse Road and Atlantic Avenue.</li> <li>2. A new link road from Salhouse Road to Atlantic Avenue which includes footway and cycleway provision.</li> <li>3. The provision of a footway and cycleway along the southern boundary of the site adjacent to Salhouse Road, continuing provision delivered through the development of adjacent land.</li> <li>4. Off-site improvements to the highway network as necessary to address the impact of development.</li> <li>5. Up to 12 ha of the site should be safeguarded to incorporate a well-located High School. An off-site drop-off area for buses and coaches to serve the school should be incorporated as part of the highway infrastructure for the development. Community use of open space associated with the school should be facilitated.</li> <li>6. Appropriate protection of, and mitigation for, impact on trees and woodland (established through an Arboricultural Impact Assessment). This should include safeguarding the ancient woodland of Bulmer Coppice and historic Rackheath parkland to the east of the site.</li> <li>7. The delivery of Green Infrastructure to ensure connections between Harrisons Woodland Park and Bulmer Coppice/Rackheath Park</li> <li><del>8. Provision of formal recreation in the form of sports pitches and children's' play space in accordance with the adopted policies of the development plan to be located adjacent to ancient woodland</del></li> <li>9. <u>8.</u> An ecological assessment will be required to show how impacts on ecology, including Great Crested Newts, have been minimised and mitigated as part of the development of the site.</li> </ol>



Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>40. 9.</del> Appropriate remediation of any land contamination and/or localised made ground deposits, including those related to an historic gravel pit and landfill to the east of the site.</p> <p><del>41. 10.</del> This site intersects watercourses so a WFD compliance assessment will be required for the watercourse receiving the runoff. A buffer of 20 m will need to be maintained between the watercourse and gardens and opportunities for riparian habitat restoration should be secured.</p> <p><del>12. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partly underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p><u>The Requirement for a Secondary School</u>  <u>The secondary school site will be safeguarded from development until 1 April 2026 or such time as a planning application including land for the secondary school at Rackheath on GT16 is approved and land for the secondary school is secured through a planning obligation, or such time as a formal notification is received from the Local Education Authority that the secondary school is not required, whichever is sooner.</u></p> <p><u>If notification is received from the Local Education Authority on or prior to 1 April 2026 that the secondary school is required, then the site will be transferred to the Local Education Authority in accordance with an infrastructure phasing plan to be agreed with the Local Planning Authority prior to the grant of planning permission. The notification from the Local Education Authority will include a commitment and timescale for the purchase of the secondary land.</u></p> <p>Move wording of deleted policy requirement 12 to the supporting text. Insert after current paragraph number 3.65.</p>
<b>Taverham</b>			

Ref	Page	Policy/ Paragraph	Main Modification
MM88	243	Policy GNLP0337R	<p>Amend the policy to read (see separate schedule of map changes for boundary change):</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY GNLP0337R</b>  <b>Land between Fir Covert Road and Reepham Road, Taverham (81.69ha <u>78.5ha</u>) is allocated for residential development. The site will accommodate <u>at least approximately</u> 1,400 homes including specialist care housing and older persons housing units, associated public open space, local centre, primary school and local medical centre.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Preparation of a masterplan to guide the development <u>of the whole site</u>, submitted as part of the <u>first</u> application for planning permission.</li> <li>2. Provision of on-site recreation to encourage healthy lifestyles, in accordance with relevant policies.</li> <li>3. 2ha safeguarded for provision of primary school.</li> <li>4. Land safeguarded for provision of medical care facility.</li> <li>5. A local centre at the heart of the development, easily accessible to surrounding residential areas. <u>The local centre should consist of a small group of shops or services and amenities to enhance placemaking and vitality of the development, and to ensure residents have access to services which provide for day to day needs.</u></li> </ol> <p>The masterplan should demonstrate:</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<ol style="list-style-type: none"> <li>6. Detailed arrangements for access (vehicular and pedestrian) such as from Reepham Road and Fir Covert Road, pedestrian/cycle links at Felsham Way, Ganners Hill, Breck Farm Lane, and Kingswood Avenue.</li> <li>7. The distribution of land-uses across the site. The school and medical care facility should be centrally located on the site.</li> <li>8. Off-site improvements to the highway network which may include provision of a new roundabout on Reepham Road, and Fir Covert Road including proposed link road.</li> <li>9. No adverse effect on the operation of the water treatment works.</li> <li>10. Safeguarding landscape enhancements and buffer of the Marriott's Way.</li> <li>11. The approach to phasing of development across the site.</li> <li>12. Provision of an <del>significant</del> appropriate landscape buffer adjacent to A1270 and adequate noise mitigation measures to protect residential amenity.</li> <li>13. Inclusion of pollution control techniques to ensure that development does not lead to pollution of the water environment as the site falls within source protection zone 3.</li> <li>14. Submission of an Arboricultural Impact Assessment (AIA) to protect or to mitigate any harm to trees on site.</li> <li>15. Submission of ecological assessment to identify key ecological networks and habitats to be preserved and enhanced through the development.</li> <li>16. Mitigation of surface water flooding onsite.</li> <li>17. Approach to infrastructure delivery on and off site.</li> <li>18. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration</del></li> </ol> <p>Add a new paragraph of supporting text following current paragraph 3.72 to read:</p> <p><u>The site will need to be masterplanned to provide a local centre consisting of a small</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>group of shops, services and/or amenities to promote placemaking and meet the day to day needs of residents. A supermarket has recently opened on the opposite side of Fir Covert Road, as such the local centre is not expected to include facilities already provided. The masterplan should also provide detail of community and recreation facilities including a school and medical care facility.</u></p> <p>Move wording of deleted policy requirement 18 to the supporting text. Insert after current paragraph number 3.72.</p>
MM89	245	Policy GNLP0159R	<p>Amend the policy to read (see separate schedule of map changes for boundary change):</p> <p><b>POLICY GNLP0159R</b>  <b>Land off Beech Avenue, Taverham (0.97 <del>2.00</del> ha) is allocated for residential development. The site will accommodate up to 12 <u>approximately 25</u> dwellings.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Vehicular and pedestrian access through the site to the east.</li> <li>2. Mitigation for impact on trees and woodland (established through an Arboricultural Impact Assessment).</li> <li>3. Submission of ecological assessment to identify key ecological networks and habitats to be preserved and enhanced through the development.</li> <li>4. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration</del></li> </ol> <p>Make the following corresponding change to supporting text paragraph 3.73:</p> <p>3.73 This site off Beech Avenue is allocated with access via the adjacent site with planning permission (20191065) under the same land ownership. <del>The total area</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>allocated reflects the mature trees on site as well as other buildings shown on the site map below. The Site is currently under consideration (planning application 20211698) for twenty-five dwellings on the same boundary as the allocation.</del></p> <p>Move wording of deleted policy requirement 4 to the supporting text. Insert after current paragraph number 3.73.</p>
<b>Trowse</b>			
MM90	253	Policy TROW1	<p>Amend the policy to read:</p> <p><b>POLICY TROW 1</b>  <b>Land on White Horse Lane and to the rear of Charolais Close &amp; Devon Way (approx. 9.37 ha) is allocated for residential development with new primary school. This will accommodate approximately 181 new homes.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li><del>1. Development of the site to be masterplanned to provide a cohesive development.</del></li> <li>2. <u>1.</u> <del>Development will</del> <u>The</u> need to conserve, and where opportunities arise, enhance the significance of the Trowse Conservation Area. Development will need to be sufficiently set back from White Horse Lane to provide a satisfactory appearance and to protect the character of the approach onto Trowse from this direction having regard to the existing buildings opposite, the existing pattern of development adjoining the site and the hedge on the site frontage.</li> <li><del>3.</del> <u>2.</u> Provision of a site of at least 1.4 hectares for a new primary school within the site.</li> <li><del>4.</del> <u>3.</u> Site to contribute to the delivery of infrastructure through S106 or the payment of CIL, including any required improvements to the Martineau Lane roundabout.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>5.</del> <u>4.</u> Primary vehicular access from White Horse Lane with some very limited access from Hudson Avenue provided it can be demonstrated that it would not harm the character and appearance of the Conservation Area.</p> <p><del>6.</del> <u>5.</u> Pedestrian and cycle access should be provided from the sports ground on Hudson Avenue and the amenity space on Devon Way.</p> <p><del>7.</del> <u>6.</u> An extension to the footway along White Horse Lane will be provided to ensure there is a continuous footway from the site to the village centre.</p> <p><del>8.</del> <u>7.</u> The development will be designed with appropriate landscaping to mitigate for any visual impact from the A146/A47.</p> <p><del>9.</del> <u>8.</u> Anglian Water advice regarding foul sewerage capacity.</p> <p><del>10.</del> <u>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration</u></p> <p>Move wording of deleted policy requirement 10 to the supporting text. Insert after current paragraph number 3.84.</p>
<b>Main Towns</b>			
<b>Aylsham</b>			
MM91	260	Policy GNLP0311, GNLP0595 & GNLP2060	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0311, 0595 and 2060</b>  <b>Land south of Burgh Road and west of the A140, Aylsham (approx. 12.86 ha) is allocated for residential development. The site is to accommodate approximately 250 homes, and new primary school.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<ol style="list-style-type: none"> <li>1. Access should be via Burgh Road with two access points for vehicles.</li> <li>2. Carriageway widening is required to achieve a minimum width of 6.0m over the full frontage and a 2.0m footway should also be provided to connect with the existing facility to <u>the</u> west.</li> <li>3. Requires pedestrian crossings at Burgh Road to bus stop and on route to High School and connections to Station Road, Rippingall Road, Bure Valley Walk, along with suitable crossing of <u>the</u> A140.</li> <li>4. 2 ha of land at nil value to be provided for a new primary school on site.</li> <li>5. Improved green infrastructure improvements alongside the Bure Valley Walk.</li> <li>6. Layout and design to take account of noise from the adjacent A140, and landscaping to screen impact on the countryside setting to the south-east.</li> <li>7. A drainage strategy, and completion of required mitigations, to ensure that development would not cause detriment to the capacity of the sewer system nor result in increased flood risk downstream.</li> <li>8. Any development <del>should</del> <u>must</u> conserve and, where <u>opportunities arise</u>, <del>appropriate</del> enhance the significance of the grade II listed Bure Valley Farmhouse, including any contribution made to that significance by setting. This includes but is not limited to appropriate landscaping, setback and open space and design.</li> </ol>
MM92	263	Policy GNLP0596R	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0596R</b>  <b>Land at Norwich Road, Aylsham (approx. 12.78 ha) is allocated for residential development. The site is to accommodate at least <u>approximately 255</u> homes. The mix of uses is to include a 90 bed care unit/extra care housing<sup>†</sup>, and 0.25 ha for community use to meet sustainable transport objectives.</b></p> <p><del>The development will address all the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<ol style="list-style-type: none"> <li>1. Masterplan to identify the mix of uses on the site and the relationship between them, to be accompanied by a phasing and infrastructure plan. <u>To be submitted with or in advance of the first application for planning permission.</u></li> <li>2. Transport assessment with implementation of any agreed highway mitigation measures.</li> <li>3. Access should be via Norwich Road with two access points for vehicles. 3.0m wide frontage footway/cycleway to connect with existing facilities and revision of speed limit, plus cycle improvements at A140/B1145/Norwich Road roundabout.</li> <li>4. Pedestrian and cycle access only from Buxton Road <del>and Copeman Road,</del> <u>and</u> <del>S</del>safeguarding of <u>the</u> existing Public Right of Way at <u>the</u> south of site.</li> <li>5. 0.25 ha of land at nil value to the Town Council to meet neighbourhood plan objectives for out-of-town parking, and promotion of sustainable transport modes.</li> <li>6. Layout and design to take account of noise from the adjacent A140, and landscaping to screen impact on the countryside setting to the south-east.</li> <li>7. A drainage strategy, and completion of required mitigations, to ensure that development would not cause detriment to the capacity of the sewer system nor result in increased flood risk downstream.</li> <li>8. Any development <del>should</del> <u>must</u> conserve and, where <u>opportunities arise,</u> <del>appropriate</del> enhance the setting of the Grade II Diggins Farmhouse to the east of the site, including any contribution made to that significance by setting.</li> </ol> <p>Move wording of deleted footnote 1 to the supporting text. Insert after current paragraph number 4.10.</p>
<b>Diss</b>			
MM93	273	Policy GNLP0102	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0102</b></p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Land at Frontier Agriculture Ltd, Sandy Lane, Diss (approx. 3.61 ha) is allocated for residential development. The site is likely to accommodate approximately 150 homes.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Assessment of site contamination with subsequent mitigation and considerations of development viability if required.</li> <li>2. Assessment and mitigation measures to address adverse impacts from the railway and neighbouring employment uses on residential amenity.</li> <li>3. Consider and mitigate surface water flood risk.</li> <li>4. Road widening of Sandy Lane to a minimum of 6.0 metres for the extent of frontage.</li> <li>5. Provision of a 3.0m wide cycle/footway at the site frontage to link to Nelson Road.</li> <li>6. The trees/hedgerows surrounding the site will be protected, enhanced and incorporated into the scheme.</li> <li>7. <u>An archaeological assessment will be required prior to development.</u> <del>Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.</del></li> </ol> <p>Move the original wording of policy requirement 7 to supporting text. Insert after current paragraph number 4.23.</p>
<b>Harleston</b>			
MM94	278	Policy GNLP2108	<p>Amend the policy to read:</p> <p><b>POLICY GNLP2108</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Land South of Spirketts Lane, Harleston (7.18 ha) is allocated for residential development. The site is likely to accommodate at least <u>approximately</u> 150 homes and open space.</b></p> <p><del>The development will address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Two points of access (vehicular and pedestrian) to be from Spirkett's Lane with 3.0m wide frontage footway/cycleway to connect with existing facilities.</li> <li>2. Transport assessment with implementation of any agreed highway mitigation measures.</li> <li>3. Safeguarding of existing Public Right of Way (PROW) to River Waveney.</li> <li>4. Layout and landscaping to take account of the listed buildings to the west, River Valley location and the potential to mitigate noise from the adjacent A143.</li> <li>5. Contribution towards green infrastructure protection or enhancement along the Waveney valley corridor.</li> <li>6. Design and layout to take account of existing residential development on Spirketts Lane and Shotford Road to the north and west, and employment development/allocations to the northeast and east, to protect the amenity of existing and future residents.</li> <li>7. <u>An archaeological assessment will be required prior to development.</u> <del>Historic Environment Service to be consulted to determine any need for archaeological surveys prior to development.</del></li> <li>8. A proportionate contribution towards a new public water supply to help meet the requirements of the development.</li> <li>9. A suitable drainage strategy.</li> </ol> <p>Move the original wording of policy requirement 7 to supporting text. Insert after current paragraph number 4.33.</p>

Ref	Page	Policy/ Paragraph	Main Modification
MM95	283	Policy HAR4	<p>Amend the policy to read:</p> <p><b>POLICY HAR 4</b>  <b>Land at Spirketts Lane, Harleston (approx. 3.31 ha) is allocated for residential development. This will accommodate approximately 95 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will address all the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Provide new and/or improved pedestrian and cycleway links to the town centre, Fuller Road Industrial Estate and other allocated employment sites;</li> <li>2. Provide highways access via Spirketts Lane;</li> <li>3. Provide appropriate screening along the south-eastern part of the site bordering the existing lorry park to mitigate potential impacts on residential areas;</li> <li>4. Contribute towards green infrastructure protection or enhancement along the Waveney valley corridor;</li> <li>5. Implement a suitable drainage strategy where practicable; and,</li> <li><del>6. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></li> </ol>
MM96	285	Policy HAR5	<p>Amend the policy to read:</p> <p><b>POLICY HAR 5</b>  <b>Land off Station Hill, Harleston (approx. 1.23 ha) is allocated for mixed use. Employment uses will include class E(g) office, research and development, and</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>industrial processes</b> that can be carried out in a residential area. Other uses will include a small-scale food store, and/or health and community facilities.</p> <p><del>The development will address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Will be limited to any food store provision to a single site of 270m2 net floorspace, to be run by a single operator.</li> <li>2. Will not be allowed for development of any dedicated non-food retail, E(c) financial and professional services, E(b) food and drink establishments, pubs, or take-aways.</li> <li>3. Any non-food retail will only be acceptable if it is ancillary to the main use of the building (for instance, a trade counter for direct sales to the public).</li> <li>4. Will be restricted to E(g) employment uses (B2 general industrial and B8 storage distribution uses will not be permitted).</li> <li>5. Must ensure that any building designs for the elevated sections of the site are low-profile and appropriate in terms of overlooking, with landscape screening to elevated area boundaries overlooking adjacent development.</li> <li>6. Must ensure the layout, form and character of development relates well to the adjacent housing, listed building setting and ex-railway station buildings.</li> <li><del>7. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></li> <li><del>8.</del> <u>7. An archaeological assessment will be required prior to development. Historic Environment Service to be consulted to determine any need for archaeological surveys prior to development.</u></li> </ol> <p>Move original wording of policy requirement 8 (now 7) to supporting text. Insert after current paragraph number 4.37.</p>
MM97	287	Policy HAR6	Amend the policy to read:

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>POLICY HAR 6</b>  <b>Land north of Spirketts Lane, Harleston (approx. 1.48 ha) is allocated for employment uses in Class E(g)/B2.</b></p> <p><del>The development will address all the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Restrict employment uses to ensure that amenity impacts on adjacent housing are not unacceptable.</li> <li>2. Deliver pedestrian and cycleway links to Spirketts Lane and existing and proposed adjacent housing areas to the west.</li> <li>3. Provide enhanced landscape screening on western and northern boundaries of the site.</li> <li>4. Contribute towards green infrastructure protection or enhancement along the Waveney valley corridor.</li> <li>5. Deliver a suitable drainage strategy (SuDS where practicable).</li> <li><del>6. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></li> </ol> <p>Amend paragraph 4.38 to read:</p> <p>4.38 This site was allocated in 2015 as part of the South Norfolk Local Plan. It is located to the south of the town with vehicular access from Fuller Road. The site's location is recognised for commercial uses and the land is <del>partially</del> <u>substantially</u> developed as premises for a retail wholesaler <u>and a lorry park for a haulage company.</u> <u>0.22ha remains available and it</u> <del>it</del> is expected that the remainder of the site will build out over the plan period up to 2038.</p>

Ref	Page	Policy/ Paragraph	Main Modification
MM98	289	Policy HAR7	<p>Amend the policy to read:</p> <p><b>POLICY HAR 7</b>  <b>Land south of Spirketts Lane, Harleston (approx. 4.47 ha) is allocated for employment uses in class E(g) office, research and development, and industrial process, class B2 general industrial, and class B8 storage distribution.</b></p> <p><del>The development will address all the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Provide road access from Spirketts Lane (rather than directly off the A143).</li> <li>2. Provide footway/cycleway links for the length of the Spirketts Lane site frontage to join to new footway/cycleway links from allocated housing site HAR-4 S.HA.3.</li> <li>3. Provide enhanced planting along all site boundaries.</li> <li>4. Protect the mature tree belt along the Spirketts Lane frontage. <u>If the loss of trees is unavoidable to secure a safe and suitable vehicular access to serve the site then compensatory planting will be required.</u></li> <li>5. Contribute towards green infrastructure protection or enhancement along the Waveney valley corridor.</li> <li>6. Deliver a suitable drainage strategy (SuDS where practicable).</li> <li><del>7. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></li> <li><del>8.</del> <u>7. An archaeological assessment will be required prior to development. Historic Environment Service to be consulted to determine any need for archaeological surveys prior to development.</u></li> </ol> <p>Move the original wording of policy requirement 8 (now 7) to supporting text. Insert after current paragraph number 4.39.</p>

Ref	Page	Policy/ Paragraph	Main Modification
<b>Hethel</b>			
MM99	293	Policy GNLP2109	<p>Amend the policy to read:</p> <p><b>POLICY GNLP2109</b>  <b>South of Hethel Industrial Estate, Bracon Ash (approx. 0.79 ha) is allocated for employment uses associated with, or ancillary to, advanced engineering and technology-based business.</b></p> <p><del>Development of this site will address all the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Limited to uses associated with or ancillary to advanced engineering and technology.</li> <li>2. <del>Submission of a master plan supported by utilities/infrastructure plan which accords with</del> <u>Design and layout to have regard to any approved master-planning of on the adjoining HETHEL 2 site.</u></li> <li>3. <del>Any necessary o</del><u>Off-site improvements, as required by the Highway Authority.</u></li> <li>4. <u>Layout, height and design to protect the residential amenity and conserve and enhance the significance of nearby Grade II Little Potash (Brunel House).</u></li> <li>5. Adequate landscaping and green infrastructure to be provided.</li> <li>6. Ecological Impact Assessment is required.</li> <li>7. <u>An archaeological assessment will be required prior to development.</u> <del>Historic Environment Service to be consulted to determine any need for archaeological surveys prior to development.</del></li> <li>8. A site-specific Flood Risk Assessment is required.</li> </ol> <p>Move the original wording of policy requirement 7 to supporting text. Insert after current paragraph number 4.42.</p>

Ref	Page	Policy/ Paragraph	Main Modification
MM100	297	Policy HETHEL2	<p>Amend the policy to read:</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY HETHEL 2</b>  <b>Land South and South West of Lotus Cars, Hethel (approx. 20.98 ha) is allocated for uses associated with, or ancillary to, advanced engineering and technology-based business.</b></p> <p><del>The development will address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. A masterplan for the whole site <u>to be submitted with, or in advance of the first application for planning permission</u>. The site to be planned in a way that would enable access to adjacent land for future development if required. Ancillary uses may be permitted to serve the allocation and surrounding employment uses.</li> <li>2. Suitable and safe access.</li> <li>3. Layout and landscaping to protect the residential amenity of nearby White Gables Farm.</li> <li>4. Improved accessibility and cycleway links to Wymondham.</li> <li>5. Improvements to the local footpath network.</li> <li>6. <del>Historic Environment Service to be consulted to determine any need to archaeological surveys prior to development.</del> <u>An archaeological assessment will be required prior to development.</u></li> <li>7. As part of the site is within a Hazardous Installation Consultation Zone the level of public risk will need to be assessed by the Council in consultation with the Environment Agency and the Health and Safety Executive.</li> <li>8. Water main crossing the site may affect the final layout.</li> <li>9. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies as this site is within a minerals and waste consultation area. Developers will need to consult Norfolk</del></li> </ol>



Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>County Council (Minerals and Waste Policy) as part of any future application on the site.</del></p> <p>Move the original wording of policy requirement 6 to supporting text. Insert after current paragraph number 4.44.</p> <p>Move wording of deleted policy requirement 9 to the supporting text. Insert after current paragraph number 4.44.</p>
<b>Wymondham</b>			
MM101	305	Policy GNLP0354R	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0354R</b>  <b>Land at Johnson's Farm, Wymondham (approx. 5.39 ha) is allocated for residential development. The site is likely to accommodate approximately 100 homes.</b></p> <p><del>The development will address all the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Submission of a masterplan and transport assessment <u>with or in advance of the first application for planning permission</u> with implementation of agreed <u>approved</u> measures.</li> <li>2. Vehicular access via London Road with a minimum 5.0 metre carriageway width, and 2.0 metre footway provision across the site frontage.</li> <li>3. Provision of a 2.0 metre wide pedestrian/cycle access via Preston Avenue.</li> <li>4. Mitigation of the impact of development on the Conservation Area and listed buildings to the north of the site.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<ol style="list-style-type: none"> <li>5. The trees and hedgerows bordering the site will be protected, enhanced and incorporated into the scheme, acknowledging that <del>an access to Abbey Road or pedestrian/cycle access at</del> Preston Avenue will be required.</li> <li>6. Mitigation of the amenity impacts of the development on the existing dwellings to the east of the site.</li> </ol>
MM102	307	Policy GNLP3013	<p>Amend the policy to read:</p> <p><b>POLICY GNLP3013</b>  <b>Land North of Tuttlles Lane, Wymondham (approx. 2.54 ha) is allocated for residential development. The site is likely to accommodate at least <u>approximately 50 homes.</u></b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved.</del></p> <p><del>The development will address all the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Provision of an appropriate visibility splay and frontage footways that link with existing connections.</li> <li>2. Landscaping to protect the amenity of the neighbouring dwelling to the west (known as the Judith Fox Ballet School).</li> <li>3. Consideration and mitigation of surface water flood risk.</li> <li>4. The trees <u>belts</u> and hedgerows surrounding the site will be protected, enhanced and incorporated into the scheme.</li> <li>5. <u>Provide an ecological assessment</u> <del>Environment Agency to be consulted to</del> determine any need for mitigations to address impact on the River Tiffey and its tributaries.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
<b>Key Service Centres</b>			
<b>Acle</b>			
MM103	313	Policy GNLP0378R/ GNLP2139R	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0378R/GNLP2139R</b>  <b>Land west of Acle (north of Norwich Road, south of South Walsham Road, approx. 25.5 ha) is allocated for residential development. This will accommodate <u>at least approximately</u> 340 homes, associated open space and community facilities.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Preparation of masterplan to guide the development of the two sites, submitted as <del>part of the</del> <u>with or in advance of the first</u> application for planning permission.</li> <li>2. Early assessment of the <u>roundabout</u> junction and the A47 at this location is required, <u>in order to consider capacity.</u></li> <li>3. The site's proximity to the Broads.</li> </ol> <p>The masterplan should demonstrate:</p> <ol style="list-style-type: none"> <li>4. Provision of a link road between Norwich Road and South Walsham Road of a sufficient standard to accommodate HGV and agricultural traffic.</li> <li>5. Access (vehicular and pedestrian) provided through allocation ACL1 to the east.</li> <li>6. The Public Right of Way along Mill Lane is protected for continued use as a footway and bridle path.</li> <li>7. Development does not prevent the potential future expansion of Acle Academy.</li> <li>8. Open space providing leisure opportunities and enhancing the green infrastructure network.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>9. Off-site requirements <del>may</del> include a footway along the west of Mill Lane, <u>and</u> east at South Walsham Road <del>and other improvements to the highway network as required by the Highway Authority.</del></p> <p>10. Mitigation and further investigation with regards to site susceptibility to surface water flooding and any potential risk of flooding from the reservoir.</p> <p><u>11. Phasing of Link Road between Norwich Road and South Walsham to ensure delivery across the different ownerships.</u></p>
MM104	317	Policy ACL2	<p>Amend the policy to read:</p> <p><b>POLICY ACL2</b>  <b>Land to the south of Acle station, between Reedham Road and New Reedham Road (approx. 2.0 ha) is allocated for residential and employment development. This will accommodate approximately 30 homes, with the remainder for class E(g) employment.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Access (vehicular and pedestrian) to be from New Reedham Road.</li> <li>2. Off-site improvements to the highway network <del>may also be necessary, as are</del> <u>required by the Highway Authority, potentially including pedestrian access to the rail station to the north and to Reedham Road, along with a bus shelter at Beighton Road.</u></li> <li>3. Pollution control measures should be used to ensure that no harm comes to the water environment which is within Source Protection Zone 2.</li> <li>4. <del>Development must ensure</del> <u>Ensure</u> no detrimental effect on Broadland SPA, Broadland Ramsar and Broads SAC.</li> </ol>
MM105	319	Policy ACL3	Amend the policy to read:

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>POLICY ACL3</b></p> <p><b>Land at the former station yard, west of B1140, Acle (approx. 1 ha) is allocated for small scale employment use. <u>This is likely to be within class B2 The most appropriate uses are likely to be those within use class B2 general industry, because of the constraints on the site such as access, though other employment uses will be considered.</u></b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li><del>1.</del> 1. Access (vehicular and pedestrian) to be from New Reedham Road.</li> <li><del>2.</del> 2. <del>Access is restricted because of the low bridge which crosses the road which serves the site, limiting the size of vehicles.</del></li> <li><del>3.</del> <u>2.</u> There are no main sewers or water mains on site, and it will be necessary for developers to investigate the possibility of connecting to the public foul sewer or provide other suitable means.</li> <li><del>4.</del> <u>3.</u> There is a metered water supply to the existing station buildings and <del>agreement must be reached with British Rail to connect this supply</del> <u>it is required that an appropriate water supply is retained.</u></li> <li><del>5.</del> <u>4.</u> <del>No easily accessible gas main exists which is suitable to serve the site. A gas supply may be able to be made available but offsite costs are likely to be relatively high.</del></li> <li><del>6.</del> <u>5.</u> Pollution control measures should be used to ensure that no harm comes to the water environment which is within the proximity of a Major Aquifer of high vulnerability.</li> <li><del>7.</del> <u>6.</u> A study to investigate land contamination <del>may</del> <u>will</u> be required.</li> </ol>
<b>Blofield</b>			
MM106	323	Policy GNLP2161	Amend the policy to read:

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>POLICY GNLP2161</b>  <b>Land adjacent to Norwich Camping &amp; Leisure, off Yarmouth Road, Blofield (approx. 0.91 ha) is allocated for residential development. This site is likely to accommodate at least <u>approximately</u> 15 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters <u>The development will achieve the following site specific requirements:</u></del></p> <ol style="list-style-type: none"> <li><del>1. The design and layout of the scheme must mitigate amenity impacts relating to the neighbouring business to the east, addressing in particular access to the service yard.</del></li> <li><del>2. Early assessment of the junction and the A47 at this location is required.</del></li> <li><del>3. Provision of a frontage footway.</del></li> <li><del>4. Availability and achievability of an appropriate visibility splay</del></li> <li><del>5. Possible alterations of former trunk road.</del></li> <li><del>6. 5. Avoid contamination of groundwater.</del></li> <li><del>7. 6. <u>Subject to achieving an appropriate visibility splay, The the trees belt and hedgerows surrounding the site will be protected-retained, enhanced and incorporated into the scheme. Any tree or hedgerow removal that is necessary in order to achieve an acceptable visibility splay shall be compensated by planting within the site.</u></del></li> </ol> <p><del>Modify supporting text to remove reference to de-engineering of former trunk road. Delete the following wording:  The allocation is subject to provision of frontage footway and possible 'de-engineering' of the former trunk road</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
MM107	325	Policy BLO1	<p>Amend the policy to read:</p> <p><b>POLICY BLO1</b></p> <p><b>Land to the south of A47 and north of Yarmouth Road, Blofield (approx. 9.8 ha) is to be developed in accordance with planning permissions 20140758, <u>20160497</u> and <del>20160488</del> <u>20172131</u>. This will include a mixed-use development to deliver 175 dwellings, a maximum floor space of 4,000 sqm E(g) use class and open space.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Vehicular access to be achieved from Yarmouth Road.</li> <li>2. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of Manor Farm Barn to the south of the site, including any contribution made to that significance by setting.</li> <li>3. On site public open space to be provided.</li> <li>4. Provision of allotments.</li> <li>5. Avoid contamination of groundwater.</li> </ol>
<b>Brundall</b>			
MM108	329	Policy BRU2	<p>Delete Policy BRU2, subtitle, supporting text paragraphs 5.22 – 5.23 and Policy Map (see separate schedule of map changes)</p> <p><b><del>Policy BRU2: Land north of Berryfields, Brundall</del></b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>5.22 This site was allocated in the 2016 Broadland Local Plan and it is intended to carry this allocation forward, recognising the public benefit in providing informal open space. There is a shortage of recreational space to meet the existing needs in Brundall and this was to be provided for through the two allocations (BRU2 and BRU3) that are carried forward from the preceding Local Plan. Both sites now have planning permissions for residential development that include the provision of open space that exceeds the normal requirements of a residential development, and so would contribute to the delivery of open space provision to meet the needs of the community, albeit in an alternative form than that in the allocations. However, the delivery of the residential developments, and the open space provision within them, is not guaranteed. Therefore at this time there remains an open space shortage and so the continued open space allocations are justified.</del></p> <p><del>5.23 The site was also promoted through the local plan process as GNLP0325. It now has a permission for 155 dwellings and a supermarket which includes alternative provision for recreation (reference: 20161483). These dwellings have been counted in the plan's commitment figures.</del></p> <p>Policy BRU2</p> <p><b>Land north of Berryfields, Brundall (approx. 7.3 ha) is allocated for recreational open space.</b></p> <p>The development will be expected to address the following specific matters:</p> <ol style="list-style-type: none"> <li>1. Vehicular access from Berryfields.</li> <li>2. Footway provision on the northern side of Berryfields and a suitable crossing may be required.</li> <li>3. Adequate landscaping and green infrastructure should be provided with a particular emphasis on retaining existing trees and hedging where possible.</li> <li>4. The open space will be primarily for formal recreation uses such as playing pitches.</li> </ol>



Ref	Page	Policy/ Paragraph	Main Modification
MM109	331	Policy BRU3	<p>Delete Policy BRU3, subtitle, supporting text paragraphs 5.24 – 5.25 and Policy Map (see separate schedule of map changes)</p> <p><b><del>Policy BRU3: Land east of the Memorial Hall, Brundall</del></b></p> <p><del>5.24 This site was allocated in the 2016 Broadland Local Plan and it is intended to carry this allocation forward, recognising the public benefit in providing informal open space. There is a shortage of recreational space to meet the existing needs in Brundall and this was to be provided for through the two allocations (BRU2 and BRU3) that are carried forward from the preceding Local Plan. Both sites now have planning permissions for residential development that include the provision of open space that exceeds the normal requirements of a residential development, and so would contribute to the delivery of open space provision to meet the needs of the community, albeit in an alternative form than that in the allocations. However, the delivery of the residential developments, and the open space provision within them, is not guaranteed. Therefore at this time there remains an open space shortage and so the continued open space allocations are justified.</del></p> <p><del>5.25 The site was also promoted through the local plan process as GNLP0436. It now has a permission, granted at appeal, for up to 170 dwellings with alternative provision for open space (reference 20171386). These dwellings have not been counted in the plan's commitment figures at this stage as the appeal decision was received after the 31st March 2020.</del></p> <p><del>Policy BRU3</del></p> <p><b><del>Land east of the Memorial Hall, Brundall (approx. 4.9 ha) is allocated for recreational open space.</del></b></p> <p><del>The development will be expected to address the following specific matters:</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<ol style="list-style-type: none"> <li>1. <del>Vehicular and pedestrian access from Links Avenue with adequate car parking provision via the existing access.</del></li> <li>2. <del>Contributions may be required for a pedestrian crossing scheme at The Street / Braydeston Avenue.</del></li> <li>3. <del>Pollution control measures will be required to mitigate the impacts of any development on the Witton Run and Source Protection Zone (3).</del></li> <li>4. <del>The open space will be for formal recreational uses, such as playing pitches, together with more informal recreation such as walks, jogging track etc.</del></li> </ol>
<b>Hethersett</b>			
MM110	335	Policy HET1/ Part of GNLP0177A	<p>Amend the policy to read:</p> <p><b><u>STRATEGIC ALLOCATION</u></b></p> <p><b>POLICY HET 1 (part of GNLP0177A)</b>  <b>Land north of Hethersett (approx. 65ha) is allocated for mixed use, to include approximately 1,369 dwellings, community uses, open space and green infrastructure.</b></p> <p><del>The site lies to the north of the Poppyfields development, the plant nursery on Grove Road, Longview, the village hall and Back Lane, and south of Beckhithe Meadow County Wildlife Site (CWS), Holly Tree Farm and south west of Braymeadow CWS. The allocation has an outline permission for 1196 dwellings (2011/1804) which is under construction. Within the scope of the outline application, intensification has been possible and there is now scope to 'uplift' this previous allocation by 200 additional dwellings. There is no specific site within the larger allocation, so this uplift is applied to the entire site. Due to the size of the original allocation, a range of supporting infrastructure and facilities is required, and the following policy applies to the additional 200 dwellings, wherever they may be located within the site.</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>Approximately 65 ha is therefore allocated for mixed use, to include housing, community uses, open space and green infrastructure. This will include approximately 1,369 dwellings.</del></p> <p><del>The developer(s) of the additional 200 homes on the site will be required to ensure the following:</del></p> <p><u>Proposals for the undeveloped parts of the site will need to be wholly consistent with the policy requirements set out below:</u></p> <p>Masterplan and Phasing Plan</p> <ol style="list-style-type: none"> <li><del>1.</del> <u>1.</u> A comprehensive <del>masterplan</del> <u>approach to development</u> must include provision of social and green infrastructure and highway improvements, <del>including Thickthorn junction.</del></li> <li>2. A phasing <u>plan</u> which clearly identifies when key infrastructure will be provided in relation to the provision of new housing. Phasing should be designed to ensure development minimises the disturbance to existing residents.</li> <li><del>3.</del> <u>3.</u> <del>The site should be masterplanned alongside HET2.</del></li> </ol> <p>Enhanced Facilities</p> <ol style="list-style-type: none"> <li><del>4.</del> <u>3.</u> Community facilities, such as formal open space and/or buildings dedicated to community uses will need to be included within the overall development in accordance with the most up to date needs assessment.</li> <li><del>5.</del> <u>4.</u> Expansion of local schools or provision of land for additional school/s will need to be agreed with the Education Authority.</li> <li><del>6.</del> <u>5.</u> Development of the site may require financial contributions to fund improvements to the surrounding road network in addition to any Thickthorn junction improvements. <u>An assessment of the surrounding road network will be required to determine any financial contributions required to fund improvements.</u></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Landscaping and Green Infrastructure</p> <p>7. <u>6.</u> Layout and landscaping of final scheme must minimise the <u>visual</u> impact on the strategic gap between Hethersett and neighbouring settlements.</p> <p>8. <u>7.</u> Design should respond to the layout of earlier settlement patterns around commons and greens or other focal points.</p> <p>9. <u>8.</u> Design of scheme must integrate landscape, open space and footpaths with the existing settlement.</p> <p>10. <u>9.</u> Maximise the benefit of green infrastructure provision and avoid adverse impact <u>on</u> designated sites, linking ponds, water courses and hedgerows.</p> <p>11. <u>10.</u> The landscape buffer to the north should provide green infrastructure links between Beckhithe Meadow and Braymeadow County Wildlife Sites and incorporate existing woodland and hedgerow features across the site.</p> <p>Transport</p> <p>12. <u>11.</u> A transport assessment must consider the capacity of the improved A47 Thickthorn Interchange.</p> <p>13. <u>12.</u> <del>Highways and transport enhancements to be agreed with the Highways Authority and where appropriate the Highways England. A transport statement is required and the implementation of any approved measures.</del></p> <p>14. <u>13.</u> Vehicular access onto Colney Lane will be required.</p> <p>15. <u>14.</u> Footpath and cycle routes to Norwich Research Park and Little Melton will be required, and additional public rights of way to increase access to the countryside.</p> <p>16. <u>15.</u> Design of scheme must minimise impact on existing roads in the village by limiting the amount of additional traffic accessing the local road network.</p> <p>Site Conditions and Constraints</p> <p>17. <u>16.</u> Site layout must account for high voltage power lines to the north of the site, which will need a suitable separation buffer. Other factors affecting the final layout include</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>an oil pipeline crossing north-eastern corner of the site, water mains and sewers crossing the site, and the need for a buffer zone around sewage pumping stations.</p> <p><del>18. 19. Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development. <u>An archaeological assessment will be required prior to development.</u></del></p> <p><del>19. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></p> <p><del>20. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded mineral resources.</del></p> <p><del>21. 20. Mitigation and further investigation with regards to site susceptibility to surface water flooding.</del></p> <p><del>22. 21. Avoid contamination of groundwater.</del></p> <p>Delete the following wording from the policy:</p> <p><del>The site lies to the north of the Poppyfields development, the plan nursery on Grove Road, Longview, the village hall and Back Lane, and south of Beckhithe Meadow County Wildlife Site (CWS), Holly Tree Farm and south-west of Braymeadow CWS. The allocation has an outline permission for 1196 dwellings (2011/1804), which is under construction. Within the scope of the outline application, intensification has been possible and there is now scope to 'uplift' this previous allocation by 200 additional dwellings. There is no specific site within the larger allocation, so this uplift is applied to the entire site. Due to the size of the original allocation, a range of supporting infrastructure and facilities is required, and the following policy applies to the additional 200 dwellings, wherever they may be located within the site. Approximately 65 ha is therefore allocated for mixed use, to include housing, community uses, open space and green infrastructure. This will include approximately 1,369 dwellings</del></p> <p>Insert this text as new paragraph of supporting text under current paragraph number 5.31</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>The site lies to the north of the Poppyfields development, the plant nursery on Grove Road, Longview, the village hall and Back Lane, and south of Beckhithe Meadow County Wildlife Site (CWS), Holly Tree Farm and southwest of Braymeadow CWS. The allocation has an outline permission for 1196 dwellings (2011/1804) which is under construction. Within the scope of the outline application, intensification has been possible and there is now scope to 'uplift' this previous allocation by 200 additional dwellings. There is no specific site within the larger allocation, so this uplift is applied to the entire site. Due to the size of the original allocation, a range of supporting infrastructure and facilities is required, and the following policy applies to the additional 200 dwellings, wherever they may be located within the site. Approximately 65 ha is therefore allocated for mixed use, to include housing, community uses, open space and green infrastructure. This will include approximately 1,369 dwellings.</u></p> <p>Move the original wording of policy requirement 18 (now 19) to supporting text. Insert after current paragraph number 5.31.</p> <p>Move wording of deleted policy requirement 20 to the supporting text. Insert after current paragraph number 5.31.</p>
MM111	339	Policy HET2	<p>Amend the policy to read:</p> <p><b>POLICY HET 2</b>  <b>Land north of Grove Road (approx. 3.8ha) is allocated for at least 40 places of extra care housing.</b></p> <p>This site includes the plant nursery and adjacent land forming the curtilage of 36 Grove Road. <del>The JCS identifies a</del> <u>To reflect an identified</u> need for mixed tenure housing with care in Hethersett. Land amounting to some 3.8 hectares is allocated for at least 40 places of 'extra care housing', or a different figure in line with the most up to date needs assessment. Vehicular access will need to be from the north of the site, via HET1.</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>The developer of the site is required to ensure the following</del> <u>The developer will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li><del>1. The site should integrate with existing development and development under policy HET 1 and should be master-planned alongside HET 1.</del></li> <li><del>2. If developed independently, proposals for the site should accord with the principles of any agreed masterplan for HET 1.</del></li> <li><del>3. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></li> <li><del>4. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration</del></li> <li><del>5.</del> <u>3.</u> Mitigation and further investigation with regards to site susceptibility to surface water flooding.</li> <li><del>6.</del> <u>4.</u> Avoid contamination of groundwater.</li> </ol> <p>Move wording of deleted policy requirement 4 to the supporting text. Insert after current paragraph number 5.32.</p>
<b>Hingham</b>			
MM112	345	Policy GNLP0503	<p>Delete Policy GNLP0503, supporting text paragraph 5.38 and Policy Map (see separate schedule of map changes)</p> <p><del>5.38 Development of up to 20 dwellings would be acceptable on this site subject to provision of a safe access and a continuous footway at the west side of Dereham Road from the site access to Pottles Alley. A 30mph speed limit extension would be required to include the site frontage. Minor carriageway widening may also be required.</del></p> <p>Policy GNLP0503</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>Land north of Springfield Way and west of Dereham Road, Hingham (approx. 0.85 ha) is allocated for residential development. This will accommodate 20 homes.</del></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved, and any infrastructure issues addressed.</del></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. The provision of a safe access onto Dereham Road, including promotion of a Traffic Regulation Order to extend the existing 30mph speed limit along the site frontage.</del></li> <li><del>2. Provision of a continuous footway at the west side of Dereham Road from the site access to Pottles Alley.</del></li> <li><del>3. The design and layout of the scheme will need to consider and mitigate potential amenity impacts of the neighbouring farm operations.</del></li> <li><del>4. Design and layout of the scheme will need to consider and mitigate the areas of surface water flood risk.</del></li> <li><del>5. Avoid contamination of groundwater.</del></li> </ol> <p><del>Amend supporting text paragraph 5.36 to read:</del></p> <p><del>5.36 Two sites are <u>One site has been</u> allocated providing for at least 400 <u>80</u> new homes in the key service centre (one for 80 homes, one for 20 homes). There are no carried forward residential allocations and a total of 20 additional dwellings with planning permission on small sites. This gives a total deliverable housing commitment for the key service centre of <u>at least 420 100</u> homes between 2018 – 2038.</del></p>
MM113	348	Policy GNLP0520	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0520</b></p> <p><b>Land south of Norwich Road, Hingham (approx. 6.92 ha) is allocated for residential development. This will accommodate approximately 80 homes.</b></p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved, and any infrastructure issues addressed.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. TPO oak trees on south side of Norwich Road to be retained.</li> <li>2. Design and layout of the site to create <u>properties that front onto the footway an active frontage</u> along Norwich Road and show regard to the site's gateway role.</li> <li>3. <del>Provision of an adequate visibility splay incorporating footways, to be provided along the whole site frontage</del> <u>Provision of adequate visibility splays, and a footway alongside the site frontage.</u></li> <li>4. Pedestrian refuge in the proximity of Ironside Way, to access local employment opportunities.</li> <li>5. Connectivity of the site to Public Right of Way (PRoW) Hingham F9.</li> <li>6. <del>Mitigation and further investigation with regards to the site's susceptibility to surface water flooding.</del> <u>Avoid development in areas at risk of surface water flooding and provide flood mitigation measures that significantly reduce the existing surface water flood risk.</u></li> <li>7. Avoid contamination of groundwater.</li> <li>8. Mitigation of impacts on Sea Mere SSSI.</li> <li>9. Any development must conserve and, <u>where opportunities arise,</u> enhance the significance of Lilac Farmhouse and Blenheim Cottage to the south of the site, including any contribution made to that significance by setting. This includes but is not limited to landscaping along the southern edge of the site.</li> </ol>
MM114	350	Policy HIN2	<p>Amend the policy to read:</p> <p><b>POLICY HIN2</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Land adjacent to Hingham Industrial Estate at Ironside Way, Hingham (approx. 2.24 ha) is allocated for employment uses in Classes E(g)/B2/B8 as an extension to the existing industrial estate.</b></p> <p>The development will be expected to address the following specific matters <u>The development will achieve the following site specific requirements:</u></p> <p><del>7. 1. Local road improvements and a safe access with road access to the site from the existing industrial estate at Ironside Way A Transport Statement will be required to demonstrate how safe and sustainable access would be achieved, and implementation of any approved measures.</del></p> <p>8. <del>Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></p> <p>9. <u>2. Retention of existing tree belts along northern, eastern and southern boundaries.</u></p> <p><del>10. 3. Any development must conserve and, where opportunities arise, enhance the significance of Alexander’s Farmhouse to the east and White Lodge to the north of the site, including any contribution made to that significance by setting. This includes but is not limited to landscaping along the site boundary.</del></p> <p><del>11. 4. An archaeological assessment will be required prior to development. Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.</del></p> <p><del>12. 5. Mitigation and further investigation with regards to site susceptibility to surface water flooding. Development should avoid areas at risk of surface water flooding.</del></p> <p><del>13. 6. Avoid contamination of groundwater.</del></p> <p>Move the original wording of policy requirement 11 (now 4) to supporting text. Insert after current paragraph number 5.40.</p>
<b>Loddon and Chedgrave</b>			

Ref	Page	Policy/ Paragraph	Main Modification
MM115	354	Policy GNLP0132	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0312</b>  <b>Land to the east of Beccles Road, Loddon (approx. 7.70 ha) is allocated for residential development. This site is likely to accommodate at least <u>approximately 180 homes</u>.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved and any infrastructure issues addressed.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Two points of vehicular access to be provided into the site.</li> <li>2. Areas of surface water flooding on the Beccles Road boundary or elsewhere in the site to be addressed.</li> <li>3. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of listed buildings within the Loddon and Chedgrave Conservation Area to the north-west of the site, including any contribution made to that significance by setting.</li> <li>4. Design and layout must address the topography of the site and potential impact on views, particularly to and from the Broads.</li> <li>5. The trees/hedgerows surrounding the site will be protected, enhanced and incorporated into the scheme.</li> <li>6. An ecological assessment must be carried out, and any identified impacts on nearby sites mitigated.</li> <li>7. The design and layout of the scheme must consider amenity impacts relating to the nearby business area.</li> </ol>
MM116	356	Policy GNLP0463R	Amend the policy to read:

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>POLICY GNLP0463R</b>  <b>Land off Langley Road, Chedgrave (approx. 5.58 ha) is allocated for residential development. This site is likely to accommodate at least <u>approximately</u> 60 homes and open space.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved and any infrastructure issues addressed.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. A design brief for landscape impacts will be required.</li> <li>2. Any development must conserve and, <u>where opportunities arise,</u> enhance the significance of Langley Park to the west of the site, including its associated listed buildings and any contribution made to its significance by setting.</li> <li>3. Open space in the elevated southern part of the site to provide leisure opportunities and enhance the green infrastructure network.</li> <li>4. An ecological assessment must be carried out, and any identified impacts on nearby sites mitigated.</li> <li>5. A ground contamination survey will be required.</li> <li>6. A transport <del>survey statement</del> <u>statement</u> will be required, and implementation of any <del>agreed approved</del> <u>approved</u> measures, including off-site measures.</li> <li>7. <del>Visibility improvement and frontage development at Langley Road to the north</del> <u>Access on to Langley Road with visibility splays of 2.4m x 90m in each direction, carriageway widening to a minimum of 5.5m at the site frontage and 2.0m wide footway between the site access and existing at the south west of Langley Road.</u></li> <li>8. A 2.0m footway will be required for the full extent of the site frontage, extending southwards to Hillside to link site frontage with existing facilities in Loddon.</li> <li>9. Carriageway widening <del>may shall</del> <u>shall</u> be required at Langley Lane.</li> <li>10. Mitigation and further investigation with regards to the site's susceptibility to surface water flooding.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
MM117	358	Policy LOD3	<p>Amend the policy to read:</p> <p><b>POLICY LOD 3</b>  <b>Land adjacent to Loddon Industrial Estate, Little Money Road, Loddon (approx. 1.83 ha) is allocated for employment uses in Classes E(g)/B2/B8.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Local highways improvements and safe access, with road access to the site from Little Money Road.</li> <li>2. Landscape enhancements to western and southern boundaries.</li> <li>3. An ecological assessment must be carried out, and any identified impacts on nearby sites mitigated.</li> <li>4. 15m exclusion zone around pumping station at northern end of site.</li> <li><del>5. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></li> <li><del>6,</del> <u>5. An archaeological assessment will be required prior to development. Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.</u></li> <li><u>6.</u> Mitigation and further investigation with regards to the site's susceptibility to surface water flooding.</li> </ol> <p>Move the original wording of policy requirement 6 (now 5) to supporting text. Insert after current paragraph number 5.47.</p>
<b>Poringland</b>			
MM118	362	Policy POR3	<p>Amend the policy to read:</p> <p><b>POLICY POR3</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Ex MOD site, Pine Loke, Poringland (approx. 4.3 ha) is allocated for employment uses in Class E(g).</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Use E(g) must be compatible with adjacent housing and equestrian uses, and not harm amenity for existing and future residents of the area.</li> <li>2. An appropriate landscape buffer to reduce noise impacts on neighbouring properties and land uses.</li> <li>3. Appropriate access to the site.</li> <li>4. There should be sensitive treatment of the boundaries facing the wider landscape and the design should incorporate existing hedgerows and blocks of mature trees within the site design.</li> <li>5. A full drainage assessment should be carried out prior to development, including on-site and off-site flood risk.</li> <li><del>6. Wastewater infrastructure capacity must be confirmed prior to development taking place.</del></li> <li><u>7. 6. An archaeological assessment will be required prior to development. Historic Environment Record to be consulted to determine any need for archaeological surveys prior to development.</u></li> <li><del>8. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol> <p>Move the original wording of policy requirement 7 (now 6) to supporting text. Insert after current paragraph number 5.52.</p> <p>Move wording of deleted policy requirement 8 to the supporting text. Insert after current paragraph number 5.52.</p>

Ref	Page	Policy/ Paragraph	Main Modification
<b>Reepham</b>			
MM119	367	Policy REP1	<p>Amend the policy to read:</p> <p><b>POLICY REP1</b></p> <p><b>Land off Broomhill Lane, Reepham (approx. 8.2ha) is allocated for residential development &amp; community facilities (including cemetery land, <u>and</u> recreational open space and a sports hall). This comprises land to the north (approx. 5.7 ha) and south (approx. 2.5 ha) of Broomhill Lane, Reepham. The site will accommodate approximately 100 homes in total.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li><del>1.</del> 1. Vehicular access to be from a realigned and improved Broomhill Lane, incorporating appropriate traffic management measures and footway provision, with pedestrian access linking to Park Lane and Broomhill Lane.</li> <li>2. Off-site improvements to the highway network may also be necessary, as required by the highway authority, potentially including extension of the 30mph speed limit on Whitwell Road and consideration of extending the 20mph speed limit to the High School.</li> <li><del>3.</del> <del>Provision of a sports hall for the high school to be located in proximity to the existing school facilities.</del></li> <li>4. <u>3.</u> Provision to be made for an extension of the existing town cemetery.</li> <li><del>5.</del> <u>4.</u> Due to the proximity of Broomhill Meadows CWS, an ecological appraisal will be required prior to development, to include evaluation of drainage impacts, provision of net gain biodiversity and buffering measures.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>6. <del>5.</del> Mitigation and further investigation with regards to the site's susceptibility to surface water flooding.</p> <p>7. <del>6.</del> Avoid contamination of groundwater.  <del>Norfolk Mineral and Waste Core Strategy Policy CS16 applies as this site is underlain by safeguarded mineral resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p>Move wording of deleted policy requirement relating to Minerals and Waste to the supporting text. Insert after current paragraph number 5.56.</p>
<b>Broadland Village Clusters</b>			
<b>Blofield Heath</b>			
MM120	376	Policy GNLP1048R	<p>Amend the policy to read:</p> <p><b>POLICY GNLP1048R</b></p> <p><b>Land east of Woodbastwick Road, Blofield Heath (approx. 0.64ha) is allocated for residential development. The site is likely to accommodate approximately 20 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Access (vehicular and pedestrian) from Woodbastwick Road and adequate visibility will need to be demonstrated.</li> <li>2. A 2.0m frontage footway will be required along with improvements to the existing footway at Mill Road and provision of a pedestrian crossing point at the Mill Road junction with Woodbastwick Road.</li> </ol>



Ref	Page	Policy/ Paragraph	Main Modification
			<p>3. <del>Design to limit removal of roadside hedgerow and possible tree removal to provide frontage development, footpath and visibility splay to Woodbastwick Road</del> <u>Any loss of hedgerow or trees that are necessary to accommodate a new access point and footway shall be compensated for by new frontage hedgerow planting and trees within the site.</u></p> <p>4. <del>Protection measures may need to be taken for grass snakes identified on site</del> <u>A preliminary ecological appraisal will be required with mitigation measures implemented having regard to site surveys.</u></p>
<b>Buxton with Lamas</b>			
MM121	382	Policy GNLP0297	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0297</b></p> <p><b>Land east of Aylsham Road, Buxton with Lamas (1.68ha) is allocated for residential development. The site is likely to accommodate approximately 40 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Access (vehicular and pedestrian) will be from Aylsham Road.</li> <li>2. <del>Lower 30 mph speed limit area will need to be extended to the northern edge of the site.</del></li> <li>3. Footway will be required at north east side of Aylsham Road to connect with existing facility and provide continuous pedestrian route to the school.</li> <li>4. <del>Some hedgerow and tree removal likely for visibility and access but aim to minimise loss of contribution to the landscape</del> <u>Any loss of trees and hedgerows that are</u></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>necessary to accommodate a visibility splay should be compensated for by new frontage planting within the site.</u></p> <p>5. <del>Landscaping to mitigate the potential for noise pollution and vibrations resulting from proximity of the site to the Bure Valley Railway and to mitigate for the potential loss of views experienced by users of the nearby Public Right of Way</del> <u>Noise and vibration issues arising from the railway line shall be addressed as part of the development proposal.</u></p> <p>6. <u>Provision of appropriate landscaping to the edges of the site to maintain the rural character of the area.</u></p> <p>6. <del>Development will need phasing in line with upgrades to the Aylsham Water Recycling Centre.</del></p>
<b>Cawston</b>			
MM122	390	Policy GNLP0293	<p>Delete Policy GNLP0293, subtitle, supporting text paragraph 6.22 and Policy Map (see separate schedule of map changes)</p> <p><b><del>Policy GNLP0293: Land east of Gayford Road, Cawston</del></b></p> <p><del>6.22 This site, east of Gayford Road is allocated for residential use as it is adjacent to the existing settlement limit, close to Cawston Primary School with minimal other constraints. The site should be masterplanned with the adjacent CAW2 allocation to bring forward a cohesive development.</del></p> <p><del>Policy GNLP0293</del></p> <p><b><del>Land east of Gayford Road, Cawston (approx. 1.91 ha, excluding existing CAW2 allocation) is allocated for residential development. The site is likely to accommodate approximately 40 homes</del></b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>More homes may be accommodated, subject to acceptable design and layout as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. Site should be masterplanned with existing CAW2 allocation to bring forward a cohesive development</del></li> <li><del>2. Access (vehicular and pedestrian) will be from Aylsham Road.</del></li> <li><del>3. Carriageway improvements to the vehicular access on Aylsham Road and a new 2 metre footway connection along the site frontage that connects to the existing footpath will be needed.</del></li> <li><del>4. A pedestrian crossing facility on Aylsham Road to the primary school.</del></li> <li><del>5. Adequate landscaping and green infrastructure to protect the rural setting of the village, especially to the eastern and northern boundaries.</del></li> <li><del>6. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol>
MM123	394	Policy CAW2	<p>Delete Policy CAW2, subtitle, supporting text paragraphs 6.24 – 6.25 and Policy Map (see separate schedule of map changes)</p> <p><b><del>POLICY CAW2: Land east of Gayford Road, Cawston</del></b></p> <p><del>6.24 This site to the east of Gayford Road was allocated in the 2016 Broadland Local Plan but has yet to be developed at the base date of this plan. The principle of development on the site has already been accepted and it is expected that development will take place within the time period of this local plan up to 2038. The site is considered in the calculation of the housing requirement, providing at least 20 homes, but more may be accommodated, subject to an acceptable design and layout being achieved.</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>6.25 Adjacent site GNLP0293 is proposed to be allocated for a further 40 new homes and both sites should be masterplanned together to bring forward a cohesive development. This site is underlain by sand and gravel so Norfolk Minerals and Waste Core Strategy policy CS16 would apply if the site size is increased above 1 hectare.</del></p> <p><del>Policy CAW2</del></p> <p><b>Land east of Gayford Road, Cawston (approx. 0.8ha) is allocated for residential development. The site will accommodate approximately 20 homes.</b></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. To be masterplanned with GNLP0293 to bring forward a cohesive development.</del></li> <li><del>2. Access via Aylsham Road.</del></li> <li><del>3. Improvements to footways, particularly across the site frontage.</del></li> <li><del>4. Improvements to sewage network may be necessary.</del></li> </ol>
MM124	-	Policies GNLP0293 and CAW2	<p>Add new policy to combine GNLP0293 and CAW2, new subtitle, new paragraphs of supporting text and new Policy Map (see separate schedule of map changes)</p> <p><u>POLICY GNLP0293/CAW2: Land east of Gayford Road, Cawston</u></p> <p><u>This site, east of Gayford Road is allocated for residential use as it is adjacent to the existing settlement limit, close to Cawston Primary School with minimal other constraints. Part of the site was allocated in the 2016 Broadland Local Plan but has yet to be developed at the base date of this plan. It is expected that development will take place within the time-period of this local plan up to 2038 and the site is considered in the housing requirement for at least 60 homes, but more may be accommodated, subject to an acceptable design and layout being achieved.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>Norfolk Minerals and Waste Core Strategy Policy CS16 applies as the site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible will be taken into consideration.</u></p> <p><u>POLICY GNLP0293/CAW2</u></p> <p><u>Land east of Gayford Road, Cawston (2.71ha) is allocated for residential development. The site is likely to accommodate approximately 60 homes.</u></p> <p><u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. <u>Access (vehicular and pedestrian) will be provided from Aylsham Road.</u></li> <li>2. <u>Carriageway improvements and a new 2 metre footway connection along the site frontage that connects to the existing footpath shall be provided.</u></li> <li>3. <u>A pedestrian crossing facility on Aylsham Road to the primary school.</u></li> <li>4. <u>Adequate landscaping and green infrastructure to protect the rural setting of the village, especially to the eastern and northern boundaries.</u></li> </ol>
<b>Coltishall</b>			
MM125	398	Policy GNLP2019	<p>Delete Policy GNLP2019, subtitle, supporting text paragraph 6.31 and Policy Map (see separate schedule of map changes)</p> <p><b><del>POLICY GNLP2019: Land at Rectory Road and south of the Bure Valley Railway, Coltishall</del></b></p> <p><del>6.31 This site at Rectory Road, south of the Bure Valley Railway is allocated for residential development. Vehicular access will need to be taken through the adjacent COL1 allocation and a Transport Assessment will be needed. The site should be masterplanned with COL1 to bring forward a cohesive development. The site is adjacent to the Bure Valley Railway</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>and the Bure Valley path, which are important tourism and GI assets that should be protected.</del></p> <p><del>Policy GNLP2019</del></p> <p><b>Land at Rectory Road and south of the Bure Valley Railway, Coltishall (approx. 1.44 ha) is allocated for residential development. The site is likely to accommodate approximately 20 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. Site should be masterplanned with existing COL1 allocation to bring forward a cohesive development.</del></li> <li><del>2. Vehicular access will be from Rectory Road via the existing COL1 allocation, with off-site highway improvements to connect to the existing footpath on Rectory Road near the junction with Westbourne Road.</del></li> <li><del>3. Due to highway constraints in the vicinity of Rectory Road, submission of a transport assessment to assess the traffic implications of the proposed development on the surrounding road network demonstrating that the proposed scale of development can be accommodated will be required.</del></li> <li><del>4. Adequate landscaping and green infrastructure will be needed to protect the rural setting of the village, especially to the eastern boundary and to mitigate the potential for noise pollution and vibrations resulting from proximity of the Bure Valley Railway to the north.</del></li> </ol>
MM126	400	Policy COL1	<p>Delete Policy COL1, subtitle, supporting text paragraphs 6.32 – 6.33 and Policy Map (see separate schedule of map changes)</p> <p><b>POLICY COL1: Land at Rectory Road, Coltishall</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>6.32 This site was allocated in the 2016 Broadland Local Plan but was not yet developed at the base date of this plan. The principle of development on the site has already been accepted and it is expected that development will take place within the time period of this local plan up to 2038. The site is considered in the calculation of the housing requirement, providing at least 30 homes, but more may be accommodated, subject to an acceptable design and layout being achieved. Outline planning permission (20170075) was granted in November 2017 but there has been no reserved matters application.</del></p> <p><del>6.33 The site should be masterplanned with GNLP2019 to bring forward a cohesive development. The site is adjacent to the Bure Valley Railway and the Bure Valley path, which are important tourism and GI assets that should be protected.</del></p> <p>Policy COL1</p> <p><b>Land at Rectory Road, Coltishall (approx. 1.0ha) is allocated for residential development. This will accommodate approximately 30 homes.</b></p> <p>The development will be expected to address the following specific matters:</p> <ol style="list-style-type: none"> <li><del>1. Site should be masterplanned with GNLP2019 allocation to bring forward cohesive development.</del></li> <li><del>2. Access (vehicular and pedestrian) to be from Rectory Road, with possible additional pedestrian accesses to the school via the playing field and to the Bure Valley Walk.</del></li> <li><del>3. Off-site improvements to the highway network may be required including contributions to footway/cycle links, speed restriction on Rectory Road, and public transport services.</del></li> <li><del>4. Pollution control measures may be required in order to mitigate harm to the water environment as the site is in the proximity of a Major Aquifer of high vulnerability.</del></li> <li><del>5. Significant information will be required at a planning stage to mitigate heavy flood constraints. Access and egress to the site during a flood event may need to be considered.</del></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>6. Provision for informal and formal recreational open space</del></p> <p><del>7. Landscaping to mitigate the potential for noise pollution and vibrations resulting from proximity of the site to the Bure Valley Railway</del></p>
MM127	-	Policies GNLP2019 and COL1	<p>Add new policy to combine GNLP2019 and COL1, new subtitle, new paragraphs of supporting text and new Policy Map (see separate schedule of map changes)</p> <p><u>POLICY GNLP2019/COL1: Land at Rectory Road, Coltishall</u></p> <p><u>This site at Rectory Road is allocated for residential development. Part of the site was allocated in the 2016 Broadland Local Plan and now has full planning consent for 30 dwellings. It is expected that development will take place within the time-period of this local plan up to 2038 and the site is allocated for approximately 50 homes, but more may be accommodated, subject to an acceptable design and layout being achieved.</u></p> <p><u>The site is adjacent to the Bure Valley Railway and the Bure Valley path, which are important tourism and GI assets that should be protected.</u></p> <p><u>POLICY GNLP2019/COL1</u></p> <p><u>Land at Rectory Road, Coltishall (2.44 ha) is allocated for residential development. This will accommodate approximately 50 homes.</u></p> <p><u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li><u>1. Access (vehicular and pedestrian) will be from Rectory Road, with off-site highway improvements to footway/cycle links and speed restrictions.</u></li> <li><u>2. Due to highway constraints in the vicinity of Rectory Road, submission of a transport assessment to assess the traffic implication of the proposed development on the surrounding road network demonstrating that the proposed scale of development can be accommodated will be required.</u></li> </ol>



Ref	Page	Policy/ Paragraph	Main Modification
			<ol style="list-style-type: none"> <li>3. <u>Adequate landscaping and green infrastructure will be provided to protect the rural setting of the village, especially to the eastern boundary.</u></li> <li>4. <u>Noise and vibration issues arising from the railway line shall be addressed as part of the development proposal.</u></li> <li>5. <u>Pollution control measures may be required at planning application stage to mitigate flood constraints.</u></li> <li>6. <u>Provision for informal and formal recreational open space.</u></li> </ol>
MM128	402	Policy COL2	<p>Amend the policy to read:</p> <p><b>POLICY COL2</b></p> <p><b>Land at Jordan's Scrapyard, Coltishall (approx. 1.8ha) is allocated for residential development. This will accommodate approximately 25 homes.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. The waste licence will need to be surrendered, with full decontamination following appropriate investigation, and mitigation measures should be applied to avoid any further pollution, with consideration of a Major Aquifer of high vulnerability.</li> <li>2. Access (vehicular and pedestrian) to be from B1150, with possible additional pedestrian accesses to the school via the playing field.</li> <li>3. Off-site improvements to the highway network may be required including contributions to footway/cycle links, including a pedestrian link to Rectory Road.</li> <li>4. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of the grade II listed limekiln to the north east of the site and the Coltishall and Horstead conservation area and its associated listed buildings to the south of the site, including any contribution made to that significant by setting.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
<b>Foulsham</b>			
MM129	406	Policy GNLP0605	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0605</b></p> <p><b>Land west of Foundry Close, Foulsham (0.67ha) is allocated for residential development. The site is likely to accommodate approximately 15 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Access (vehicular and pedestrian) to be via Stringer's Lane and Aubrey Rix Close.</li> <li>2. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of grade II listed buildings to the south of the site, particularly Station Farmhouse and Bracken Brae, 5 Station Road and the Foulsham conservation area to the south and east, including any contribution made to that significance by setting.</li> </ol>
MM130	408	Policy FOU2	<p>Amend the policy to read:</p> <p><b>POLICY FOU2</b></p> <p><b>Land at Old Railway Yard, Station Road, Foulsham (approx. 1.1ha) is allocated for employment use (Use Class E(g), B2, B8).</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>1. Part of the site is in flood zone 3 and therefore <del>further investigation will be required in this regard.</del> <u>a Flood Risk Assessment will be required.</u> Significant information will be required at a planning stage to mitigate heavy flood constraints.</p> <p><del>2. The existing vehicular access off Station Road may prove suitable.</del></p> <p><del>3.</del> <u>2.</u> Further investigation should be undertaken to assess the extent of potential contamination present associated with former uses of the site.</p> <p><del>4.</del> <u>3.</u> The site is in close proximity of a major aquifer and therefore pollution control techniques should be used to ensure that development of the site does not lead to pollution of the water environment.</p> <p><del>5.</del> <u>4.</u> An odour assessment will be required to assess the impact of the nearby Sewage Treatment Works.</p> <p><del>6.</del> <u>5.</u> Any development must conserve and, <u>where opportunities arise,</u> enhance the significance of the Foulsham conservation area to the north east of the site, including any contribution made to that significance by setting.</p> <p><del>7. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits if extracting the minerals, if feasible will be taken into consideration.</del></p> <p>Move wording of deleted policy requirement 7 to the supporting text. Insert after current paragraph number 6.39. correct grammatical error in original text e.g. The benefits if <u>of</u> extracting the minerals....'</p>
<b>Freethorpe</b>			
MM131	412	Policy GNLP2034	<p>Amend the policy to read:</p> <p><b>POLICY GNLP2034</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>South of Bowlers Close, Freethorpe (approx. 1.51ha) is allocated for residential development. The site is likely to accommodate approximately 40 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Access (vehicular and pedestrian) via Bowler Close.</li> <li>2. <del>Avoidance of harm to trees on the southern boundary evidenced through the submission of an Arboricultural Impact Assessment</del> <u>Retention of the band of trees along the sites southern boundary.</u></li> <li>3. <del>Development should not take place until the capacity of Freethorpe Water Recycling Centre has been upgraded.</del></li> </ol>
MM132	414	Policy FRE1	<p>Amend the policy to read:</p> <p><b>POLICY FRE1</b></p> <p><b>Land north of Palmer's Lane, Freethorpe (approx. 0.34ha) is allocated for residential development. This will accommodate approximately 10 homes.</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Vehicular access must be demonstrated off Palmer's Lane.</li> <li>2. Other off-site improvements to the highway network will also be necessary, in particular to the junction of Palmer's Lane and The Green.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<ol style="list-style-type: none"> <li>3. Pollution control measures should be incorporated to mitigate harm to the water environment as the site is within the proximity of a Major Aquifer of high vulnerability.</li> <li>4. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of the grade II listed Walpole Almshouses to the north west of the site, including any contribution made to that significance by setting. This includes but is not limited to landscaping along the northern boundary of the site.</li> </ol>
<b>Great Witchingham</b>			
MM133	422	Policy GNLP0608R	<p>Amend the policy to read:</p> <p><b>Policy GNLP0608R</b></p> <p><b>Land at Bridge Farm Field, St Faiths Close, Great Witchingham, (0.72ha) is allocated for residential development. The site is likely to accommodate approximately 20 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Access will be from St Faiths Close onto the A1067.</li> <li>2. Trees to the north of the site should be retained where possible.</li> <li>3. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of the grade II listed Bridge House to the east of the site, including any contribution made to that significance by setting.</li> <li>4. There are small areas of surface water flood risk in southern section which <del>may</del> <u>will</u> need to be addressed.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
<b>Horsford</b>			
MM134	430	Policy GNLP0264	<p>Amend the policy to read (see separate schedule of map changes for boundary change):</p> <p><b>POLICY GNLP0264</b>  <b>Dog Lane, Horsford, (approx. 1.78-1.38ha) is allocated for residential development. The site is likely to accommodate approximately 45 <u>30</u> homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Vehicular access will be from Horsbeck Way.</li> <li>2. Provision of enhanced pedestrian crossing facility and the access would need to be modified to enhance pedestrian facilities and walk to school routes.</li> <li>3. The site intersects with a water course. A WFD compliance assessment for the watercourse receiving the runoff will be needed. A buffer of 20m between the watercourse and gardens will need to be maintained and opportunities for riparian habitat restoration will need to be secured. <u>This means the developable area of the site will be approx. 1 hectare.</u></li> </ol>
<b>Horsham St Faith</b>			
MM135	434	Policy GNLP0125R	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0125R</b></p> <p><b>Land to the west of West Lane, Horsham St Faith (approx. 2.31ha) is allocated for residential development. The site is likely to accommodate approximately 50 homes.</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li><del>1. Provision of frontage footways and carriageway widening unless it can be demonstrated that it is not practical or feasible.</del></li> <li>2. Implementation of any improvements required to the walking route to school, particularly at junctions en-route.</li> <li><del>3. Provision of two vehicular accesses</del></li> <li>4. <u>3. Any development must conserve and, where opportunities arise, enhance the significance of the grade I listed Church of St Mary and St Andrew, the scheduled monument St Faith Priory and the conservation area, including any contribution made to that significance by setting. This includes but is not limited to a Mitigation measures should have regard to the recommendations of the Heritage Statement (June 2021) and include sensitive design, height and layout, protection of views to and from site and open space on north eastern edge of site. An appropriate programme of archaeological mitigatory work should be completed.</u> Due to the sensitivities of this site a Heritage Impact Assessment will be required.</li> </ol>
MM136	436	Policy HNF1	<p>Amend the policy to read:</p> <p><b>POLICY HNF1</b></p> <p><b>Land east of Manor Road, Newton St Faith (approx. 2.53 ha), is allocated for residential development. This will accommodate approximately 60 homes.</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li><del>1. Further investigation in respect of contamination will be required.</del></li> <li><del>2. Access (vehicular and pedestrian) should be via Manor Road.</del></li> <li><del>3. Off-site improvements to the highway network may also be necessary which might include a footway link to the school, provision of a crossing point and upgrading/widening the existing path.</del> <u>The pedestrian route to school will require off-site highway improvements and should include new footway at the east side of Manor Road, provision of a crossing point and upgrading/widening the existing footway at the west side of Manor Road.</u></li> <li><del>4. Potential to include play space on-site.</del></li> <li><del>5.</del> <u>4.</u> The site is in close proximity of a Major Aquifer of high vulnerability and therefore pollution control techniques should be used to ensure that development of the site does not lead to pollution of the water environment.</li> <li><del>6.</del> <u>5.</u> Any development must conserve and, <u>where opportunities arise,</u> enhance the significance of the grade II listed Middle Farmhouse and Granary to the east of the site, including any contribution made to that significance by setting. This includes but is not limited to landscaping along the eastern site boundary.</li> </ol>
MM137	439	Policy HNF2/ GNLP0466R	<p>Amend the policy to read (see separate schedule of map changes for boundary change):</p> <p><b>STRATEGIC ALLOCATION</b></p> <p><b>POLICY HNF2/ GNLP0466R</b></p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Land east of the A140 and north of Norwich International Airport, Horsham St Faith (approx. 35 38ha) is allocated for employment uses. This will be to provide a full range of employment uses including for those benefitting from a location close to the airport.</b></p> <p>It is expected:</p> <ol style="list-style-type: none"> <li>1. Uses to be within use classes E(g), B2 and B8, with a maximum of 50% of total floorspace to be within <u>the E(g)(i) any one use class.</u></li> <li>2. Substantial tree belts and landscaping to be provided at the boundaries of the site, with particularly extensive provision made at the north and eastern boundaries to provide a buffer to residential properties. Civil Aviation Authority guidance should be followed to ensure aviation hazards posed by wildlife are minimised.</li> <li>3. Access to be provided directly from the A140 Northern Distributor Road interchange, <del>with a possible second point of access from the northern part of the site to the A140.</del></li> <li>4. A masterplan is to be produced for the site <u>with or in advance of the first application for planning permission</u> showing a coordinated approach to bringing forward the development, particularly in relation to access provision including coordination with the NDR any necessary off-site highway improvements, and the early provision of landscaping to mitigate visual impacts. Accordingly, development is to be in two phases: Phase 1 the south-western, north-western and north-eastern parts of the site; Phase 2 the south-eastern portion.</li> </ol> <p>The development will be expected to address the following specific matters:</p> <ol style="list-style-type: none"> <li>5. In order to achieve a range of employment uses (E(g) Business – offices, research and development, and light industry, B2 general industrial, B8 storage or distribution) and limit traffic generation it is envisaged that the amount of floorspace in <del>one</del> <u>the E(g)(i) use class</u> will not exceed 50% of the total floorspace within the overall development.</li> <li>6. Phase 1, the major part (approx. 29.6ha), will reflect the provision of access being from the west, and the need to provide treebelts and landscaping to the north and</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>eastern boundaries in the early stages.</p> <p>7. Phase 2 (approx. 5.2ha) is expected to progress in the later stages of development as needed and related to the provision of infrastructure.</p> <p>8. <del>Further public transport, pedestrian, cycling and highway infrastructure improvements will need to be agreed with the Highway Authority. A Transport Assessment/Statement will be required that will include assessments of highway infrastructure improvements to enable safe active and sustainable travel to the development. Any approved measures shall be implemented.</del></p> <p>9. <del>Highway improvements may be needed to upgrade the junctions to deal with traffic generated by the development.</del></p> <p>10. <del>9.</del> The appropriate pollution control techniques should be installed to ensure that no harm comes to the water environment.</p> <p>11. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></p> <p>12. <del>10.</del> Archaeological investigation must be undertaken prior to any development.</p> <p>Move wording of deleted policy requirement 11 to the supporting text. Insert after current paragraph number 6.75.</p>
MM138	441	Policy SL2007/ GNLP4061/ HNF3	<p>Amend the policy to read (see separate schedule of map changes for boundary change):</p> <p><b>POLICY SL2007/ GNLP4061/ HNF3</b></p> <p><b>Land at Abbey Farm Commercial, Horsham St Faith (approx. <del>4.39</del> <u>4.30</u> ha) is allocated for employment uses (Use Classes E(g) B2, B8).</b></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <p>1. Vehicular access off Church Street either via the existing access or a new access.</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>2. <del>Off-site improvements to the highway network may also be necessary which might include upgrading the Church Street/A140 junction. A Transport Assessment/Statement will be required that will include assessments of the A140/Church Street junction and improvements to enable safe active and sustainable travel to the development.</del></p> <p>3. <del>The site contains an historic environment record and therefore further investigation is likely to be required in respect of archaeology. Any development must also consider the archaeological sensitivity of proximity to the scheduled St Faith Priory, including any contribution made to that sensitivity by setting. An archaeological assessment will be required prior to development.</del></p> <p>4. The site is adjacent to Horsham Meadows County Wildlife Site. Potential impacts of development on the local hydrology and changes in drainage must be addressed through any planning application.</p> <p>Move the current policy wording of policy requirement 3 to supporting text. Insert after current paragraph number 6.76.</p>
<b>Lingwood</b>			
MM139	446	Policy GNLP0380	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0380</b></p> <p><b>West of Blofield Road, Lingwood (approx. 1.05ha) is allocated for residential development. The site is likely to accommodate approximately 30 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Vehicular access to be taken from Blofield Road. <del>Removal of significant tree may be required to facilitate visibility.</del> <u>Any tree removal that is necessary in order to achieve an acceptable visibility splay shall be compensated by planting within the site.</u></li> <li>2. Frontage footway to be provided to join up with existing.</li> <li>3. <del>Speed limit enhancement to manage vehicle speeds along the frontage of the site.</del> <u>Localised Traffic Management Measures to reinforce 30mph speed limit to be determined through Transport Statement/Transport Assessment process and approved measures to be implemented.</u></li> <li>4. Landscaping to the western boundary to screen views of the development as viewed from the west.</li> <li>5. As a gateway site to the village it should be developed with a visible frontage and sensitive design to create a sense of place.</li> </ol>
MM140	448	Policy GNLP4016	<p>Amend the policy to read:</p> <p><b>POLICY GNLP4016</b></p> <p><b>East of Station Road, Lingwood (approx. 1.19ha) is allocated for residential development. The site is likely to accommodate approximately 30 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<ol style="list-style-type: none"> <li>1. Vehicular access to be taken from Station Road. <del>The requirement to provide adequate visibility will likely result in the removal of frontage hedge and possibly trees. Any tree or hedgerow removal that is necessary in order to achieve an acceptable visibility splay shall be compensated by planting within the site.</del></li> <li>2. A Transport Statement will be required with the implementation of any <u>agreed approved</u> measures.</li> <li>3. A part time 20mph speed limit will be required in the vicinity of the school.</li> <li>4. The footway at the site frontage to the school will need to be widened to a minimum of 2.0m.</li> </ol>
<b>Marsham</b>			
MM141	452	Policy GNLP2143	<p>Delete Policy GNLP2143, supporting text paragraphs 6.87 and 6.88 and Policy Map (see separate schedule of map changes)</p> <p><b><del>POLICY GNLP2143: Land south of Le Neve Road, Marsham</del></b></p> <p><del>4.87 This site to the south of Le Neve Road is allocated for residential development. The historic nature of the setting is recognised and development will need to respect the setting of the adjacent Grade I listed church and nearby listed buildings as well as providing an extension to the cemetery.</del></p> <p><del>4.88 There is currently not enough capacity in Aylsham Water Recycling Centre permit to accommodate development and no plans to upgrade in terms of flow in PR19, only plans to increase storage at intermittent CSOs. Development will therefore require phasing in line with upgrades to the Water Recycling Centre and evidence of liaison with Anglian Water on this matter will need to be provided.</del></p> <p><b><del>POLICY GNLP2143</del></b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>Land south of Le Neve Road, Marsham (approx. 1.98 ha) is allocated for residential development and extension to the cemetery at All Saint Church. The site is likely to accommodate approximately 35 homes.</del></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. Access (vehicular and pedestrian) to be from Le Neve Road.</del></li> <li><del>2. Land to be made available for 0.27ha extension to existing cemetery.</del></li> <li><del>3. Any development must conserve and enhance the significance of the grade I listed Church of All Saints, the grade II listed Old Rectory, Colenso Cottage and the Marsham War Memorial to the east of the site, including any contribution made to that significance by setting. This includes but is not limited to landscaping to the east of the site and a concept diagram showing where open space and landscaping would be located. Due to the sensitivities of this site a Heritage Impact Assessment will be required.</del></li> <li><del>4. Safeguard existing public right of way in the south-east corner.</del></li> <li><del>5. Development will need phasing in line with upgrades to the Aylsham Water Recycling Centre</del></li> <li><del>6. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partly underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol>
<b>Reedham</b>			
MM142	456	Policy GNLP1001	Amend the policy to read:

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>POLICY GNLP1001</b></p> <p><b>Land to east of Station Road, Reedham (approx. 1.17Ha) is allocated for residential development. The site is likely to accommodate approximately 30 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters. The</del> <u>development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Pedestrian and vehicular access to be via Barn Owl Close.</li> <li><del>2. Respect, protect and if appropriate enhance the area of Tree Preservation Order protected trees on the northern side of development.</del></li> <li><del>3.</del> <u>2.</u> Appropriate enhancement and links to the PROW that is to the east of the site noting that this could provide a traffic free route for part of the journey to the school.</li> <li>4. <u>3.</u> Potential impact of the scheme on the Broads Authority Executive Area to be considered and addressed as appropriate through sensitive design, <del>such as low ridge heights, reduced scale/massing and screen planting</del></li> <li><del>5.</del> <u>4.</u> The trees/hedgerows surrounding the site will be protected, enhanced and incorporated into the scheme.</li> </ol>
MM143	458	Policy GNLP3003	<p>Delete Policy GNLP3003, supporting text paragraph 6.95 and Policy Map (see separate schedule of map changes)</p> <p><b><del>POLICY GNLP3003: Mill Road, Reedham</del></b></p> <p><del>6.95 This site off Mill Road is allocated for residential development due to its immediate proximity to Reedham Primary School and minimal other constraints, however, it is accepted that it is not possible to provide an off-carriageway pedestrian footway to the school. The site is allocated subject to vehicular access via Mill Road and pedestrian</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>only access at Holly Farm Road. The vehicular access point at Mill Road will require visibility over the frontage of 'The Brambles' to the north which may require 3rd party land.</del></p> <p><b>POLICY GNLP3003</b></p> <p><del>Mill Road, Reedham (approx. 1.29Ha) is allocated for residential development. The site is likely to accommodate approximately 30 homes.</del></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. Vehicle access via Mill Road with pedestrian only access at Holly Farm Road;</del></li> <li><del>2. Visibility for access is restricted and will need further investigation as this may require use of third-party land in order to be achieved;</del></li> <li><del>3. Consideration of setting of non-designated heritage asset;</del></li> <li><del>4. Landscaping to mitigate the potential for noise pollution and vibrations resulting from proximity of the site to the railway line;</del></li> <li><del>5. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partly underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.</del></li> </ol>
<b>Salhouse</b>			
MM144	462	Policy GNLP0188	<p>Amend the policy to read:</p> <p><b>POLICY GNLP0188</b></p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Land adjoining Norwich Road, Salhouse (approx. 0.52ha) is allocated for residential development. The site is likely to accommodate approximately 12 homes.</b></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters</del> <u>The development will achieve the following site specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. Access (vehicular and pedestrian) via Norwich Road.</li> <li>2. Frontage development is required along with the provision of a footway between existing properties and Honeycombe Road alongside roundabout improvements to facilitate crossing.</li> <li>3. Development <del>would</del> <u>will</u> need to be sensitively designed to reflect the location. Properties would need to be of a modest scale (<del>possibly semi-detached</del>), <del>set back from the road with limited access points.</del></li> </ol>
<b>South Walsham</b>			
MM145	466	Policy GNLP0382	<p>Delete Policy GNLP0382, subtitle, supporting text paragraph 6.106 and Policy Map (see separate schedule of map changes)</p> <p><b><del>POLICY GNLP0382: Land north of Chamery Lane, South Walsham</del></b></p> <p><del>6.106 This site north of Chamery Hall Lane is allocated for residential development and should be masterplanned together with adjacent carried forward allocation SWA1 to ensure a cohesive development.</del></p> <p><del>Policy GNLP0382</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>Land north of Chamery Hall Lane, South Walsham (approx. 1.12ha) is allocated for residential development. The site is likely to accommodate approximately 25 homes.</del></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout as well as infrastructure constraints.</del></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. Access (vehicular and pedestrian) to be onto Burlingham Road, through the existing SWA1 allocation, with a masterplan provided to ensure a cohesive development with that site.</del></li> <li><del>2. Provision of adequate footpath improvements to ensure a safe and continuous pedestrian route between the development and the school, which may involve improvements to junctions throughout the village</del></li> </ol>
MM146	468	Policy SWA1	<p>Delete Policy SWA1, subtitle, supporting text paragraph 6.107 and Policy Map (see separate schedule of map changes)</p> <p><b><del>POLICY SWA1: Land to the rear of Burlingham Road/St Marys Close, South Walsham</del></b></p> <p><del>6.107 This site was allocated in the 2016 Broadland Local Plan but was not yet developed at the base date of this plan. The principle of development on the site has already been accepted and it is expected that development will take place within the time-period of this local plan up to 2038, reflecting planning permission given on site (20161643). The site is considered in the calculation of the housing requirement, providing for 20 homes. The site should be masterplanned together with adjacent GNLP0382 to bring forward a cohesive development.</del></p> <p><del>Policy SWA1</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>Land to the rear of Burlingham Road/St Marys Close, South Walsham (of approx. 0.68ha) is allocated for residential development. This will accommodate at least 20 homes.</del></p> <p><del>More homes may be accommodated, subject to an acceptable design and layout being achieved.</del></p> <p><del>The development will be expected to address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. Vehicular access from Burlingham Road.</del></li> <li><del>2. A sustainable drainage system (SUDS) should be provided. If this is not possible then restricted discharge to watercourse or surface water sewer may be required.</del></li> <li><del>3. Compensatory provision for the loss of recreational space may be required.</del></li> <li><del>4. Access to be made available to GNL0382.</del></li> </ol>
MM147	-	Policy GNLP0382 & SWA1	<p>Add new policy to combine GNL0382 and SWA1, new subtitle, new paragraphs of supporting text and new Policy Map (see separate schedule of map changes):</p> <p><u>POLICY GNL0382/SWA1: Land north of Chamery Hall Lane and rear of Burlingham Road/St Marys Close, South Walsham</u></p> <p><u>This site at Chamery Hall Lane/ Burlingham Road is allocated for development. Part of this site was allocated in the 2016 Broadland Local Plan but was not yet developed at the base date of the plan. It is expected that development will take place within the time-period of this local plan up to 2038 and the site is considered in the housing requirement for at least 45 homes, but more may be accommodated, subject to an acceptable design and layout being achieved.</u></p> <p><u>POLICY GNL0382/SWA1</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>Land north of Chamery Hall Lane and rear of Burlingham Road/St Marys Close, South Walsham (1.80ha) is allocated for residential development. The site is likely to accommodate approximately 45 homes</u></p> <p><u>More homes may be accommodated, subject to an acceptable design and layout as well as infrastructure constraints.</u></p> <p><u>The development will be expected to address the following specific matters:</u></p> <ol style="list-style-type: none"> <li>1. <u>Access (vehicular and pedestrian) to be from Burlingham Road.</u></li> <li>2. <u>A review of walking routes to school and implementation of any approved measures that have been identified.</u></li> <li>3. <u>A sustainable drainage system (SUDS) should be provided. If this is not possible then restricted discharge to watercourse or surface water sewer may be required.</u></li> <li>4. <u>Compensatory provision for the loss of recreational space shall be required.</u></li> </ol>
<b>South Norfolk Villages Non-Residential Sites</b>			
<b>Brooke</b>			
MM148	472	Policy BKE3	<p>Amend the policy to read:</p> <p><b>POLICY BKE 3 Brooke Industrial Estate, Brooke (approx. 4.8ha) is allocated for employment use.</b></p> <p>The development <del>will be expected to</del> <u>should</u> address the following specific matters:</p> <ol style="list-style-type: none"> <li>1. New development on the site shall be limited to E(g), B2 and B8 uses;</li> <li>2. Adequate landscaping and boundary treatments are to be provided on the southern and north eastern boundaries to ensure development does not have an adverse impact.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>3. Any development must conserve and, <u>where opportunities arise</u>, enhance the significance of the grade II listed Arlington Hall to the east of the site, including any contribution made to that significance by setting.</p> <p>4. <del>Significant information will be required at a planning stage to mitigate heavy flood constraints</del> <u>A Flood Risk Assessment will be required at planning application stage.</u></p> <p>5. <del>Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible will be taken into consideration.</del></p> <p>Number bullet points</p> <p>Amend paragraph 7.1 to read:</p> <p>7.1 The site was allocated in 2015 as part of the South Norfolk Local Plan. Brooke Industrial Park has experienced incremental growth over time and has now become an established employment site. There remains <del>some opportunity</del> <u>around 1.2 hectares available</u> for growth, which this policy seeks to promote. It is important that the site remains as an employment site and that other uses, such as residential development, are resisted given its location removed from established settlements such as the villages of Brooke and Poringland.</p> <p>Move the current policy wording of policy requirement 5 to supporting text. Insert after current paragraph number 7.1</p>
<b>Contingency Site</b>			
MM149	474	Costessey Contingency Site	Delete Section 8 relating to Costessey Contingency Site (including subtitle, supporting text paragraph 8.1, Policy and Policy Map (see separate schedule of map changes)).

			<p><b>8. COSTESSEY CONTINGENCY SITE</b></p> <p><b><del>POLICY GNLP0581/2043: Land off Bawburgh Lane, north of New Road and east of the A47, Costessey</del></b></p> <p><del>8.1 This is a contingency site which is well related to the existing edge of the Norwich urban area neighbouring the built up areas of Bowthorpe and Costessey with no major constraints. If the trigger point set out in the second paragraph of the policy applies, the site will need to be masterplanned to provide community and recreation facilities including a local centre, a primary school and a sixth form centre. Highway improvements will be needed including improvements to the Longwater junction and New Road to ensure adequate access from the A47 and the remainder of the urban area.</del></p> <p><b>CONTINGENCY SITE</b></p> <p><b><del>POLICY GNLP0581/2043</del></b>  <b><del>Land off Bawburgh Lane, north of New Road, east of the A47 (approx. 62.42ha) is identified as a contingency site for an urban extension including housing, open and play space, a local centre and education facilities. This could accommodate in the region of 800 homes.</del></b></p> <p><del>The site will become an allocation if there are three consecutive years in which Annual Monitoring Reports show that housing completions in Greater Norwich are more than 15% below annual targets in each year and where under delivery is the result of site specific constraints (for example there are infrastructure or ownership constraints or significant abnormal costs have been identified) preventing the delivery of committed and allocated housing sites.</del></p>
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Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>More homes may be accommodated on the site, subject to an acceptable design and layout, as well as infrastructure constraints.</del></p> <p><del>The development will address the following specific matters:</del></p> <ol style="list-style-type: none"> <li><del>1. Approximately 4 hectares of the site should be safeguarded for education to provide a new primary school and a sixth form college in agreement with the education authority;</del></li> <li><del>2. Provision of a new local centre on site (approx. 0.3ha) to include a convenience foodstore and three smaller units with parking provision.</del></li> <li><del>3. Provision of adequate landscaping and green infrastructure.</del></li> <li><del>4. Provision of a sustainable drainage system (SUDs);</del></li> <li><del>5. Mitigation to address utilities infrastructure crossing the site;</del></li> <li><del>6. Provision for off-site improvements to the highway network to address the impact of the development on the Longwater Junction and on New Road to ensure that the site can be adequately accessed from the A47 and A1074 and the A47 and B1108;</del></li> <li><del>7. Norfolk Minerals and Waste Core Strategy Policy CS16 applies as this site is underlain by safeguarded mineral resources;</del></li> <li><del>8. Preparation of a masterplan to guide the development, submitted as part of the application for planning permission.</del></li> </ol> <p><del>The masterplan and other documentation required through this plan should:</del></p> <ol style="list-style-type: none"> <li><del>9. Provide for vehicular access from Barnard Road and New Road and public transport to and through the site;</del></li> <li><del>10. Include pedestrian and cycle access across the site and to neighbouring residential and retail areas and other services and facilities in Bowthorpe and Costessey (Longwater) and to the open countryside to promote active travel. This should include safeguarding of land for a pedestrian footbridge over the A47;</del></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>11. Provide a significant landscape buffer adjacent to the A47 and adequate noise mitigation measures to protect amenity and detail the location of other green infrastructure to provide links across the site and to the wider green infrastructure network;</del></p> <p><del>12. Set out the distribution of land uses across the site. The education facilities and local centre should be centrally located on the site;</del></p> <p><del>13. Detail the phasing of development of the site;</del></p> <p><del>14. Include pollution control techniques to ensure that development does not lead to pollution of the water environment as the site falls within source protection zone 3.</del></p> <p><del>15. Include an Arboricultural Impact Assessment (AIA) to protect or to mitigate any harm to trees on site;</del></p> <p><del>16. Include an ecological assessment to identify key ecological networks and habitats to be preserved and enhanced through the development.</del></p> <p><del>17. Mitigate surface water flooding, particularly in the east of the site;</del></p> <p><del>18. Comply with 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 as the site is partially underlain by a defined mineral safeguarding area for sand and gravel.</del></p> <p><del>19. Clarify the approach to infrastructure delivery on and off site.</del></p>
<b>Gypsy and Traveller Sites</b>			
MM150	-	Cawston Policy GNLP5004R	<p>Add new policy and supporting text to read (see separate schedule of map changes):</p> <p><u>POLICY GNLP5004R: Land off Buxton Road, Eastgate, Cawston</u></p> <p>5.1 <u>This privately owned greenfield site is located on the Buxton Road in the hamlet of Eastgate to the south-east of Cawston.</u></p> <p>5.2 <u>Additional landscaping is required as part of the design and layout of the scheme to enhance screening and to maintain the residential amenity of</u></p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>the neighbouring property to the west.</u></p> <p>5.3 <u>An archaeological assessment is required prior to development due to the site being close to an area of Roman settlement.</u></p> <p><u>POLICY GNLP5004R</u></p> <p><u>Land off Buxton Road, Eastgate, Cawston (0.09 ha) is allocated for a permanent residential Gypsy and Travellers site. The site will accommodate approximately 2 residential Gypsy and Traveller pitches.</u></p> <p><u>The development will achieve the following site-specific requirements:</u></p> <ol style="list-style-type: none"> <li>1. <u>Access will be via Buxton Road. Any trees or hedgerow lost to form the access or visibility splay must be compensated for with new planting within the development.</u></li> <li>2. <u>Landscaping, including species appropriate to the local area, will be provided to enhance screening and to maintain the residential amenity of the neighbouring property to the west.</u></li> <li>3. <u>A desk based archaeological assessment and, if necessary, a programme of archaeological fieldwork, will be required prior to development.</u></li> <li>4. <u>The site falls within Source Protection Zone 3. Therefore, pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</u></li> <li>5. <u>The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families.</u></li> </ol>
MM151	-	Foulsham	Add new policy and supporting text to read (see separate schedule of map changes):

Ref	Page	Policy/ Paragraph	Main Modification
		Policy GNLP5022	<p><u>POLICY GNLP5022: The Oaks, Land off Reepham Road, Foulsham</u></p> <p>5.4 <u>This site allocation would extend a well-established privately owned Gypsy and Traveller site by 5 further pitches. The site is located off the Reepham Road, approximately 2 kilometres from the edge of the village of Foulsham which has a limited range of services and facilities including Foulsham Primary School.</u></p> <p>5.5 <u>Further development of the site will require investigations into highway safety, including vehicle speeds along Reepham Road, with widening of the visibility splay at the site entrance if required.</u></p> <p>5.6 <u>The Bacton to Kings Lynn gas pipeline crosses from east to west below the site at its mid-point. This will require further investigation, engagement with the Health &amp; Safety Executive (HSE), National Gas Transmission and National Grid and consequent consideration of site design. A surface water flow path that crosses the southern portion of the site is also likely to limit where caravans and other structures can be located.</u></p> <p>5.7 <u>An ecological assessment is needed due to the presence of several County Wildlife Sites within 2.5 kilometres.</u></p> <p>5.8 <u>The allocation of GNLP5022 will result in its expansion from the existing 2 pitches to 7 pitches in total.</u></p> <p><u>POLICY GNLP5022</u></p> <p><u>The Oaks off Reepham Road, is allocated for a residential Gypsy and Traveller site (3.1 ha). The site will accommodate approximately 5 additional residential Gypsy and Traveller pitches.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>The development will achieve the following site-specific requirements:</u></p> <ol style="list-style-type: none"> <li><u>1. Access will be via the existing access on Reepham Road. A highway safety assessment is required, and an appropriate visibility splay must be achieved.</u></li> <li><u>2. A flood risk assessment is required. Caravans and other structures should be positioned to avoid areas of flood risk.</u></li> <li><u>3. An ecological assessment must be carried out to identify impacts on protected species.</u></li> <li><u>4. Landscaping and tree planting will be required to preserve the landscape character of the surrounding area and to protect views of nearby listed buildings.</u></li> <li><u>5. Development will be designed to avoid impacts to and from the underground gas pipeline.</u></li> <li><u>6. The site falls within Source Protection Zone 3. Therefore, pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</u></li> <li><u>7. The residential pitches shall not be occupied by any persons other than Gypsy and Travellers and their families</u></li> </ol>
MM152	-	Hevingham Policy GNLP5027	<p>Add new policy and supporting text to read (see separate schedule of map changes):</p> <p><u>POLICY GNLP5027: Land off Brick Kiln Road, Hevingham</u></p> <p>5.9 <u>This is an 0.75 ha greenfield site which will extend a well-established privately owned Gypsy and Traveller site located off Brick Kiln Road, Hevingham.</u></p> <p>5.10 <u>The site consists of grassland with mature trees and hedgerows bordering and within it. As such, it has the potential to support priority habitats as well as protected species such as bats, reptiles and breeding birds, so a</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>preliminary ecological appraisal is required.</u></p> <p>5.11 <u>The land shown as GNLP5027 already has planning permission for one pitch, reference (20131495). This allocation will result in its expansion from the existing pitch to six pitches in total. It therefore adds five pitches to the already established site.</u></p> <p>5.12 <u>The Bacton to Roudham Heath gas pipeline crosses from east to west across the far northern end of the site. This will require further investigation, engagement with the Health &amp; Safety Executive (HSE), National Gas Transmission and National Grid and consequent consideration of site design. A surface water flow path that crosses the northern border of the site is also likely to limit where caravans and other structures can be located.</u></p> <p><u>POLICY GNLP5027</u></p> <p><u>Land off Brick Kiln Road, Hevingham (0.75 ha) is allocated for a permanent residential Gypsy and Travellers site. The site will accommodate approximately 5 additional residential Gypsy and Traveller pitches.</u></p> <p><u>The development will achieve the following site-specific requirements:</u></p> <ol style="list-style-type: none"> <li><u>1. Access will be via Brick Kiln Road. Any trees or hedgerow lost to form the access or visibility splay must be compensated for with new planting within the development.</u></li> <li><u>2. A flood risk assessment is required. Caravans and other structures should be positioned to avoid areas of flood risk.</u></li> <li><u>3. Development will be designed to avoid impacts to and from the underground gas pipeline located just within the northern site boundary.</u></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>4. The site falls within Source Protection Zone 3. Therefore, pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</u></p> <p><u>5. An ecological assessment must be carried out to identify impacts on protected species.</u></p> <p><u>6. The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families.</u></p>
MM153	-	Stratton Strawless Policy GNLP5019	<p>Add new policy and supporting text to read (see separate schedule of map changes):</p> <p><u>POLICY GNLP5019: Woodland Stable, Shortthorn Road, Stratton Strawless</u></p> <p><u>5.13 This is a privately owned greenfield site which will extend a well-established privately owned Gypsy and Traveller site known as Woodland Stable located on Shortthorn Road in Stratton Strawless. The allocation of GNLP5019 will result in an expansion from the existing 9 pitches to 17 pitches in total.</u></p> <p><u>5.14 Prior to development an ecological assessment is required due to the surrounding trees and the potential habitat for protected species.</u></p> <p><u>5.15 The land shown as GNLP5019 already has planning permission for 4 pitches (20211657). This allocation therefore adds 4 pitches to the number already consented at Woodland Stable.</u></p> <p><u>POLICY GNLP5019</u></p> <p><u>Woodland Stable, Shortthorn Road, Stratton Strawless (0.33 ha) is allocated for a residential Gypsy and Traveller site. The site will accommodate approximately 8 additional residential Gypsy and Traveller pitches.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>The development will achieve the following site-specific requirements:</u></p> <ol style="list-style-type: none"> <li data-bbox="775 384 1935 451">1. <u>Access should be via the existing access off Shortthorn Road that serves the Woodland Stables site.</u></li> <li data-bbox="775 456 2007 563">2. <u>An ecological assessment and arboricultural survey must be carried out to identify impacts on protected species; and, to retain as many existing trees on site as possible or to replant where removal is deemed necessary.</u></li> <li data-bbox="775 568 1984 639">3. <u>The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families.</u></li> </ol>
MM154	-	Carleton Rode Policy GNLP5020	<p>Add new policy and supporting text to read (see separate schedule of map changes):</p> <p><u>POLICY GNLP5020: Romany Meadow, The Turnpike, Carleton Rode</u></p> <p>5.16 <u>This is a privately owned greenfield site which will extend a well-established Gypsy and Traveller site known as Romany Meadow on The Turnpike, Carleton Rode. The allocation of GNLP5020 will result in an expansion from the existing 6 pitches to 12 pitches in total.</u></p> <p>5.17 <u>Site specific issues will impact on the design of the development. A surface water flow path that crosses the southern part of the site is likely to limit where caravans and other structures can be located, and additional landscaping is required at the boundaries of the site to protect views of nearby listed buildings. An ecological assessment is also required due to the proximity of nearby mature trees and hedgerows.</u></p> <p><u>POLICY GNLP5020</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>Land off the B1113 (0.54 ha) at Romany Meadow, The Turnpike, Carleton Rode is allocated for a residential Gypsy and Traveller site. The site will accommodate approximately 6 additional residential Gypsy and Traveller pitches.</u></p> <p><u>The development will achieve the following site-specific requirements:</u></p> <ol style="list-style-type: none"> <li><u>1. Access should be via the existing access off The Turnpike that serves the Romany Meadow site.</u></li> <li><u>2. A flood risk assessment is required. Caravans and other structures should be positioned to avoid areas of flood risk.</u></li> <li><u>3. An ecological assessment must be carried out to identify impacts on protected species.</u></li> <li><u>4. Landscaping and tree planting will be required to preserve the landscape character of the surrounding area and to protect views of nearby listed buildings.</u></li> <li><u>5. The site falls within Source Protection Zone 3. Therefore, pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</u></li> <li><u>6. The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families.</u></li> </ol>
MM155	-	Carleton Rode GNLP5024	<p>Add new policy and supporting text to read (see separate schedule of map changes):</p> <p><u>POLICY GNLP5024: Upgate Street, Carleton Rode</u></p> <p>5.18 <u>This is an existing privately owned Gypsy and Traveller site located on Upgate Street, Carleton Rode. The allocation of GNLP5024 will result in an expansion from the existing 2 pitches to 6 pitches in total.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>5.19 <u>Further development of the site will require investigation of highway safety, including of vehicle speeds along Upgate Street, with widening of the visibility splay at the site entrance as appropriate.</u></p> <p>5.20 <u>An ecological assessment prior to development is required due to the presence of a veteran tree on the northern boundary of the site and because New Buckenham Common is approximately 250 metres to the south-west.</u></p> <p>5.21 <u>A possible fragment of the scheduled monument Bunn's Bank linear earthwork is approximately 230 metres to the west of the site. Therefore, development must ensure that the nearby historical site is protected. An archaeological assessment prior to development of GNLP5024 is required to ensure that any historical interest is investigated.</u></p> <p><u>POLICY GNLP5024</u></p> <p><u>Upgate Street, Carleton Rode (0.62 ha) is allocated for a residential Gypsy and Traveller site. The site will accommodate approximately 4 additional residential Gypsy and Traveller pitches.</u></p> <p><u>The development will achieve the following site-specific requirements:</u></p> <ol style="list-style-type: none"> <li><u>1. Access should be via the existing access off Upgate Street. A highway safety assessment is required, and an appropriate visibility splay must be achieved.</u></li> <li><u>2. An ecological assessment must be carried out to identify impacts on protected species.</u></li> <li><u>3. The site falls within Source Protection Zone 3. Therefore, pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</u></li> </ol>



Ref	Page	Policy/ Paragraph	Main Modification
			<p>4. <u>A desk based archaeological assessment and, if necessary, a programme of archaeological fieldwork, will be required prior to development.</u></p> <p>5. <u>The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families.</u></p>
MM156	-	Ketteringham GNLP5013	<p>Add new policy and supporting text to read (see separate schedule of map changes);</p> <p><u>Policy GNLP5013: Ketteringham Depot land east of Station Lane</u></p> <p>5.22 <u>This site is on publicly owned land located east of Station Lane, Ketteringham. It is currently used as a depot which is expected to be relocated.</u></p> <p>5.23 <u>Assessments will be required prior to occupation. These are an assessment of possible land contamination from previous uses, an ecological survey for the potential for hibernating bats in the existing buildings and an investigation of potential noise and dust from neighbouring depot and waste processing businesses nearby.</u></p> <p><u>POLICY GNLP5013</u></p> <p><u>Land east of Station Lane, Ketteringham, (0.7 ha) is allocated for a residential Gypsy and Traveller site. The site will accommodate approximately 10 residential Gypsy and Traveller pitches.</u></p> <p><u>The development will achieve the following site-specific requirements:</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<ol style="list-style-type: none"> <li>1. <u>Access should be via the existing access that currently serving the depot.</u></li> <li>2. <u>Investigation is required of the potential for the conversion of existing buildings, particularly at the frontage, as part of the redevelopment.</u></li> <li>3. <u>Noise and air quality investigations are required, and the layout and design of the site should include boundary treatments that protect residential amenity.</u></li> <li>4. <u>A contaminated land assessment is required to ensure necessary remediation is completed prior to occupation.</u></li> <li>5. <u>The site falls within Source Protection Zone 3. Therefore, pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</u></li> <li>6. <u>An ecological assessment must be carried out to identify impacts on protected species.</u></li> <li>7. <u>The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families.</u></li> </ol>
MM157	-	Wymondham GNLP5028 A/B	<p>Add new policy and supporting text to read (see separate schedule of map changes):</p> <p><u>POLICY GNLP5028 A and B: Land at Strayground Lane, Wymondham</u></p> <p>5.24 <u>This site consists of a privately owned piece of land that has been put forward by the owner (part A) and a publicly owned brownfield site that is expected to become vacant due to the decision to relocate Wymondham Recycling Centre (part B).</u></p> <p>5.25 <u>The site is located towards the southern end of Strayground Lane, Wymondham. Strayground Lane is a quiet road that connects to the built edge of the town to the north via Whartons Lane and out to the open countryside.</u></p> <p>5.26 <u>The Bays River Meadow North County Wildlife Site is adjacent to, and partly</u></p>

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			<p><u>overlaps the site on its west, and an established paving business is also adjacent to the site. There are former mineral extraction activities on the land to the north-east and east. The Norwich to Cambridge railway line is to the south.</u></p> <p>5.27 <u>The redevelopment of this site will require local highways improvements, consideration of noise and dust from neighbouring activities, investigation of possible land contamination from previous uses, pollution control measures for the groundwater source protection zone and conducting an ecological assessment prior to development due to the neighbouring County Wildlife Site. Assessments will be required prior to development and mitigation put in place.</u></p> <p>5.28 <u>Part A of GNLP5028 lies adjacent to the River Bays which is defined as a main river. Consequently, it is recommended that developers engage in early discussions with the Environment Agency and it is likely that a written consent will be required from the agency for a flood risk activity permit. The policy requires the development to allow the agency access to the river for maintenance purposes and to avoid compromising the flood defences.</u></p> <p><u>Policy GNLP5028 A/B</u></p> <p><u>Land at Strayground Lane, Wymondham (1.1 ha for part A and 0.07 ha for part B) is allocated for a residential Gypsy and Traveller site. The site will accommodate approximately 12 residential Gypsy and Traveller pitches.</u></p> <p><u>The development will address the following site-specific matters:</u></p> <p><u>1. Access will be via Strayground Lane. For part A, either the existing access point at the north-east corner of the site or a new access on the eastern boundary will be used. If a new access is provided, any loss of trees or hedgerows will be compensated for by</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>new planting within the site. Part B of the site will use the existing vehicular access for the recycling centre.</u></p> <p><u>2. Highway improvements will be required to the passing bays along Strayground Lane and an adequate visibility splay is required at the junction of Whartons Lane with London Road (the B1172).</u></p> <p><u>3. A contaminated land assessment is required to ensure necessary remediation is completed prior to occupation.</u></p> <p><u>4. Landscape screening will be required at the site, most particularly on the boundaries of Part A to reduce adverse effects on landscape character and to enhance the residential amenity of the occupants of the site.</u></p> <p><u>5. An ecological assessment must be carried out to identify impacts on protected species.</u></p> <p><u>6. The site falls within Source Protection Zone 3. Therefore, pollution control techniques should be incorporated to ensure that development of the site does not lead to pollution of the water environment.</u></p> <p><u>7. Maintenance access to the River Bays must be provided and flood defences must not be compromised.</u></p> <p><u>8. The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families.</u></p>