

Strategic Housing Land Availability Assessment Review 2014

1 Foreword

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The Government requires Local Planning Authorities to assess the potential of land in their areas as part of a wider range of evidence to support future planning. The Strategic Housing Land Availability Assessment (SHLAA) is a theoretical exploration of the residential capacity of sites that landowners and agents have put forward in particular areas of Breckland. Government guidance expects these assessments to be 'policy neutral' where possible and as such, the Council has considered all of the towns and Local Service Centres in the District within the scope of the study to enable a more holistic view to be taken of land that could be made available. The SHLAA was first carried out in 2008 and reviewed in 2011. This latest document updates the findings with any new qualifying sites that have been submitted to the Council since 2011 as well as updated constraints information.

It is important to stress that the SHLAA is purely a theoretical exercise and its findings do not circumvent the existing Core Strategy, Site Specific Policies and Proposals and Area Action Plans which remain as the adopted planning framework of Breckland Council. Therefore, the adopted policies still remain the starting point for determining Planning Applications.

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2 Introduction

2.1 The Strategic Housing Land Availability Assessment (SHLAA) is a key piece of the evidence base upon which the new Local Plan will be based.

2.2 The SHLAA report considers the market towns and Local Service Centres within Breckland and seeks to identify land with potential for residential development and assesses that potential. This is the second review of the SHLAA and the document responds to a number of further key changes to national planning policy as well as reflecting the changes in land values since the last iteration of the study was produced.

2.3 When considering this report it is important to remember that its findings do not in themselves determine whether or not a site should be allocated for development through the Local Plan or granted Planning Permission for housing. Land will be allocated for development through the plan making process and will be subject to significant public consultation and scrutinised at an Examination in Public. Applications for planning permission will be determined by the Council based upon their own individual merits and taking into account the policies of the Development Plan and all other material considerations. The results of this assessment will not prejudice any future decision of the Council on either of these matters.

3 Background

3.1 The National Planning Policy Framework (NPPF), together with the National Planning Practice Guidance supersedes remaining national planning policy documents and guidance, such as Planning Policy Statement (PPS) and Planning Policy Guidance (PPG).

3.2 A key message from the NPPF is that planning should "boost significantly the supply of housing". District planning authorities are required to establish an up to date evidence base and ensure that Local Plans meet the "full, objectively assessed need" for market and affordable housing in the housing market area. Failure of adequately conduct this work (compliance with national planning requirements) is one of the main reasons for a significant number of Local Plans across the country not being accepted by Inspectors at Local Plan examinations. Paragraph 159 of the NPPF requires "local authorities to prepare a Strategic Housing Land Availability Assessment to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the plan period".

3.3 NPPF seeks to achieve a step-change in housing delivery through a more responsive and flexible supply of housing land. It requires Local Authorities to assess and demonstrate the extent to which existing plans fulfil the requirement to identify and maintain a rolling five-year supply of deliverable land for housing. In Breckland's case, this 5 year supply of housing land should meet the housing targets set out in the adopted Core Strategy. It requires this 5 year supply of land to be maintained over the plan period with an additional 5% buffer to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery, a buffer of 20% should be allowed to provide a realistic prospect of achieving planned supply of housing land.

3.4 In addition to the requirement to maintain a 5 year supply of land for housing, Local Planning Authorities should set out in their Local Development Documents (LDDs) policies and strategies that will allow the continuous delivery of housing, at the appropriate level, for at least 15 years. The appropriate level for Breckland will reflect the figures contained within the adopted Core Strategy. Drawing on information from the Strategic Housing Land Availability Assessment (SHLAA), Local Planning Authorities should identify sufficient specific **deliverable** sites to deliver housing in years 0-5, and **developable** sites in years 6-10 and where possible years 11-15. Where it is not possible to identify specific **developable** sites for years 11-15 then broad locations for future growth should be indicated.

3.5 The Council adopted its Core Strategy document in December 2009. Through this plan, Breckland has a housing target of 19,100 new homes over the period to 2026, although the growth target will be further reviewed in the emerging district wide Local Plan.

3.6 Detailed practice guidance on Strategic Housing Land Availability Assessments was published in July 2007. As there is no further guidance published for the SHLAA process under the National Planning Practice Guidance, it is considered the 2007 guidance is still relevant. This SHLAA fulfils the process and requirements of the practice guidance and incorporates Breckland Council's assessment of its five year assessment of housing land supply.

3.7 The Strategic Housing Land Availability Assessment will inform the preparation of the Local Plan and other related Development Plan Documents.

4 Purpose of the Strategic Housing Land Availability Assessment

4.1 The purpose of the assessment was set out in paragraph 159 of the NPPF, which requires local authorities to prepare a Strategic Housing Land Availability Assessment to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the plan period.

4.2 No specific guidance is available on the newly published online Planning Policy Guidance, the SHLAA guidance published in 2007 is still considered relevant which defines the purpose of the assessment as to:

- identify sites with potential for housing;
- assess their housing potential; and
- assess when they are likely to be developed.

4.3 It should be noted that although the assessment is an important evidence source to inform plan making, it does not in itself determine whether a site should be allocated or granted planning permission for housing development.

4.4 The study is not an one off assessment, and will be updated as an integral part of the Annual Monitoring Report process.

5 Key Outputs and Processes

5.1 The following sets out the key outputs and processes for the SHLAA:

1	A list of sites, cross-referenced to maps showing locations and boundaries of specific sites (and showing broad locations, where necessary).
2	Assessment of the deliverability/developability of each identified site (i.e. in terms of its sustainability, availability and achievability) to determine when an identified site is realistically expected to be developed.
3	Potential quantity of housing that could be delivered on each site or within each identified broad location (where necessary) or on windfall sites (where justified).
4	Constraints on the delivery of identified sites
5	Recommendations on how these constraints could be overcome and when.

Table 5.1 Strategic Housing Land Availability Assessment Core Outputs

1	The survey and SHLAA should involve key stakeholders e.g. house builders, social landlords, local property agents and local communities. Other relevant agencies may include the Homes and Communities Agency (a requirement in areas where they are particularly active)
2	The methods, assumptions, judgements and findings should be discussed in an open and transparent way and explained in the SHLAA report. The report should include an explanation as to why particular sites or areas have been excluded from the SHLAA.

Table 5.2 Strategic Housing Land Availability Assessment Process Checklist

5.2 The SHLAA should identify sufficient specific sites for at least the first 10 years of a plan, from the anticipated date of its adoption, and ideally for longer than the whole 15 year plan period. Where it is not possible to identify sufficient sites, it should provide the evidence base to support judgements around whether broad locations should be identified and/or whether there are genuine local circumstances that means a windfall allowance may be justified in the first 10 years of the plan.

6 Existing Housing Land Supply

6.1 This section assesses the existing supply of housing in Breckland on the basis of sites current under construction and unimplemented planning permissions. This element of the assessment has been prepared separately in line with the requirement as set out in the NPPF. The latest iteration "Breckland Five Year Housing Land Supply 2013/14" was published in July 2014. Together with the results of the SHLAA this evidence will inform the Council's assessment of its five year supply of housing land .

6.2 As all of the sites in this section are sites with planning permission they are considered to be suitable and available, as this test was made at the application stage. However, it is possible that not all sites will be achievable (built out) within the 5 year period. Therefore, a further assessment has been made about the likely build out rates of the sites.

6.3 In order to test the achievability of large sites with planning permissions (10 dwellings and above) questionnaires were sent to applicants seeking their intentions for development on the site. Where the developer intentions were not available an estimation has been made based upon identified local trends.

6.4 As of 1st April 2014 there were approximately 490 small-scale sites with planning permission. It is considered unfeasible to appraise the achievability of every small-scale site. Therefore, for small sites (under 10 dwellings) an average completion rate has been applied based on identified trends.

Breckland's Five Year Housing Requirement

6.5 The Core Strategy requires Breckland to deliver at least **19,100** dwellings over the plan period to 2026. This equates to **780** a year. Table 6.1 'Five Year Housing Requirement' shows the housing requirement in detail. Between 1st April 2001 and 31st March 2014, **7,240** dwellings have been completed in Breckland. This leaves a further **11,860** new homes to be delivered over the remainder of the plan period. Taking into account the existing shortfall, this equals to **1,189** dwellings per year. The five year housing requirement for the District is therefore **5,945** dwellings.

Year	Actual Completions	Required Completions	Shortfall/Surplus
2001/2002	542	760	-217
2002/2003	604	760	-155
2003/2004	884	760	124
2004/2005	841	760	80
2005/2006	592	760	-168
2006/2007	520	760	-240
2007/2008	621	760	-135
Adoption of the RSS (Previous shortfall has been removed and included within new required completions field)			
2008/2009	626	780	-173
2009/2010	533	780	-252
2010/2011	377	780	-404
2011/2012	347	780	-433
2012/2013	328	780	-452
2013/2014	425	780	-355
Total since 1st April 2008	2,636	4,680	-2,044
Requirement over remainder of plan			

2014/2015	-	1,189	-
2015/2016	-	1,189	-
2016/2017	-	1,189	-
2017/2018	-	1,189	-
2018/2019	-	1,189	-
FIVE YEAR HOUSING REQUIREMENT		5,945	

Table 6.1 Five Year Housing Requirement

Breckland Five Year Deliverable Housing Supply

6.6 As of 1st April 2014, **3,049** dwellings had the benefit of planning permission and could be developed within the next five years. In addition to this figure there are further 1,579 dwellings on sites which have been allocated within development plan documents which could be developed within the five year period.

6.7 As described above, identified sites with planning permission were split into two categories, large sites (10+ dwellings) and small sites (less than 10 dwellings). Table 6.2 'Expected delivery of housing on identified sites' shows the expected delivery of housing on identified sites.

	2014/15	2015/16	2016/17	2017/18	2018/19	Total
Large sites	454	756	623	397	329	2,559
Small sites	145	145	145	55	-	490
Windfall development	0	0	0	130	130	260
Dereham allocations	0	40	48	50	42	180
Watton allocations	0	79	79	14	0	171
Local Service Centre allocations	4	55	53	30	0	142
Thetford SUE	0	0	207	207	211	625
Attleborough UE	0	0	0	0	0	0
Total	603	1,075	1,155	883	712	4,428
Requirement	1,189	1,189	1,189	1,189	1,189	5,945
Shortfall/ Surplus	-586	-114	-34	-306	-477	-1,517

Table 6.2 Expected delivery of housing on identified sites

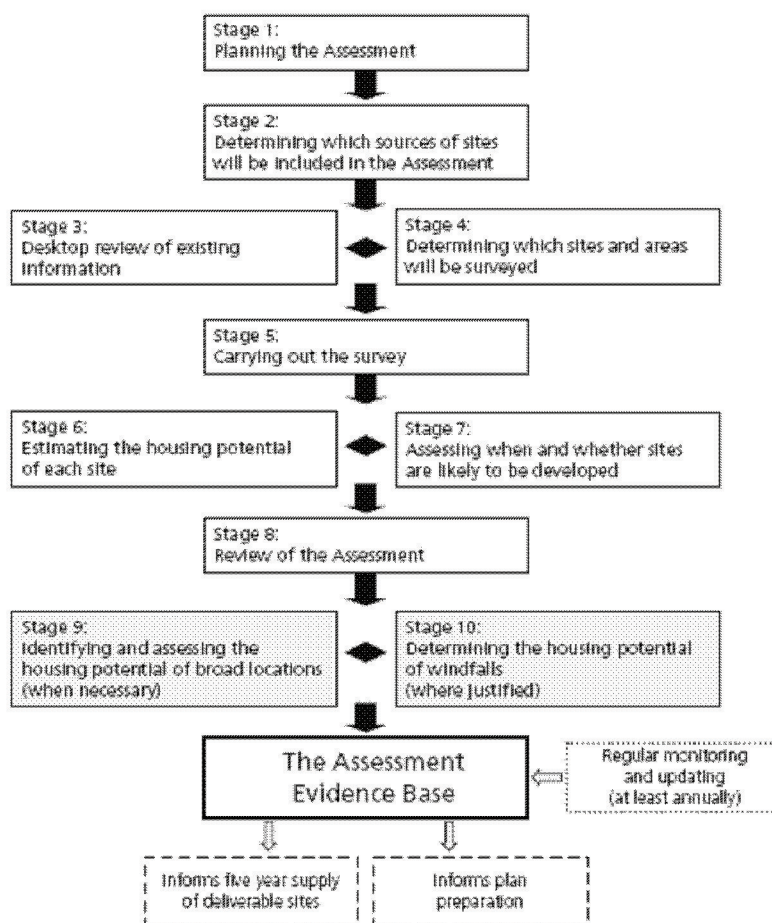
6.8 Based on the previous completion data the total annual average completions on small scale sites' lapse rate is extremely low, which is in the region of 3%. As of the 1st April 2014, there were **490** dwellings with the benefit of planning permission on small-scale sites. Assuming 3% of these sites will lapse, it is likely that 475 of these dwellings will be delivered over the plan period as shown in Table 6.2 'Expected delivery of housing on identified sites'

6.9 It is evident from the above table that the projected completions over the next 5 years are below the required completions. From Table 6.2 'Expected delivery of housing on identified sites' it can be concluded that Breckland has a **3.72** year (3.29 years taking into account the 20% buffer) deliverable housing supply and is **1,517** dwellings short of the 5 year target based purely upon sites which are either under construction or those that have an implementable planning permission.

6.10 The assessment in this section identifies that as of 1st April 2014 Breckland does not have a 5 year supply of deliverable sites for housing based upon sites that are under construction or with an implementable planning permission. However, it will also be important to consider the results of the SHLAA that will identify further areas of deliverable housing land, contributing to the 5 year requirement.

7 Methodology

7.1 The SHLAA practice guidance sets out eight main stages to the assessment, with two further optional stages. These stages are illustrated below:



Picture 7.1

7.2 Breckland’s SHLAA will adopt the basic structure that is proposed by the practice guidance. The details of each of these sections are described below.

Stage 1: Planning the assessment

7.3 The methodology developed for Breckland's SHLAA has been through a number of stages. A first draft SHLAA methodology was developed in 2008 as part of the first version. The methodology was revised in its first review in 2011/12 and the revised SHLAA retained the fundamental principles upon which the initial study was developed on but, updated to take into account changes in national policy and the land and property market.

7.4 The practice guidance sets out that ideally the assessment will be carried out within the sub-regional housing market area. However, whilst this is the preferred approach the guidance does not preclude an individual authority undertaking the assessment.

7.5 Breckland Council has the benefit of an adopted Core Strategy and Development Control Policies DPD. The other authorities within the Housing Market Area (HMA) are at different stages in the production of their respective Development Plan Documents. Therefore, in consultation it has been decided that a joint assessment will not be undertaken. As such, the geographical extent of this assessment will be confined to the District's boundaries.

7.6 A key production requirement of the SHLAA process is that the assessment is produced in association with key stakeholders. In acknowledgement of this requirement Breckland has held a stakeholder workshop to seek opinions on the key assumptions of the study. Stakeholders comprises key players from the house building, planning and social housing sectors alongside representatives from the Housing, Planning and Asset Management teams on behalf of the District Council.

7.7 It is important to acknowledge at this stage that although the SHLAA is an important evidence source to inform plan-making it does not in itself determine whether a site should be allocated for housing development.

7.8 Whether a site will be allocated for housing or not is a matter to be considered as part of the plan making process. It is for the SHLAA to identify potential sites, their constraints and provide an estimation of whether a site is deliverable or developable. It is for the plan making process to make a judgement as to whether a site is suitable to be allocated or not.

Stage 2: Determining which sources of sites will be included in the SHLAA

7.9 The scope of the study is built upon the previous methodology. However, it has been updated to reflect the changes of national planning policy and guidance over the subsequent reviews and updates.

7.10 In summary, this SHLAA revision includes sites identified from the SHLAA revision in 2011 and additional sites being put forward from the first round of call for sites as part of the Local Plan process. Inclusion of sites primarily centred around existing towns and service centre villages with sites over 0.1 hectares in size. This includes both urban extension sites and brownfield sites.

7.11 The detailed breakdown of the site categories being considered is included in Appendix A.

Stage 3: Desktop review of existing information

7.12 Having identified the potential sources of capacity as of stage 2, it is necessary to illustrate how existing information will be reviewed to inform the assessment and identify sites. This is to allow a clear understanding of how the data has been gathered and to ensure thoroughness in the approach.

7.13 The first task is to review the sites that were identified by the previous SHLAA. As previously stated, the sites identified in the previous SHLAA will be the starting point for sites to be assessed by this review. A review will be made of the sites that have been identified using the planning register, council tax records, consultation with development control colleagues and site investigations to identify whether the sites have now become unavailable for housing development.

7.14 After the accuracy of the existing evidence base has been verified work will be undertaken to identify sites that have subsequently come forward.

7.15 It is important to note that the SHLAA will not rely on trend based sources of information, such as the sub-division of existing housing. For the sake of completeness stage 10 of the process will identify expected windfall from trend based sources based upon previous trends. However, as the realisation of these sources is less reliable than identified sites they will not form part of the identified land that is suitable for housing.

7.16 For the purposes of identifying the sites from the sources set out in the scope the assessment will principally use land representations that have been made to the council. This method is considered to be preferable to arbitrary subdivisions of potential sites on the edges of or within settlements, or other mechanisms for artificially identifying sites, because it gives the authority a good degree of certainty that the land is available, and that there are not conflicting interests through multiple ownerships. In addition, the sites identified by the previous SHLAA which are still available will only be considered as part of the assessment if the Council has some evidence that the land is still available for development.

Stage 4: Determining which sites and areas will be surveyed

7.17 Having identified the different sources of supply, and how those sites will be identified, it is necessary to consider which of those sites and areas will be surveyed.

7.18 Particularly in relation to the identification mechanism for the sources set out in Appendix A, there is a potential for a significant number of sites to be identified, many of which could be very unlikely to be suitable for residential development. Although a detailed assessment of a sites developability/ deliverability will be undertaken in Stage 7, it is considered necessary at this stage to set out qualifying criteria for sites that will be assessed. The qualifying criteria is necessary to prevent excessive and potentially unproductive work and is based upon a sites policy suitability that is derived from National Planning Policy and locally developed evidence base.

7.19 In the absence of a new growth strategy and spatial distribution policy, the survey follows the existing Core Strategy to determine the scope.

7.20 The NPPF is clear on the need to locate new development in areas where there is good access to services and facilities in order to create sustainable patterns of development. The current Core Strategy has identified that there was a limited number of settlements which can be considered reasonably suitable for new development due to the availability of services and facilities, these settlements are:

- Thetford
- Attleborough
- Dereham
- Swaffham
- Watton
- Banham
- East Harling
- Great Ellingham
- Litcham
- Mattishall
- Mundford
- Narborough
- Necton
- North Elmham
- Old Buckenham
- Saham Toney

- Shipdham
- Swanton Morley
- Weeting

7.21 Based on the existing SHLAA methodology, only sites that are within or immediately adjacent to these settlements will be surveyed for the purposes of the sources set out in Appendix A.

Site size threshold

7.22 In order to prioritise the assessment of sites that are considered to be of strategic importance, only sites that are likely to yield 10 or more dwellings in the case of the market towns or 5 or more dwelling in the case of the other villages and the site size is above 0.1 hectares will be considered as part of the SHLAA.

7.23 It should be noted that the purpose of this document is to advise the production of the Local Plan, it does not define the locations of new development that will be defined by the Local Plan, just because land is assessed in this document does not mean that it will be allocated for new developments, and vice versa.

Step 5: Carrying out the survey

7.24 Where information held on file about specific sites is considered unreliable or new sites are identified, site surveys will be carried out to get an up-to-date view on development progress (where sites have planning permission), and to identify any possible constraints to development.

7.25 Site surveys will identify and record the following characteristics where appropriate:

- Site size;
- Site boundaries;
- Current use(s);
- Surrounding land use(s);
- Character of surrounding area;
- Physical constraints, e.g. access, steep slopes, potential for flooding, natural features of significance, street furniture or pylons, etc;
- Development progress.

Stage 6: Estimating the housing potential of each site

7.26 The information gathered in the field will be used to construct detailed profiles of sites that are to be included in the study. This will enable accurate assessments to take place of a site's housing potential.

7.27 The estimation of a site's housing capacity will be made by using density multipliers. This method recognises that it is important to consider national standards, but is also important to reflect local issues. It is considered that broad-brush techniques such as typical urban area studies to generate capacity figures may lead to unrealistic results in a more rural context such as Breckland. By employing a simple formula that uses a number of different multiplier values it is possible to generate some generalised, but relatively reliable capacity estimations.

7.28 The density multiplier will be used to show the density that a site can theoretically achieve. This theoretical capacity will not always reflect the aspirations of any individual developer who may be seeking to provide a particular type of housing, but rather will indicate what could reasonably be achieved on site. The multipliers that will be applied to each site will be based on the accessibility of the site and a generalised view of the characteristics of its geographical location. As such, those sites that are located in areas with good access to public transport such as Town or District centres, where the prevailing character is generally higher density development, will be

considered to be capable of supporting higher density developments. The less accessible a site is and the less dense the prevailing character is likely to be, the less sustainable it is considered. As a result a lower density multiplier will be applied to locations in this situation.

7.29 The following table shows the multipliers that will be used:

Accessibility/ Location	Density Multiplier
1. Most accessible (Town Centre)	50
2. Edge of Centre (rest of town brownfield)	45
3. Edge of town (small/medium greenfield sites)	35
4. Out of town (large scale urban extensions)	30
5. Local Service Centre Villages (any sites)	25

Table 7.1 Density Multipliers

7.30 The review of the SHLAA provides an opportunity to reflect upon the values used in the context of the current development climate. The coalition government has introduced the NPPF to replace the Planning Policy Statement and the Planning Policy Guidances. This combined with changes to the development market in the UK mean that it was considered appropriate to reconsider the density multipliers used which has led to the figures indicated above. However, it is considered that higher densities could be achievable in certain locations. For example, in town centre locations with good access to public transport, and highly accessible edge of town centre sites. Therefore, it is important for this study to take these factors into account.

7.31 For the purposes of this assessment the Town Centre is defined as an area which includes the Primary Shopping Area and areas of predominantly leisure, business and other main town centre uses which are adjacent or proximate to the primary shopping area. The extent of the Town Centre for the purpose of this assessment is set out on the adopted Proposals Maps. In accordance with the criteria set out within NPPF, an edge of centre site is defined as any site that is wholly within 300m of the defined town centre boundary. For sites that are only partly within 300m of the town centre, provided that at least 60% of the site is within 300m the site will be considered to be edge of centre. Out of centre sites are those that are not in or on the edge of centre, but which are within the settlement boundary of a market town. Out of town sites are those that are outside of the settlement boundaries of a market town or are within or on the edge of a village.

7.32 Sites of a certain size will, if developed, require other infrastructure to serve them, e.g. incidental open space; landscaping, access roads and children's play space. A calculation of net dwelling density must be made to ensure a realistic figure of the dwellings that will yield from a particular site. However, the different size and location of a site means that it is difficult to apply a universal multiplier to predict the net developable area. Therefore, some discrepancy will be allowed at the site assessment stage to provide a realistic constrained capacity for individual sites on a case by case basis.

Stage 7: Assessing when and whether sites are likely to be developed

7.33 The next stage of the assessment is to consider and identify whether sites are genuinely available for development and are realistically deliverable and developable.

7.34 A deliverable site is a site that is available now, offers a suitable location for housing development now and there is a reasonable prospect that housing will be delivered on the site within five years. A developable site will be a site in a suitable location for housing development with a reasonable prospect that the site is available for, and could be developed at a specific point in time.

7.35 It is important to reiterate at this stage that although this assessment will be an important piece of evidence that will inform plan making, it does not in itself determine whether a site should be allocated for housing development. The decision on which sites will be allocated for a particular type of development will be made through the new district wide Local Plan, which will be produced in accordance with the relevant regulations, which include significant phases of public consultation.

7.36 The assessment of development constraints is inherently judgemental. The question of whether or not a particular constraint will prevent development on a particular site is complex. The decision of whether a particular constraint can be overcome will be dependant upon the nature of that constraint and the viability of developer contributions paying for constraints to be resolved. Alternatively it may be dependant upon the potential for public sector intervention to unblock constraints or the will of a service provider to install strategic infrastructure to support possible future growth.

7.37 In order to assess the constraints that apply to a particular site an assessment matrix has been produced. This assessment matrix has identified two types of constraint:

- Fundamental constraints that cannot be overcome through developer contribution or provision; and
- Non-fundamental constraints that may be able to be overcome via technical solution or developer contribution / provision.

7.38 In addition to constraint identification, elements of the assessment matrix will identify where particular accessibility attributes of the site positively enhance its suitability for housing or vice versa.

7.39 Four separate categories of constraints have been identified, one of which contains suitability attributes. These categories are:

- Physical Qualities of the Site;
- Environmental Impact;
- Operational / Policy Availability; and,
- Accessibility (this category includes some suitability attributes)

Explanation of Constraints

Physical qualities of site

7.40 One of the key aspects to consider when assessing whether a site is realistically developable or deliverable is the physical qualities of the site itself. For example, a site that has significant problems achieving a suitable access may be undevelopable. Alternatively a need for significant remediation works to address contamination issues may not leave sufficient residual value to make a site viable or attractive development opportunity.

7.41 In recognition of these possible physical constraints, four criteria have been defined by which to assess the constraints that may impede development in relation to the physical qualities of the site.

7.42 Highway Access (On-site) – The ability of a developer to provide suitable access to a site is a key measure of realistic developability. This constraint will be assessed on an individual site basis having had regards to the ability to provide a suitable access into the site. On-site highway access is considered to be a fundamental constraint because if suitable access cannot be achieved onto a site housing development would not be achievable.

7.43 Detailed decision making criteria for the establishment of whether on-site access could be achieved comprise; physical attachment of the site to an existing road; the likelihood of needing to make highway improvements across land in a different ownership; and, restrictions to improvement works, such as Tree Preservation Orders or the need to demolish important buildings.

7.44 Highway Access (Off-site) - In addition to providing direct access to a site the effects of development may mean that the wider road network would be unsuitable to cope with any extra pressures. This is not considered a fundamental constraint as there is the potential to mitigate off site impacts through developer contribution.

7.45 Whether or not off-site highway constraints would render a site undevelopable would depend on the nature of the off-site works that are required and the development value of the site. For the purposes of constraint identification each site will be considered against the need for off-site highway works. Depending on the nature of the works the effect of the criteria will be ranked as severe and possibly risking the viability of the site, relevant to the site, but unlikely to have a significant impact on its achievability or that the assessment of the constraint indicates that suitability or achievability of the site for development.

7.46 The detailed decision making criteria for this constraint will comprise whether there are known off-site highway constraints that affect the site. The assessment of this criterion will be undertaken in consultation with the Development Control section of the District Council and the Highway Authority and with reference to the planning register.

7.47 Contamination – For a site to be considered developable it will need to be “fit for purpose”, this means that any contamination issues will need to be resolved to make the site fit for human habitation. The contamination of a site is not considered to be a fundamental constraint as remedial works can be undertaken to overcome even severe contamination issues. Similar to off-site highway work, whether the level of contamination on a site would render a site undevelopable would depend on the severity of the contamination and the value of the site for development.

7.48 Detailed decision making criteria will comprise whether there is any known contamination issues on site or if there is a known previous use that would be likely to result in contamination. The assessment of this decision making criteria will be undertaken in consultation with the Council’s Development Control and Environmental Health Sections, utilising the Council’s GIS system.

7.49 Utilities – The ability of a site to obtain adequate utilities servicing will be an important consideration in respect of whether a site is developable. In broad terms it is reasonable to assume that a site can always secure servicing at a cost. However, if there are significant utilities constraints the cost of obtaining servicing from the relevant provider may mean that the site becomes unviable. Alternatively a very long lead in time for servicing to be secured may itself be a disincentive to development.

7.50 Sites will be classified in relation to known utilities constraints as either severely constrained, requiring servicing but no abnormal costs anticipated or availability of servicing positively indicates achievability of the site. The detailed decision making criteria will comprise known utilities constraints identified through discussions with service providers and evidence provided to the council on specific sites that have been promoted to the Council for residential development.

Environmental impact

7.51 Another key issue when considering the likelihood of a site being deliverable is whether there are any environmental constraints relating to the site, or its immediate surroundings that would limit its potential to gain a planning permission. These may take the form of policy issues such as existing conservation designations or known flood risks, but will also consider issues of proximate pollutant sources.

7.52 Designated / Protected Areas – Breckland contains large areas of land that are afforded protection due to their environmental importance. Some of these areas, such as the Brecks, have international protection. Other areas may not benefit from international protection, but have national, regional or local significance and would therefore still benefit from protection against development. In particular, scientific evidence has revealed a negative association between the development of housing and roads on the breeding productivity of stone curlew, a species for which the Breckland SPA was designated. This effect was identified as being most significant at a distance of 1,500m from the SPA supporting or capable of supporting the interest feature. The adopted Core Strategy sets out a restrictive policy approach within this 1,500m area. There is also a likely significant effect on the woodlark and nightjar interest features of the Breckland SPA resulting from development within 400m.

7.53 Designated and Protected areas are considered to be a fundamental constraint as development that has a detrimental effect on these areas, or caused their loss would be unacceptable in planning terms. The detailed decision making criteria will be where a site is within an environmental designation, or is adjacent to a designation and is likely to have a significant effect, it will be identified as being subject to a fundamental constraint and discounted from the study.

7.54 Flood Risk – Current national policy sets out stringent requirements in terms of the consideration of flood risk. Where a site is at significant risk of flooding it is unlikely to be considered suitable for development. However, sites outside areas of the highest risk of flooding can be considered for development should there be no other available land suitable to accommodate the development. Therefore, it is not considered that flood risk is necessarily a fundamental constraint. Sites will be classified in terms of the severity of the flood risk that affects them. This classification will comprise severe constraints that raise questions about the suitability of the site for development, a constraint affects the site, but does not bring significantly into question the suitability of the site or that the constraint does not affect the site.

7.55 The detailed decision making criteria for flood risk constraint will be that any site wholly or substantially within zones 2 or 3 will be classified as severely constrained. Sites with only a small proportion in zone 2 will be classified as the effect being material but not bringing into question suitability. Site outside of zones 2 and 3 will be classified as unconstrained.

7.56 Source Protection – The maintenance of the water aquifer which underlies Breckland is an important consideration. This aquifer lies very close to the surface at points within the district, which leads to potential aquifer contamination issues should significant excavation be carried out in that area. As development that would have a detrimental impact upon the quality of the aquifer would not be permitted this constraint will affect whether a site is developable.

7.57 The detailed decision making criteria for source protection constraint will be, if a site is within or directly abutting a sensitive area, the site will be considered severely constrained. For sites closely related to a sensitive area the constraint will be considered material but not likely to affect its developability. Sites not within or closely related to a sensitive area will be classified as unconstrained in this regard.

7.58 Proximity to Pollutant Sources – For a site to be considered suitable for residential development it must be “fit for purpose”. This would include an element of separation from significant pollutant sources. The type of pollution that might be considered would include air quality, noise, smell and vibration. Sites proposed for residential development that were also severely affected by a significant pollutant source would be unlikely to obtain planning permission and therefore it would affect whether a site could be considered developable. As there may be some possible mitigation against these affects proximity to pollutant sources is not considered to be a fundamental constraint.

7.59 Site investigation, undertaken at stage 5 of the assessment, will identify where there are proximate pollutant sources, this will include HSE zones. The detailed decision making criteria for the constraint will be that where a site directly abuts or is very close to a significant pollution source it will be considered severely constrained. Where

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a site is proximate, but not abutting or closely related to a pollutant source the constraint will be identified as material but ultimately not likely to bring into question the developability of a site. Sites that are not proximate to a pollutant source will be considered to be unconstrained.

7.60 Landscape Impact – The aesthetic quality of a landscape is given significant protection in national planning policy. Where development would have a significant detrimental impact upon important qualities of the landscape it is unlikely to gain planning permission. Therefore, it is an important consideration when assessing the deliverability or developability of any site.

7.61 The detailed decision making criteria for the impact that a development will have on the landscape will be based upon the findings of the Council's Landscape Character Assessment and Landscape Character Assessment Settlement Fringe Study. If a site is within an area identified as having a high or high to moderate sensitivity development will be considered severely constrained. If a site is within an area of moderate or moderate to low sensitivity to development then the site will be considered constrained, but that constraint is unlikely to bring into question the developability of the site. If a site is within an area of low landscape sensitivity then the site will be unconstrained.

Operational / policy availability

7.62 The residential development of a site may be constrained by ongoing alternative uses that are on the site or existing policy designations.

7.63 Existing Use in Operation – If a site is currently being used for another purpose, then there can be no guarantee that the use will cease even if the owner has promoted the site. This is because there may be leasing agreements with current occupiers or the owners existing operation on site must relocate before development can occur. Therefore, an existing use can affect the deliverability if not the developability of a site.

7.64 Any existing operations that are taking place on site will be identified during the site investigations undertaken at stage 5 of the assessment. Detailed decision making criteria for this constraint will be that if there is an established large business operating from the site, or multiple small businesses, then the site will be considered severely constrained. If there are only a minimal number of small businesses or the site has a temporary use then the constraint will be considered material, but not likely to affect a sites deliverability or developability. If a site is vacant the site will be considered unconstrained.

7.65 Important Employment Location – Sites in the district that have been designated as employment land. Planning permission is unlikely to be granted where it would result in the loss of an important employment site and therefore this will affect whether a site can be considered developable.

7.66 The detailed assessment criteria will be that site's within a fully developed or strongly developing employment site will be considered severely constrained. Sites within an employment site that has not been significantly built out over the plan period will be considered constrained, but that constraint is unlikely to significantly affect the developability of a site. Sites outside of a designated employment area will be considered unconstrained.

Accessibility

7.67 The accessibility of key services and facilities is an important consideration in regard to whether a site can be considered suitable for residential development. Although constraints of this nature have, to an extent, been addressed through the qualifying criteria for sites that will be surveyed, stage 4, there will be a need to consider more site specific issues. In particular, if a developer is required to provide mitigations to an identified accessibility issue, for example a pump primed bus service, the provision of a district or community centre or an area of open space, then this may affect the viability of a site and thus its developability.

7.68 Access to Public Transport – Public transport has a key role in ensuring that facilities, services and employment opportunities are available to all. As explained in Stage 4, National Policy sets out that new housing should be located in areas with good access to services and facilities, therefore, sites with particularly poor access may be unlikely to receive planning permission without mitigations to improve accessibility such as public transport.

7.69 The quality of public transport has three key elements, nearby connection point, bus stop / train station, regular / frequent service and the linkage between the connection point and key service providing locations, for example a market town or regional centre. For the purposes of the detailed decision making criteria for this constraint, a site that has a bus stop / train station within 800m (10 mins walk), based upon an usable network, and where that bus service will provide at least a commutable service to a market town or higher order centre of no more than 30mins will be considered to be particularly suitable for development. A site that is within 800 metres of a bus stop that provides a commutable service to a higher order centre of between 30 and 60 mins will be considered adequate. A site with lesser provision will be considered to be severely constrained. A commutable service is one which provides a bus service that could reasonably be used for travelling to and from work, i.e. arriving at destination before 9am with a return from the destination at 5:30 or later.

7.70 Access to Facilities – National policy is clear that new housing should generally be located close to existing services and facilities. A lack of accessibility to such services and facilities is an important constraint as very poor access to services may limit the potential of a site to obtain planning permission. In addition, poor access to services may mean that mitigation would need to be secured through development, for example a pump primed bus service, and this may affect the viability of a site.

7.71 The detailed decision making criteria for this constraint has been derived from the five qualifying criteria set out for service centre villages in the adopted Core Strategy document. The key services and facilities that will be used for the purposes of this assessment are:

- Primary School
- Health Care Facility
- Convenience Shop

7.72 If a site is within 800m of at least two of these facilities and the other facility is within the same settlement then this will be considered a positive indication of the sites suitability. If only one facility is within 800m, but the other two facilities are within the same settlement as the site then the constraint will be considered relevant but not significant in terms of the suitability and achievability of the site. If less than two of these facilities are available within the same settlement then the site will be considered severely constrained.

7.73 Access to Open Space – Paragraph 73 of the NPPF, states that open spaces, sport and recreation can make an important contribution to the health and well-being of communities. It is considered essential that new development should have or provide access to a good range of recreational facilities and open space. Where a site will need to provide or make contributions towards open space this may affect a site's viability. Where a site has very poor access to open space the suitability of the site may be questionable and this may reduce the chance of the site gaining planning permission.

7.74 As a development may be occupied by a range of different people it would be reasonable to conclude that a range of facilities will be needed to fulfil that need.

7.75 The detailed decision making criteria for this constraint will comprise that where the site does not have access to open space in line with the NPFA thresholds and there is no reasonable chance that this situation could be improved the site will be considered to be severely constrained. Where a site has access to a level of facilities but they are not at a level that is equivalent to the NPFA standard then the constraint will be considered material to the sites, but unlikely to bring into question its suitability or achievability. If a site would already have access to NPFA levels of open space then this constraint will be considered to positively indicate the suitability of the site for residential development.

7.76 Access to Employment – NPPF explains the Government's objective to ensure that housing is developed in suitable locations with good access to jobs. If a site had particular poor accessibility in relation to employment opportunities it would raise questions about the suitability of the site for residential development, therefore, this constraint has a bearing on the developability of a site.

7.77 Elements of this constraint will have been dealt with in section 4 where qualifying criteria was set out that limited the locations which were to be surveyed. The qualifying criteria will have by its nature limited the number of locations with no access to employment facilities. However, there may still be locations with poor access to employment and this will need to be identified for the reasons set out above.

7.78 The detailed decision making criteria for this constraint will be that where a site is within a market town or has a regular, commutable, public transport service to a market town, regional centre or similar this constraint will be considered to positively indicate the suitability of the site. If a site is not within a market town and does not have commutable public transport to a market town, regional centre or similar, but there is limited local employment opportunities within the same village the constraint will be considered material to the site, but unlikely to raise questions about the suitability or achievability of the site. Where a site has particular poor access to employment with not even limited local opportunities the site will be considered to be severely constrained in this regard.

7.79 Social Infrastructure Constraints – If there are particular constraints to the capacity or expansion of a key element of social infrastructure, e.g. schools or health care facilities, this may have a significant cost or timescale implication for development. It is possible that the costs that would need to be extracted may bring into question whether the site was viable.

7.80 Sites will be classified in relation to known social infrastructure constraints as either severely constrained, requiring expansion to social infrastructure, but no abnormal costs anticipated or availability of social infrastructure capacity does not constrain the site. The detailed decision making criteria will comprise known social infrastructure constraints identified through discussions with key stakeholders and evidence available to the council as part of the Local Plan evidence base.

Quantification of constraints to development

7.81 In order to quantify the impact of the constraints that have been identified each site will be individually assessed based upon the constraints set out above. This assessment will be displayed as a matrix which will provide a broad overview of the extent and significance of constraints that affect a particular site. The assessment of these constraints will then inform a more detailed consideration of their effects through the process of identifying actions to overcome constraints and viability testing stage, which will try and account for any abnormal costs. If a site's suitability is brought significantly into question through the constraint assessment it will be discounted from the initial viability assessment.

7.82 The criteria used in the SHLAA are necessarily broad and, in as far as is practical, neutral from a local policy perspective. This has been done in order to ensure that all available sites have been assessed in order to get a true picture of likely developable land availability. A more detailed assessment of sites will be made during the production of the Local Plan. This more detailed assessment will include and take into account representations made in response to consultation on the Development Plan Document (DPD).

7.83 It should be re-iterated that a site that performs well in the SHLAA will not necessarily be a site that will be allocated for housing development through the Local Plan or other DPDs.

7.84 The following table sets out the criteria and assessment system of the Suitability and Achievability Matrix:

Suitability and Achievability Matrix – List and Categorisation of Constraints

Category A – Fundamental Constraint	Category B – Constraint that may be able to be overcome via technical solution or developer contribution / provision. Also factors indicating possible suitability of the site for development.
Physical Qualities of Site	
Highway Access (on-site)	Highway Access (off-site)
	Contamination
	Utilities
Environmental Sustainability	
Designations / Protected Areas	Flood Risk
	Groundwater Source Protection
	Proximity to Pollutant Sources
Operational / Economic Availability	
	Existing Use in Operation
Accessibility	
	Access to Public Transport
	Access to Facilities
	Access to Open Space
	Access to Employment
	Constraints on Social Infrastructure, e.g. Schools

Table 7.2 Suitability and Achievability Matrix - List and Categorisation of Constraints

Suitability and Achievability Assessment Matrix				
	Category A Constraint; does the identified constraint rule out development on the site?	Category B Constraint: How severe is the constraint?		
	Yes / No	Level 3: Constraint is very severe and its effect brings into question the achievability or suitability of the site.	Level 2: Constraint is relevant to the site but it does not materially effect the achievability or suitability	Level 1: Constraint assessment indicates that site is unconstrained or positively indicates that the site is suitable and / or achievable.
Physical Qualities of Site				

Highway Access (on-site)				
Highway Access (off-site)				
Contamination				
Utilities				
Environmental Sustainability				
Designations / Protected Areas				
Flood Risk				
Source Protection				
Proximity to Pollutant Sources				
Landscape Impact				
Operational / Economic Availability				
Existing Use in Operation				
Designated Employment Site.				
Accessibility				
Access to Public Transport				
Access to Facilities				
Access to Open Space				
Access to Employment				
Constraints on Social Infrastructure, e.g. Schools				

Table 7.3 Suitability and Achievability Matrix

Identify actions to overcome constraints

7.85 Once the constraints on a particular site have been assessed, actions will need to be identified that could overcome those constraints. The actions that relate to a particular site will be necessarily individual, and therefore it is difficult to predict which form those identified actions might take.

7.86 The effect of the actions that are necessary to overcome any individual constraint will then be considered through the viability assessment. If constraints are identified as being insurmountable, then the site will be discounted from the viability assessment.

Viability Assessment

7.87 Viability is key to assessing the likelihood of a site being deliverable. The market will not bring forward a site with insufficient development value. However, viability is a difficult issue to assess, and a more difficult issue to predict for the future. Viability is based on a number of factors including, the price at which the land can be purchased from the original land owner, the realistic value that can be extracted from of a fully developed site, the build costs including servicing the site and any additional cost that the developer would be required by the LPA to pay in order to overcome constraints and comply to policy requirements as well as obtaining a satisfactory return from the developer.

7.88 Given the complexity and costs involved, it is unrealistic to assume that the Council can undertake a detailed viability assessment on every site that will be considered as part of this document. However, it is considered that the use of a viability model can be used to estimate whether the sites in the SHLAA are viable as part of the wider assessment of deliverability.

7.89 The review of the SHLAA presents an opportunity for the Council to utilise the Homes and Communities Agency (HCA) Area Viability Model v2.2, which enables a group of sites to be assessed together as part of a particular typology. The advantage of using such an approach is that individual parcels of land that would normally be brought together as part of a development scheme can be assessed 'in the round' rather than potentially assessing one particular site in isolation. This represents an appropriate way of assessing the viability of sites in the SHLAA.

7.90 The only remaining question in terms of a site's viability is whether there are additional "abnormal" costs associated with a development that would mean that its residual value would be below that which the land could realistically be purchased. In many cases, such abnormal costs will not be known by the authority but the model will provide a general indication as to whether particular typologies are viable.

7.91 The Council has undertaken a number of viability studies to inform the plan making process, including that used to inform the preparation of the Community Infrastructure Levy (CIL) and to assess the impacts CIL will have on development viability. Going forward the cumulative impacts of emerging policies and requirements in the Breckland's emerging Local Plan will also be subject to viability testing through the Local Plan Viability Assessment. The primary aim is to ensure that the development set out in the plan will be deliverable and that the Plan will be effective.

7.92 Viability testing is an iterative process. This is an essential part of the plan making process, taking into account market changes and the ongoing amendments to various guidance and examiners decisions.

7.93 The viability work in the SHLAA will continue to be updated as the Council moves towards a new Local Plan. A number of assumptions which have been marketed-tested through CIL process are carried through, whilst some market values and assumptions are updated where appropriate. The sales values attributed to the typologies and locations have been checked using the Council's "Hometrack" system which provides independent actual-market data from across the district. This provides a level of robustness to these updated values.

7.94 It is impractical and not necessary to consider the viability of every site as the NPPF is founded on the principle of using "appropriate available evidence" and evidence that is proportionate to scale. Viability testing at this level therefore adopts a "broad brush" approach. We are not trying to mirror any particular developer's business model, rather we are making broad assessments of viability in the context of the plan making requirements of the NPPF and NPPG.

7.95 The basic viability methodology involves preparing a financial development appraisal across the range of typologies to assess whether sites within the SHLAA are likely to be deliverable or not.

7.96 The study groups the SHLAA sites into the various typologies using the HCA's Area Wide Viability Model, V2.2, March 2012. This model is a strategic tool designed to assist in analysing the differences between selected development typologies in different localities and sub markets.

7.97 The base line costs assumptions are based on the Building Cost Information Service (BCIS) data utilising the figures for Norfolk. The median figure has been used for different development types that occur in the appraisals.

7.98 In addition an allowance is made for a range of infrastructure costs (roads, drainage and services within the site), landscaping, and footpaths. A charge equivalent to 15% of the gross construction cost has been included for external works. This is in line with the advice contained in the Harman Guidance appendix B and is also equivalent to the rate used within the viability assessment for the Community Infrastructure Levy.

7.99 The model uses the residual value methodology that is set out in the Harman Guidance and is in accord with the RICS guidance. The residual value is the top limit of what a developer could offer for a site and still make a satisfactory profit margin. The residual value is compared to the alternative use value for each site. Only if the residual value exceeds the alternative figure, and by a satisfactory margin, can a site be judged to be viable.

7.100 The model allows existing use values to be used plus a premium which becomes the threshold land value. The values used within the Community Infrastructure Levy viability assessment were £432,000 per hectare within Attleborough, Dereham and the rural areas to the east of the District and £371,000 per hectare. When considering the existing use value for greenfield land, this equates to £18,500 per hectare. Therefore a premium is required in order facilitate the sales of the land.

7.101 A full list of assumptions can be seen at Appendix B 'Normal Costs Associated with the Residential Development of a site.'

7.102 It is stressed that this is a high level and broad brush study that is seeking to capture the generality rather than the specific. The approach used by the model, is to collate all the sites in a typology together, although not all of these sites will come forward. The purpose is to establish whether the combined sites in each typology are generally viable. This information will help the Council to assess whether or not the sites can actually deliver.

Delivery of sites

7.103 There are a number of factors that could determine when a site could realistically be brought forward for development. These factors will include the sites residual value, the timescale for putting in any necessary infrastructure, the complexity of the development, including time for the planning application and not least wider economic factors which affect the housing market.

7.104 For each of these factors an assessment will need to be made about whether they are an advantage or disadvantage, directly or indirectly related to the site and whether issues are short, medium or long term.

7.105 This assessment will then be developed into an indicative ranking of sites in terms of advantages and disadvantages they offer. Sites can then be categorised to give an indication as to whether they are deliverable and therefore suitable for inclusion as allocations in the first five years of the plan, or developable and suitable for inclusion in years 5-10, 11-15 or beyond.

Stage 8: Review of the assessment

7.106 Once the initial survey work has been carried out and an assessment made of the different sites' developability/ deliverability, a theoretical housing trajectory can be established. This review will also include a risk assessment about whether the sites will come forward as anticipated.

7.107 Based upon rudimentary estimations it is not anticipated that the District is likely to discover a shortfall in the sites that are available for development. However, if at this stage it becomes apparent that insufficient sites have been identified and that further sites need to be sought work will be undertaken to review the sources and qualifying criteria for surveying that are included within the SHLAA to identify if additional site need surveying. In addition consideration will be given to whether there needs to be an assessment of potential broad locations for development or potentially windfall.

Stage 9: Identifying and assessing the housing potential of broad locations (where necessary)

7.108 Where specific sites cannot be identified for housing in years 11-15, and beyond, broad locations where new housing development is considered feasible will be identified. This will benefit the process which makes positive choices about housing development, rather than being reactive to development opportunities as they arise.

7.109 Examples of broad locations suggested by the Practice Guidance include:

- Within adjoining settlements – for example, areas where housing development is or could be encouraged, and small extensions to settlements; and
- Outside settlements – for example major urban extensions, growth points or growth areas.

7.110 Where broad locations have been identified, estimates of potential housing supply will be developed having had regard to the nature and scale of the opportunities within the broad locations and market conditions.

Stage 10: Determining the housing potential of windfall

7.111 Windfall sites are previously developed sites that come forward for development, but have not been specifically identified as available in the plan process. However, the NPPF indicates that where local circumstances dictate allowances can be made on the basis of examining past trends in windfalls coming forward for development and on the likely future implementation rate.

7.112 The SHLAA will assess all land that has been promoted for development that falls within the qualifying criteria and the site size thresholds, which may include land currently in other uses. The details of which sites will be considered are set out in Stages 2, 3 and 4. However, it will not make an arbitrary assessment of sites that have not been promoted for development or sites in broadly unsustainable locations. Therefore, there is a reasonable likelihood that some sites may come forward for housing which have not been identified in this assessment. However, it is not considered that significant reliance can be placed on sites which are not apparently available or outwardly suitable or those that can only be estimated with trend based data.

7.113 The Council's Housing Trajectory does not rely on Windfall developments to deliver its housing targets.

8 Assessment Results

Results

8.1 The results of the study set out the expected capacity of developable sites across the locations identified in the Spatial Strategy for Breckland. The sites included have all been put forward by landowners or agents through the previous and the current development plan process. This provides a clear indication of the availability of sites.

8.2 For the purposes of this assessment in accordance with the methodology, only sites that have been identified as being 'suitable' for housing have been taken forward to the viability assessment.

Capacity by typology

8.3 As indicated in the methodology, the study has considered capacity against a range of different typologies that describe the development areas in the district. The following table outlines the total capacities by typology and the indicative phases within which these could come forward.

	Grand total	2014-2019	2019-2024	Post 2024
Attleborough Brownfield	246	203	10	33
Attleborough Greenfield Urban Extension	11,775	314	910	10,551
Local Service Centre Village	2,036	1,680	356	0
Market Town Brownfield	473	34	280	159
Market Town Extension	4,322	1,944	1,428	950
Thetford Brownfield	22	10	12	0
Thetford Greenfield Urban Extension	5,000	1,520	1,900	1,580
Total by phase	23,874	5,705	4,896	13,273

Table 8.1 Constrained capacity by Typology

Capacity by settlement

8.4 The following table outlines the results of the constrained capacity broken down by settlement. This table does not differentiate land by typology and simply expresses capacity by location.

Settlement	2014-2019	2019-2024	Post 2024	Total Of Constrained Capacity
Attleborough	517	920	10,584	12,021
Banham	8	0	0	8
Dereham	589	631	547	1,767

Settlement	2014-2019	2019-2024	Post 2024	Total Of Constrained Capacity
Great Ellingham	73	108	0	181
Harling	595	48	0	643
Litcham	46	0	0	46
Mattishall	31	0	0	31
Narborough	112	200	0	312
Necton	180	0	0	180
North Elmham	30	0	0	30
Old Buckenham	10	0	0	10
Saham Toney	90	0	0	90
Shipdham	193	0	0	193
Swaffham	435	874	362	1,671
Swanton Morley	277	0	0	277
Thetford	1,530	1,912	1,580	5,022
Watton	954	203	200	1,357
Weeting	35	0	0	35
Total by 5 year period	5,705	4,896	13,273	23,874

Table 8.2 Constrained capacity by Settlement

Identification of Sites

8.5 Using the method set out in Section 7, 290 individual sites with the potential for residential development were identified for the purposes of this assessment. The number of individual sites for each location are set out in Table 8.3 'Number of suitable and achievable sites by location'. Maps illustrating the identified sites are included at Appendix C.

Suitability and achievability

8.6 Once identified, the sites were assessed against the suitability and achievability matrix as set out within the methodology using a GIS based approach. As a result of this assessment a number of sites were considered unsuitable for development or that development on site was unachievable. The results of the suitability/achievability matrix are included as Appendix D.

8.7 Development was considered to be suitable and achievable on 119 of the 290 sites that were identified. The distribution of those sites is set out in table below:

Settlement	Total No. of sites	No. of suitable and achievable sites	No. Non-Deliverable
Attleborough	29	22	7
Dereham	24	12	12
Swaffham	20	9	11
Thetford	4	3	1
Watton	26	16	10
Banham	5	2	3
Great Ellingham	19	9	10
Harling	13	8	5
Litcham	7	4	3
Mattishall	18	2	16
Narborough	10	4	6
Necton	13	5	8
North Elmham	11	3	8
Old Buckenham	12	2	10
Saham Toney	21	6	15
Shipdham	33	7	26
Swanton Morley	13	4	9
Weeting	10	1	9
Total	290	119	171

Table 8.3 Number of suitable and achievable sites by location

8.8 Of the 119 sites that have been identified as suitable and achievable (i.e. could be built out in the years 2014-2029), these could yield a capacity of some 23,874 homes.

Viability

8.9 Having assessed whether the sites were suitable for development and whether development was achievable, those suitable and achievable sites were then considered within the viability model. These sites and their constrained capacities were inputted into the HCA area wide viability model. The results of which can be seen in Appendix E.

8.10 The HCA Area Viability model assesses the viability of sites on an area basis as this enables groups of sites to be brought together and in many cases share wider infrastructure costs associated with a particular development site. The S106 costs identified within the viability represent a current “best estimate” of the infrastructure costs associated with the development of a particular site typology. However, the costs should not be considered to be the Council’s final word on the contributions that may be sought in relation to a particular development site.

8.11 Further, any abnormal costs have not been factored in as identifying such costs would require a level of detail that is not able to be achieved in this study.

Outcome of viability testing

8.12 The HCA area wide viability model displays each of the results by the typology as defined within the methodology. The residual land value relates to the amount of money left over to purchase the land after all other costs and the developers profit have been removed from the gross development value. The results display the residual land value for each of the typology, and also a per-hectare rate.

8.13 The threshold land value relates to the value required at a price that a landowner is willing to sell. The threshold land value varies across the District in a similar manner to the residential sales values. The viability model allows the option to either use a comparable value or an existing use value plus a premium. The comparable value has regard to the values which were tested through the Community Infrastructure Levy viability assessment. This equated to £432,000 per hectare in Attleborough and the rural areas to the north and east of the District and £371,000 per hectare for Thetford and the south and west of the district. These values were consulted on through the CIL preliminary draft charging schedule consultation. Additionally the viability model also allows testings the existing use values plus a premium to reflect the need to incentivise the landowner to sell.

8.14 The viability results for the urban extensions in both Attleborough and Thetford are impacted upon by their high infrastructure requirements. This includes the need to provide new primary schools and in Attleborough’s case, a new link road between the B1077 and London Road. Under the Attleborough Greenfield Extension typology, the model indicates that the residual land value is potentially lower than the threshold land value. This is principally due to these high s106 costs, particularly associated with the delivery of the link road.

8.15 From the results it is possible to observe that the Thetford Greenfield Urban Extension is not viable taking into account all of the costs associated with bringing the land forward. This is due to the fact that the residual land value is below a level which would be required to purchase the land. The decision to grant planning approval for the Thetford Urban Extension was taken in April of this year. However, it is worth noting that due to the viability of the scheme the level of affordable housing on the site was significantly reduced as part of the planning application. The affordable housing level was reduced to 15% for the first phase of development and 10% thereafter. This viability report has tested the Thetford Greenfield Urban Extension with 40% affordable housing and therefore this has impacted upon the viability. An additional impact upon viability in the area is also the overall housing sales values. Thetford has the lowest housing sales values in Breckland. Within the town, the regeneration, associated with the urban extension, has the potential to raise land values which will in turn aid the viability of developments.

8.16 Similar to the Thetford Greenfield Urban Extension typology, the Watton Greenfield typology shows a negative residual land value. Watton has the second lowest residential sales values of all the towns within Breckland which significantly impacts upon the viability of this typology. An important impact upon viability relates to the model testing 40% affordable housing. Planning applications within Watton are currently seeking a lower level of on-site affordable housing provision.

8.17 In addition to the above, other funding streams may be required to ensure that sites continue to be brought forward in a timely manner. This may include funding streams such as the new homes bonus, which could be used to unlock infrastructure requirements associated with developments.

Analysis

Delivery timescale

8.18 Having considered the initial results of the assessment it is necessary to do some further analysis on these results. Principally consideration needs to be given to the realistic timescale within which sites can be developed and given consideration to any cumulative effects of developments within a particular market town.

8.19 The decision on when a site was likely to be developed was based upon the yield of the site, reasonable build out rates and any time limiting constraints that were identified during the suitability/ achievability assessment. For the purposes of this assessment build out rates were considered to be at a maximum of 50 units per year, with a constrained maximum of 150 units on any one site in the years 2014-2019.

8.20 Tables 8.4 to 8.21 set out the projected site completions in time bands by settlement. These tables are set out below:

Sum of Constrained Capacity	Delivery Timescale			Grand Total
	SHLAA ref	2014 to 2019	2019 to 2024	
A01	0	0	5,000	5,000
A02	0	0	2,374	2,374
A03	0	0	1,829	1,829
A04	0	0	1,100	1,100
A06	0	250	23	273
A07	0	250	125	375
A09	0	250	38	288
A11	38	0	0	38
A12	95	0	0	95
A13	67	0	0	67
A14	73	0	0	73
A15	55	0	0	55
A16	0	0	33	33
A17	22	0	0	22
A18	0	0	62	62

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
A19	24	0	0	24
A20	17	0	0	17
A21	19	0	0	19
A22	21	0	0	21
A23	0	10	0	10
A24	86	0	0	86
A26	0	160	0	160
Grand Total	517	920	10,584	12,021

Table 8.4 Projected Site Completion Dates by Time Band in Attleborough

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
D02	0	0	124	124
D03	116	0	0	116
D04	20	0	0	20
D09	0	250	310	560
D12	0	131	0	131
D13	16	0	0	16
D17	220	0	0	220
D18	14	0	0	14
D24	200	0	0	200
D25	0	250	35	285
D27	3	0	0	3
D28	0	0	78	78

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
Grand Total	589	631	547	1,767

Table 8.5 Projected Site Completion Dates by Time Band in Dereham

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
S01	140	0	0	140
S02	200	282	0	482
S14	0	30	0	30
S15	0	180	0	180
S17	0	0	144	144
S19	0	0	218	218
S22	0	75	0	75
S24	95	249	0	344
S26	0	58	0	58
Grand Total	435	874	362	1,671

Table 8.6 Projected Site Completion Dates by Time Band in Swaffham

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
T01	1,520	1,900	1,580	5,000
T03	0	12	0	12
T04	10	0	0	10
Grand Total	1,530	1,912	1,580	5,022

Table 8.7 Projected Site Completion Dates by Time Band in Thetford

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
W01	0	13	0	13
W02	40	0	0	40
W04	18	0	0	18
W06	95	0	0	95
W07	30	0	0	30
W09	0	190	0	190
W13	108	0	0	108
W14	0	0	200	200
W15	164	0	0	164
W19	80	0	0	80
W20	65	0	0	65
W22	100	0	0	100
W23	20	0	0	20
W24	129	0	0	129
W27	33	0	0	33
W29	72	0	0	72
Grand Total	954	203	200	1,357

Table 8.8 Projected Site Completion Dates by Time Band in Watton

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
BA04	4	0	0	4
BA05	4	0	0	4
Grand Total	8	0	0	8

Table 8.9 Projected Site Completion Dates by Time Band in Banham

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
EH02	202	0	0	202
EH03	250	48	0	298
EH04	80	0	0	80
EH06	13	0	0	13
EH07	27	0	0	27
EH10	6	0	0	6
EH12	12	0	0	12
EH13	5	0	0	5
Grand Total	595	48	0	643

Table 8.10 Projected Site Completion Dates by Time Band in East Harling

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
GE03	5	0	0	5
GE07	35	0	0	35
GE09	5	0	0	5
GE10	0	95	0	95
GE13	10	0	0	10
GE16	0	8	0	8
GE18	0	5	0	5
GE20	5	0	0	5
GE21	13	0	0	13
Grand Total	73	108	0	181

Table 8.11 Projected Site Completion Dates by Time Band in Great Ellingham

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
LI03	9	0	0	9
LI04	24	0	0	24
LI05	6	0	0	6
LI07	7	0	0	7
Grand Total	46	0	0	46

Table 8.12 Projected Site Completion Dates by Time Band in Litcham

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
MA04	11	0	0	11
MA18	20	0	0	20
Grand Total	33	0	0	33

Table 8.13 Projected Site Completion Dates by Time Band in Mattishall

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
NA1	0	200	0	200
NA2	78	0	0	78
NA4	24	0	0	24
NA7	10	0	0	10
Grand Total	112	200	0	312

Table 8.14 Projected Site Completion Dates by Time Band in Narborough

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
NC06	6	0	0	6
NC07	47	0	0	47
NC08	98	0	0	98
NC10	19	0	0	19
NC13	10	0	0	10
Grand Total	180	0	0	180

Table 8.15 Projected Site Completion Dates by Time Band in Necton

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
NE02	5	0	0	5
NE03	7	0	0	7
NE05	18	0	0	18
Grand Total	30	0	0	30

Table 8.16 Projected Site Completion Dates by Time Band in North Elmham

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
OB01	5	0	0	5
OB03	5	0	0	5
Grand Total	10	0	0	10

Table 8.17 Projected Site Completion Dates by Time Band in Old Buckenham

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
SH01	38	0	0	38
SH03	12	0	0	12
SH12	16	0	0	16
SH13	22	0	0	22
SH14	3	0	0	3
SH16	65	0	0	65
SH32	12	0	0	12
Grand Total	168	0	0	168

Table 8.18 Projected Site Completion Dates by Time Band in Shipdham

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
ST01	29	0	0	29
ST05	10	0	0	10
ST06	10	0	0	10
ST09	10	0	0	10
ST10	21	0	0	21
ST14	10	0	0	10
Grand Total	90	0	0	90

Table 8.19 Projected Site Completion Dates by Time Band in Saham Toney

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
SW03	6	0	0	6
SW04	96	0	0	96

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
SW06	133	0	0	133
SW11	42	0	0	42
Grand Total	277	0	0	277

Table 8.20 Projected Site Completion Dates by Time Band in Swanton Morley

Sum of Constrained Capacity	Delivery Timescale			
SHLAA ref	2014 to 2019	2019 to 2024	Post 2024	Grand Total
WE02	35	0	0	35
Grand Total	35	0	0	35

Table 8.21 Projected Site Completion Dates by Time Band in Weeting

Cumulative effect constraints and time limited constraints

8.21 The assessment so far has taken into account the constraints at site level. However, the cumulative effects of development in a particular market town need to be considered in addition to individual site level constraints to establish a more credible evidence of delivery. There are identified upward limits for development in some market towns above which the achievability of development could be questionable. These need to be factored into the delivery trajectories. Also, there are some cumulative levels of development that will surpass trigger points for the delivery of key infrastructure, the delivery of this infrastructure will need to be factored into the development timescales.

8.22 In addition, a number of settlements and site specific constraints that may have a time limiting effect of developing a site. These factors have been included into individual development sites where the yield of that site would exceed the relevant threshold. However, such constraints also need to be factored into development trajectories in respect of the effect of cumulative sites coming forward for development.

8.23 The research into existing evidence has suggested additional assessment into the following market towns regarding cumulative effect and time limited constraints:

8.24 **Thetford** is surrounded by a number of protected European Habitats (SPA and SAC), and evidence reveals that development may adversely affect these sites. As a result, there is a narrowly defined area of Thetford within which development can take place without having an adverse impact on European site. Within this area, there are also other particular site-based constraints and physical features which means that the developable area is restricted. Therefore, the upper level of development of 5,000 dwellings is the expected maximum that can likely be delivered at a density that would be compatible with the location. Outline planning permission now has been granted for this site.

8.25 The assessment indicates that a total of 5,022 dwellings can be delivered over the plan period in Thetford. This indicates a small number of dwellings will be developed on brownfield in Thetford on top of the 5,000 limit. Given the scale of additional housing beyond the threshold is minimal, the 22 dwellings are not considered to be a major obstacle over achievability.

8.26 Dereham: The previous SHLAA has identified that Dereham had significant constraints for schools and the Education Authority indicated that both of the town's existing high schools were landlocked and had limited room to expand. However, the comments received from Norfolk County Council as part of this SHLAA stakeholder consultation in June 2014 has suggested that both schools could potentially be expanded on their current sites.

8.27 The earlier evidence underpinning the previous SHLAA and the Core Strategy indicated a limited capacity of waste water treatment in Dereham and there was only sufficient capacity to accommodate 600 dwellings which accords with the Core Strategy and the Water Cycle Study evidence. Since then, there had been further development of sewage capacity with a new pumping station constructed near Dereham which has helped unlock the constraints to some extent. However, without a further Water Cycle Study it is difficult to quantify the current capacity of waste water treatment hence the constrained development capacity in Dereham.

8.28 Given the above considerations, it is decided that the upper development limit is removed for the purpose of this study. However, the relevant constraints will be closely monitored as new pieces of evidence become available during the Local Plan process.

8.29 Attleborough: The existing gyratory system in the centre of Attleborough is showing signs of significant stress. The previous SHLAA revision in 2011 indicated that development levels in Attleborough in excess of approximately 400 units would significantly worsen this problem to the point of making the town unsuitable for further development. The identified solutions to this problem comprise the provision of a new distributor road from the A11 to the south of the railway and review and improvements to the town's gyratory system. These solutions were considered to have both time and cost implications.

8.30 Since the SHLAA revision was published in 2011, there has been some improvement work carried out on the gyratory system. However, it is not considered that the time-limit constraints are fully unlocked. The assessment has indicated a delivery quantum of 517 dwellings over the first 5 year period, it is considered to be largely in line with the time-limited capacity of the market town (with some uplift on capacity) therefore no short-term up-limit was imposed on the delivery timescale. However, the time-limit capacity will be kept under review and future iterations of the document and additional evidence base will help to refine the assessment of time-limiting constraints.

8.31 In summary, the investigation into cumulative constraints and time limited constraints has suggested a limited impact of the existing capacities as indicated through the individual site assessments. Therefore, no adjustments were made to the delivery timescale as indicated in Table 8.2 'Constrained capacity by Settlement'. However, given the uncertainty of the factors addressed above, these assumptions will be kept under review and subject to further evidence as part of the Local Plan process.

Housing Projections

8.32 Housing projections have been constructed across the three time periods, in line with the national guidance, i.e. 1-5 years, 6-10 years and 10 years and beyond. In the construction of these projections consideration has been given to the assessment into site constraints and the likely build out rates.

8.33 The build out rates were created on the basis of a single developer building out the site. With very large sites it is likely that the site would be sold off in parts allowing for more than one developer to work on a particular site. For the purposes of the projected housing trajectories within this assessment it has been assumed that there will be one developer for every 500 houses on a particular site.

8.34 The projection used average annual delivery rate for year 1-5, which means if a site is being identified deliverable within the first five years, then development quantum is spread evenly across the five years to average out unexpected variations. It is considered that predicting exact commencement and completions time for deliverable sites within the first 5 year period adds very little value. For sites identified developable or deliverable beyond the first five years, it is assumed that constraints can be unlocked therefore a full built out rate is applied as described above.

Market Towns

Market Town Delivery Timescale

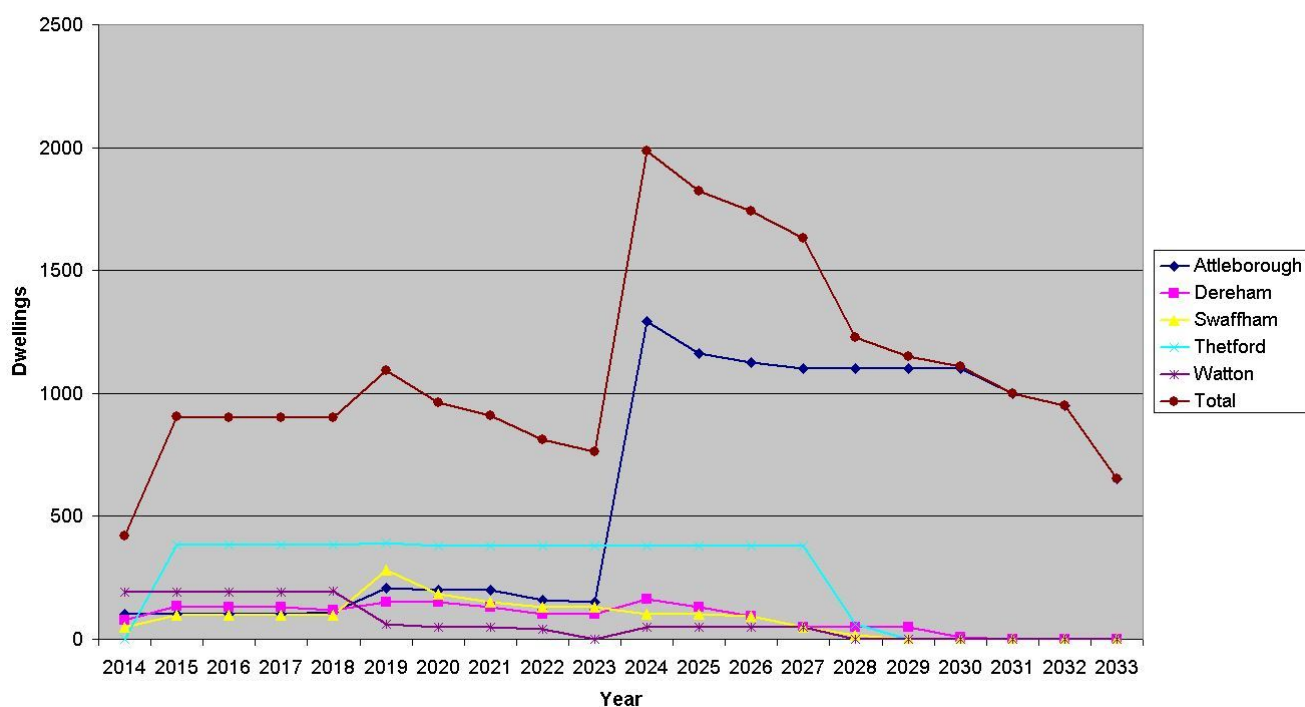


Figure 8.1 Market Town Delivery Timescale

8.35 The projection above demonstrates that there are large variations in the annual projected completions over the period 2014 to 2033. This higher rate of projected housing completions is comprised throughout the period until 2033 and the delivery trend is especially strong towards the middle and late phase of development. The high annual completions is largely due to the phased delivery of the 5,000 dwellings urban extension in Thetford which has gained outline approval. The projected peak build rate during the third phase of delivery is due to the urban extension of Attleborough comes on stream.

8.36 Housing delivery within Attleborough is relatively stable over the first 10 year period, with an average of just under 140 units being projected to complete per annum. There is a step change in housing delivery in 2024 which could see projected completions over 1,000 units per annum, when site A01 starts being developed. Projected housing completions for the town will then start to decline. Capacity within the town centres gyratory system has been the main reason for the fluctuations in the projected housing delivery rate. It is assumed that from around 2024 a new link road will connect the A11 to the B1077 to the south of the town. This will allow a greater number of sites to come forward.

8.37 This housing delivery would also be dependant upon the delivery of key social infrastructure in addition to the physical road infrastructure already identified. The phasing of the delivery of such infrastructure may mean that housing delivery is delayed until a later date, although early indications suggest that the timescale set out in the housing projections is not unrealistic.

8.38 The projected delivery for Dereham is relatively stable across the time period, until 2033 when projected housing completions end. The projected housing delivery for Swaffham shows signs of similarity with that of Dereham. Development within Swaffham is constrained by capacity within the existing waste water treatment works. Strategic solutions will be needed to see further increases in housing capacity within Swaffham.

8.39 Following the recent resolution to grant outline permission to the Thetford Urban Extension site, the housing delivery for Thetford will be steadily coming on stream. Site T01 will see up to 500 dwellings per annum projected to be completed. Housing growth within Thetford is severely restricted to just the North of the town, due to the implications of the Stone Curlew Buffer Zone, which was dedicated from the Habitat Regulations Assessment, as part of the evidence to inform the Core Strategy and Development Control Policies DPD.

8.40 In addition, there are a number of necessary improvements to physical and social infrastructure that will need to accompany significant development within the town. It is not anticipated that the delivery of these key pieces of infrastructure will constrain the potential delivery rates that are identified. However, if there are delays in the delivery of this infrastructure there would be a knock on effect on the potential housing delivery rates.

8.41 Watton has a relatively good capacity for housing within the first five years, with an average capacity of 190 new homes per annum over this period. This decreases rapidly from year 6 until capacity is exhausted towards the end of the period. There is only limited quantum of land available for development within Watton. Furthermore, there are only limited employment opportunities within Watton, which constrains the ability for future development within the town.

Local Service Centre Villages

Local Service Centre Delivery Timescale

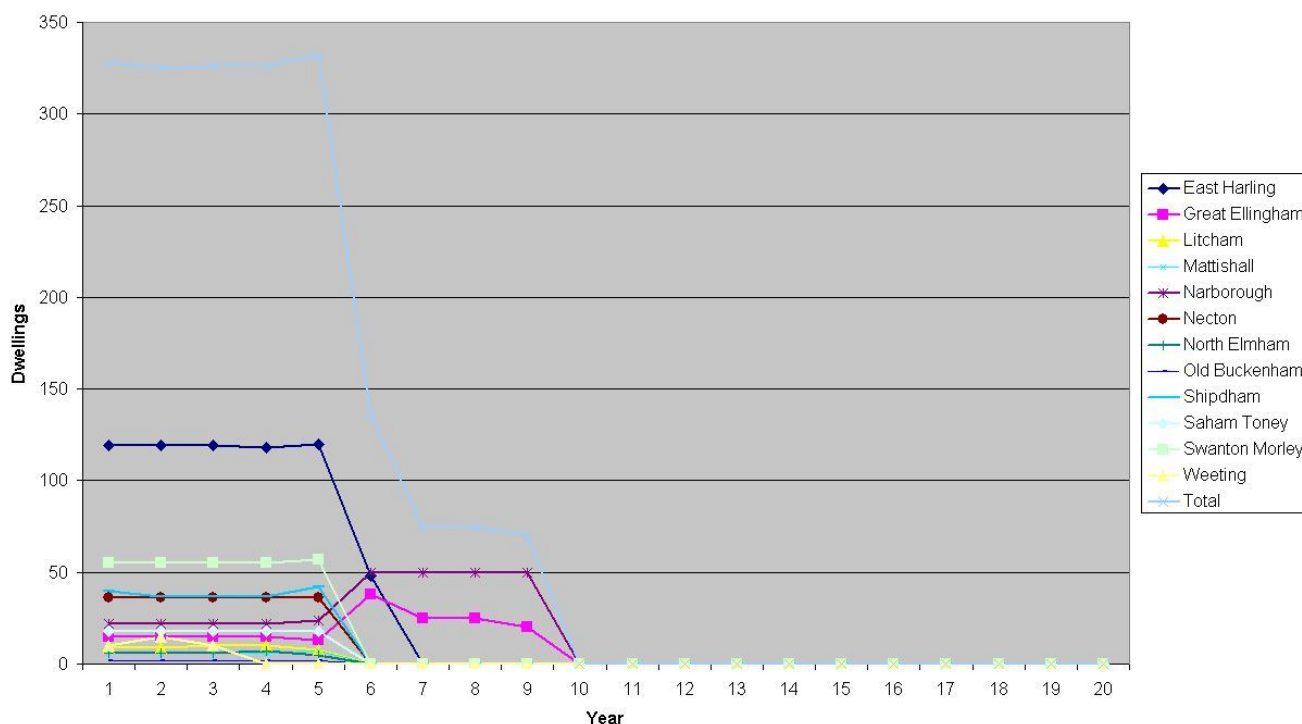


Figure 8.2 Local Service Centre Villages Delivery Timescale

8.42 Land supply per annum has also been analysed for the District's Local Service Centre Villages. This is shown within the projection above. Housing delivery within the Local Service Centre Villages is constrained by infrastructure provision, as it is within the towns. The housing projections shown above, are constrained over a much shorter period than for the market towns due to the limited amount of land available within the Local Service Centre Villages.

8.43 The projections for Local Service Centre Villages show a trajectory, which is relatively similar for a number of Local Service Centre Villages. These are notably Shipdham, Saham Toney, Litcham, North Elmham, Old Buckenham, and Mattishall. Each of these villages have their highest rate of projected housing delivery in the first five years, after this period there is no further projected housing completions over the trajectory. For the purpose of local service centre housing projections, a different delivery rate has been assumed for the Local Service Centre Villages than for the Market Towns. This equates to an individual developer in a Local Service Centre village site being able to develop at a maximum rate of 25 units per annum for small or medium sites and 50 dwellings for larger sites. This development rate has led to the majority of sites within the villages being delivered within the first phase. It is possible, however, that the projected delivery rate could be slower due to market conditions.

8.44 East Harling displays the potential for a more stable rate of housing delivery over a five year period. It is due to that there are a larger number of deliverable sites available, and furthermore these sites have larger capacities. For a few of these sites, this meant that their delivery had to be phased for longer than five years.

8.45 Great Ellingham and Narborough display different trends to the other Local Service Centre Villages. Although the first phase of sites are projected to be stable, the second phase, which is projected to commence from year 6 will see a considerable increase. The second phase is formed from site GE10 and NA1, with the lead in time for both of which relating to the requirement to provide improved highways infrastructure.

Housing Projections

8.46 As can be seen in the above tables, the majority of sites identified in Local Service Centres could be commenced and completed within the first five year period. The build out rates used were created on the basis of a single developer building out the site at 25 dwellings per annum. However, with very large sites it is likely that the site would be sold off in parts allowing for more than one developer to work on a particular site. It has been assumed for the purposes of this assessment that individual sites will deliver an average of 50 units per annum with a constrained maximum of 150 units in the years 2014-2019.

8.47 The overall results of the assessment indicate that a significant number of sites identified as being suitable, achievable and viable could be delivered between 2014 and 2019. Due to the comparatively small size of sites compared to those identified in the market towns, the majority of Local Service Centre sites would be completed over a single phase of the plan period rather than requiring a longer build-out time frame.

8.48 Having made some projections about the delivery of housing it is possible to illustrate the potential delivery of housing over time. For the purposes of this illustration it has been assumed that delivery rates can be averaged over the first 5 year time period, with subsequent period being assessed on the basis of the number of sites coming forward and their expected build out rates.

Combination Funding and Alternative Funding Sources

8.49 In considering the viability assessment, land value is not the only potential sensitivity test that needs to be considered. For the purposes of this assessment it has been assumed that a particular development site will need to pay for all of the associated "abnormal costs". The use of the HCA viability model aggregates parcels of land by typologies specifically to allow sites to be combined so that a more accurate picture of the cumulative impact of development can be considered. Further, there may also be infrastructure costs that would not be funded through

the planning system such as strategic improvements to water infrastructure through Anglian Water's AMP programme which development will not directly contribute to. If alternative sources of funding can be identified, then there is a potential to improve viability through the reduction of the level of investment needed directly from development.

8.50 Although external investment can overcome viability issues, it is not without knock-on effects. In particular, external funding sources may need a significant lead-in time for funding to be secured and then development to be carried out, this may cause significant delays in terms of the realistic timescale in which development could come forward and would be a form of time-limiting constraint. The identified upgrades to a particular piece of infrastructure may also not improve the environmental or infrastructure capacity of settlements and this may have the effect of allowing development in the short-term but ultimately capping overall development levels.

8.51 Therefore, as discussed above it is possible that alternative funding will be required to ensure deliverability in some typologies such as large scale urban extensions to generate a sufficient residual land value in order for these sites to come forward.

Conclusions

8.52 Notwithstanding the identified site level and aggregate constraints, significant land with the potential for housing has been identified in the Towns and Local Service Centre villages.

8.53 In total 119 sites were identified where development was considered suitable and achievable. These 119 sites had the capacity to yield 23,874 houses of which, it has been estimated, 10,601 could realistically be built over the period 2014-2024. The large scale developments will have the majority of completions in later phase of the local plan period or possibly beyond.

8.54 Of those 23,874 houses it is estimated that 5,705 could be built in the period 2014-2019, 4,896 built in the period 2019-2024 and the remaining 13,273 developed post 2024. Average potential annual building rates were generally in the lower hundreds with a peak of over 1,500 units from 2024 where there was a combination of late stage sites coming "on-stream" just before early stage sites ran out of capacity. Build rates began to slow towards the later part of the plan period and gradually declined until 2033 when the last of the identified sites was estimated to be built out. However, it should be noted that these figures reflect an unrestricted planning regime and give an indication of what could happen if all 'deliverable' sites were to come forward.

8.55 In the short-term, it is anticipated that the delivery rate will pick up due to the government intervention in 2013 gradually taking effect. In the medium term, the sites that have been identified with the potential for housing in Watton are exhausted and sites in Swaffham are held up by necessary upgrades to the water supply network. In the long term the principal constraint is the exhaustion of identified site capacity, and in Attleborough reaching the anticipated upper limits of the existing electricity network.

9 Combined Housing Land Supply, incorporating 5 Year Housing Land Supply

9.1 Paragraph 031 of the online Planning Practice Guidance (Reference ID 3-031-20140306) states that sites with planning permission or allocation in a development plan is not a prerequisite for a site being deliverable in terms of the five-year supply. Local planning authorities will need to provide robust, up to date evidence to support the deliverability of sites, ensuring that their judgements on deliverability are clearly and transparently set out. If there are no significant constraints (e.g. infrastructure) to overcome such as infrastructure sites not allocated within a development plan or without planning permission can be considered capable of being delivered within a five-year time frame. The size of sites will also be an important factor in identifying whether a housing site is deliverable within the first 5 years. Local Authorities will need to "consider the time it will take to commence development on site and build out rates to ensure a robust five-year housing supply."

9.2 One can reasonably assume that the Brownfield sites can be developed without much dependence on infrastructure thus can come forward within the 5 year period. In the meantime, although some relatively small scale Greenfield sites are identified deliverable in the SHLAA process, there are slightly more risks associated with them as some of them might depend on major constraints being unlocked.

9.3 Therefore, in light of the findings of the SHLAA it is considered that a number of Brownfield sites identified as being suitable, achievable and viable in the first 5 year period could be added to the Council's existing 5 year land supply figures to produce a composite land supply. This results in the addition of the following sites to the current 5 year land supply position:

SHLAA Site Ref	Address	Delivery Timescale	Constrained Capacity
D04	Land North of Dumpling Green	2014 to 2019	20
D18	Land south of Nurseries, Shipdham Road	2014 to 2019	14
		Total	34

Table 9.1 SHLAA sites to be included in 5 year land supply

Composite Five Year Housing Land Supply

	2014/15	2015/16	2016/17	2017/18	2018/19	Total
Current 5-year HLA as at 1 April 2014	603	1,075	1,155	883	712	4,428
SHLAA sites	7	7	6	6	6	34
Total	610	1,082	1161	889	718	4,462
Requirement	1,189	1,189	1,189	1,189	1,189	5,945
Shortfall/ Surplus	-579	-107	-28	-300	-471	-1,384

Table 9.2 Composite Five Year Land Supply

10 Testing and Review

10.1 The assessment has identified a sufficient quantity of sites to deliver the first 10 years growth based upon the Council's latest annual residual requirements. Therefore, the SHLAA does not require any further review due to insufficient sites, and it is considered that it will be updated in the Council's next AMR.

10.2 The SHLAA will be reported on annually as part of the Council's Annual Monitoring Report (AMR) to support the updating of the housing trajectory and the five year supply of deliverable sites.



Appendix A Source of sites being considered

A.1 The SHLAA will consider not only previously-developed land within the existing built up areas, but also previously developed land outside these areas and appropriate greenfield areas on the edge of settlements. Practice guidance indicates that the SHLAA should aim to identify as many sites with housing potential in and around as many settlements as possible in the study area. However, due to practical concerns, only sites identified in or around certain settlements and over certain threshold are included. Nevertheless, considerations have been given as many types of sources as possible as a starting point to identify brownfield development opportunities, whilst the scope expands to include settlement extensions subsequently.

Source:	Comment:
Subdivision of existing housing	Where an existing large dwelling is subdivided into two or more units. The theoretical potential capacity from this source is very high if it is assumed that every large house could be subdivided. However, it is essential to establish a realistic appraisal of potential from this source.
Flats over shops	Estimates of the potential from this source vary considerably. There is likely to be some potential in Breckland arising from flats over shops.
Empty homes	This source of capacity is outside the direct control of the planning system; however, emerging regional housing figures will have taken empty properties into account in their calculations. Therefore in order not to double count, empty homes will not be considered as part of this study.
Previously-developed vacant and derelict land and buildings (non housing)	The sites from this source are those that fit within the standard perception of what is previously-developed land. The principle starting point for this source is the NLUD-PDL. The definition of previously-developed land is contained within Annex 2 of the NPPF.
Intensification of existing areas	By developing areas such as garage courts, large gardens and backlands, the use of urban land is intensified. This is an area where the theoretical potential is very high but realistic capacity may be lower where some constraints may be difficult to overcome.
Redevelopment of existing housing	This category includes poor quality housing where redevelopment is the only viable option. In general terms this usually increases density and capacity but in the case of very high-density 'problem' housing reducing density may improve amenity.
Redevelopment of Car Parks	This source is similar to the intensification of existing areas, i.e. having a high theoretical potential however this source relates specifically to car parks.
Conversion of commercial buildings	Conversion of rural buildings to residential use has been popular for sometime whereas conversion of urban buildings such as offices has become more popular over the last ten years. There are particular problems with estimates of capacity from this source such as the wide variation in schemes being developed and the consequent problems with extrapolation of past trends.
Review of existing housing allocations	Revisiting existing housing allocations and assessing them within the current policy context may lead to sites being used more efficiently through the application of different design and layouts or result in a better mix of size and

Source:	Comment:
	type of dwelling. However in some cases, it may lead to allocations being deleted if they are considered to no longer represent the best way of achieving policy objectives.
Review of other allocations	Revisiting other existing allocations is likely to be productive as quantitatively there is probably more land allocated than is needed. Furthermore, qualitatively these allocations may not be well located due to changes in the economy and market forces may deem these surplus to requirements. There may also be potential for mixed uses. Given the peripheral location of the remaining allocations the relevant density assumption outlined in the methodology has been used to generate an unconstrained housing capacity figure.
Vacant land not previously developed	This source can be found by examining land as part of a comprehensive survey within the study area that has not previously been excluded by virtue of another designation or caveat. This may provide limited capacity, however there is likely to be some former or current Council owned land particularly that may be suitable for inclusion in this section.
Density increases on existing outline planning permissions	Sites within the identified settlements within the scope of the study that have the benefit of outline planning permission will be re-examined in light of density considerations put forward by this methodology. There may be some opportunity for density increases as a result of improvements in site layout, design and mix of dwelling types and any potential gain in numbers will be recorded. The likelihood of existing outline and detailed permissions to be brought forward to completion within the plan period will also be assessed along with the outstanding level of housing on sites currently under construction.

Table A.1 Sources of Supply within the existing Urban Areas.

Previously developed, vacant and/or derelict land and buildings (non-housing)	This category is expanded in the SHLAA to cover all land that falls within the definition of previously-developed land contained in Annex 2 of NPPF, including those which would previously have been excluded as they are located outside of an existing built up area. Examples of PDL might be former industrial land, derelict buildings and vacant lots. Some sites may have temporary uses on them such as car-parking.
Greenfield sites adjacent to existing built up areas.	In order to make a comprehensive assessment of land availability and in order not to narrow down options for the plan making process, consideration also needs to be given to greenfield sites adjacent to, or within, existing settlements.

Table A.2 Additional sources of supply considered by the SHLAA

Appendix B Normal Costs Associated with the Residential Development of a site.

B.1 Normal costs

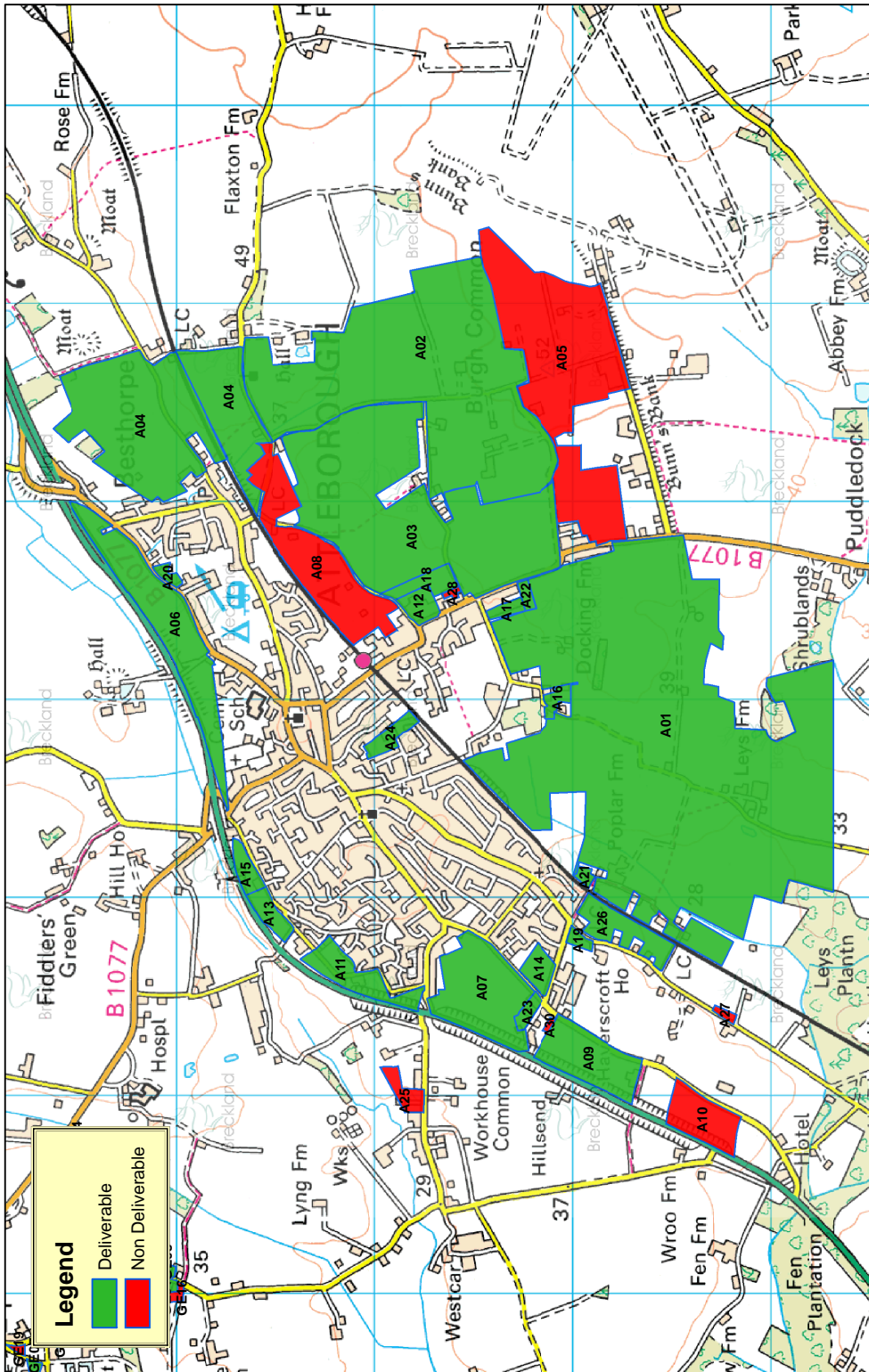
- Professional Fees - 10% of construction costs
- Marketing Costs - 5% of private sales values
- Associated Site Acquisition Costs - 2% of Land value
- Building Costs - £904 - £1,026 per m²
- External Works Costs - 15% of construction costs
- Reasonable Servicing Costs (per m² basis) to include:
 - Roads (on-site)
 - Sewers (on-site)
 - Civil Engineering
 - Minor Highway Improvements (off-site)
 - Surface Water Drainage
- Overheads
- Development Finance - 6.5%
- Return for Developer - Assumed as 20% on private dwellings and 6% of affordable dwellings,

B.2 Affordable Housing is included as a separate entry in the viability model, and as such is not otherwise included in the S106 costs per dwelling figures. The existing planning policy require an affordable housing level of 40%

B.3 S106 Costs. This has been calculated having full regard to all s106 agreements which have been signed since the Core Strategy and Development Control Policies DPD was adopted in 2009. Since this document was adopted the average s106 cost per dwelling has been £2,600. These costs include provision for the following infrastructure items:

- Open Space
- Education Contributions (Excluding capital build costs for new schools)
- Library Provision (Excluding capital build costs for new library buildings)
- Fire incl. Hydrants
- Transport/Cycling/Walking Strategies
- Monitoring

Appendix C Site Maps



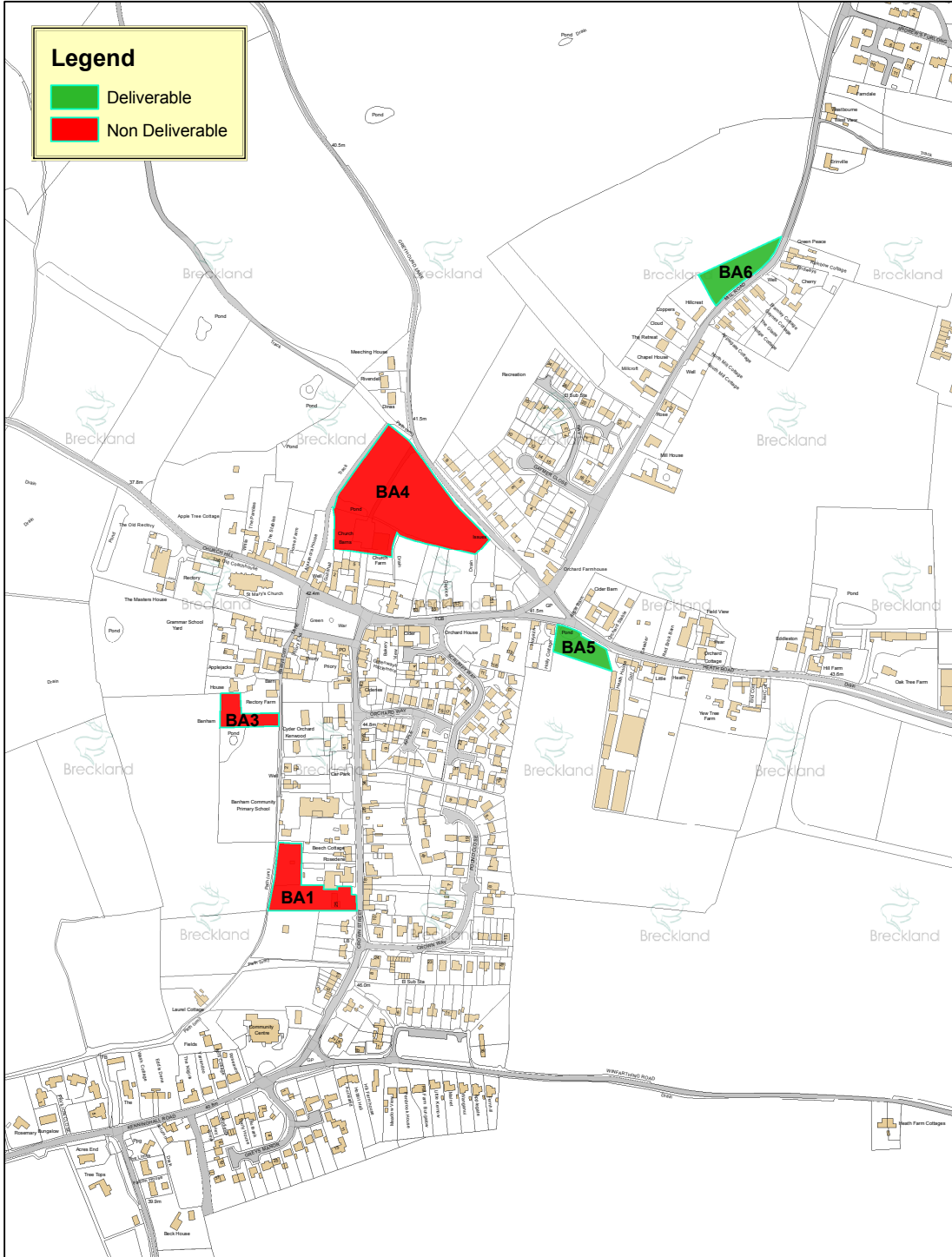
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Attleborough

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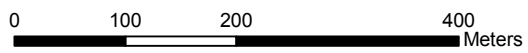




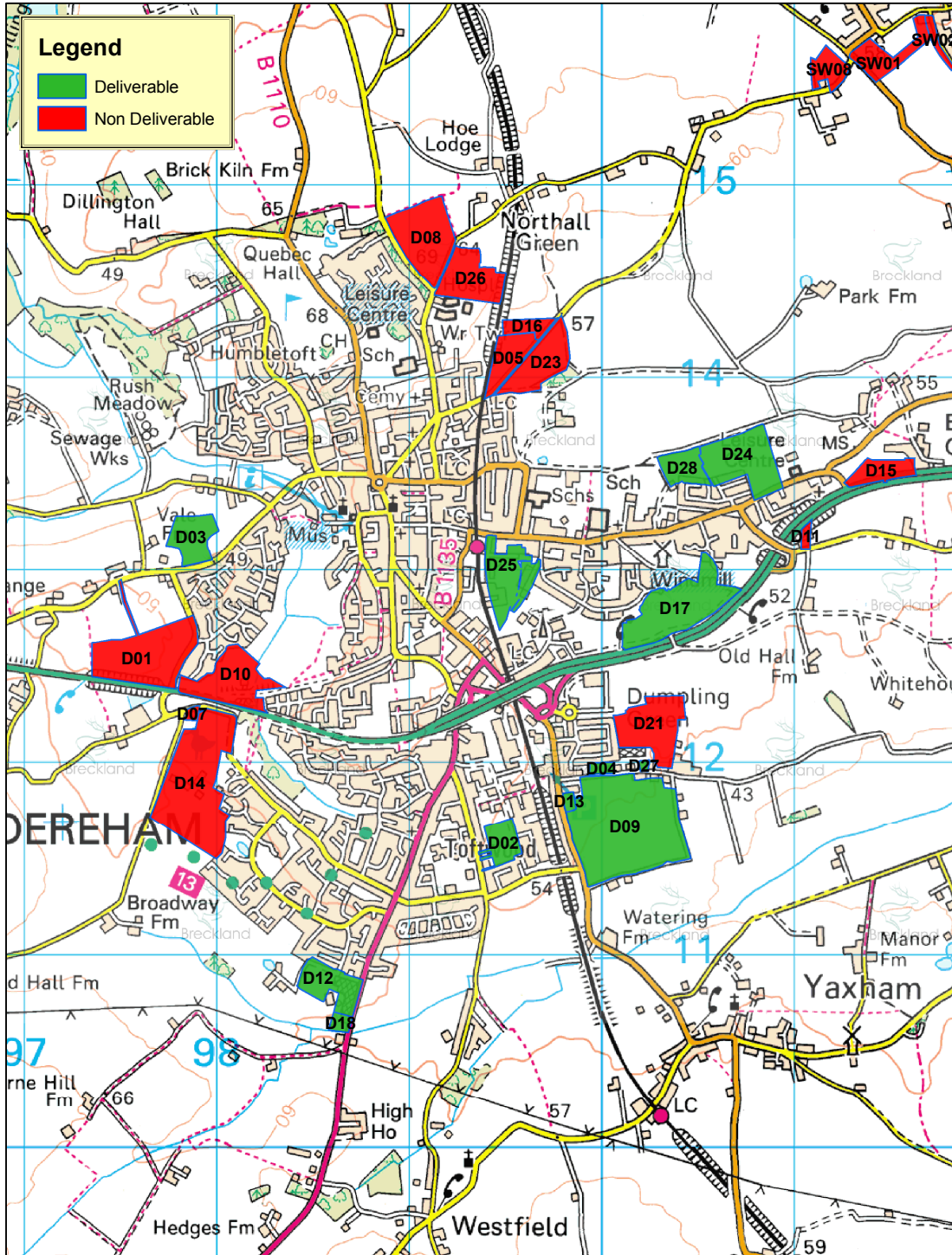
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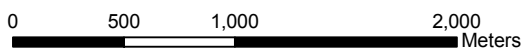
Banham



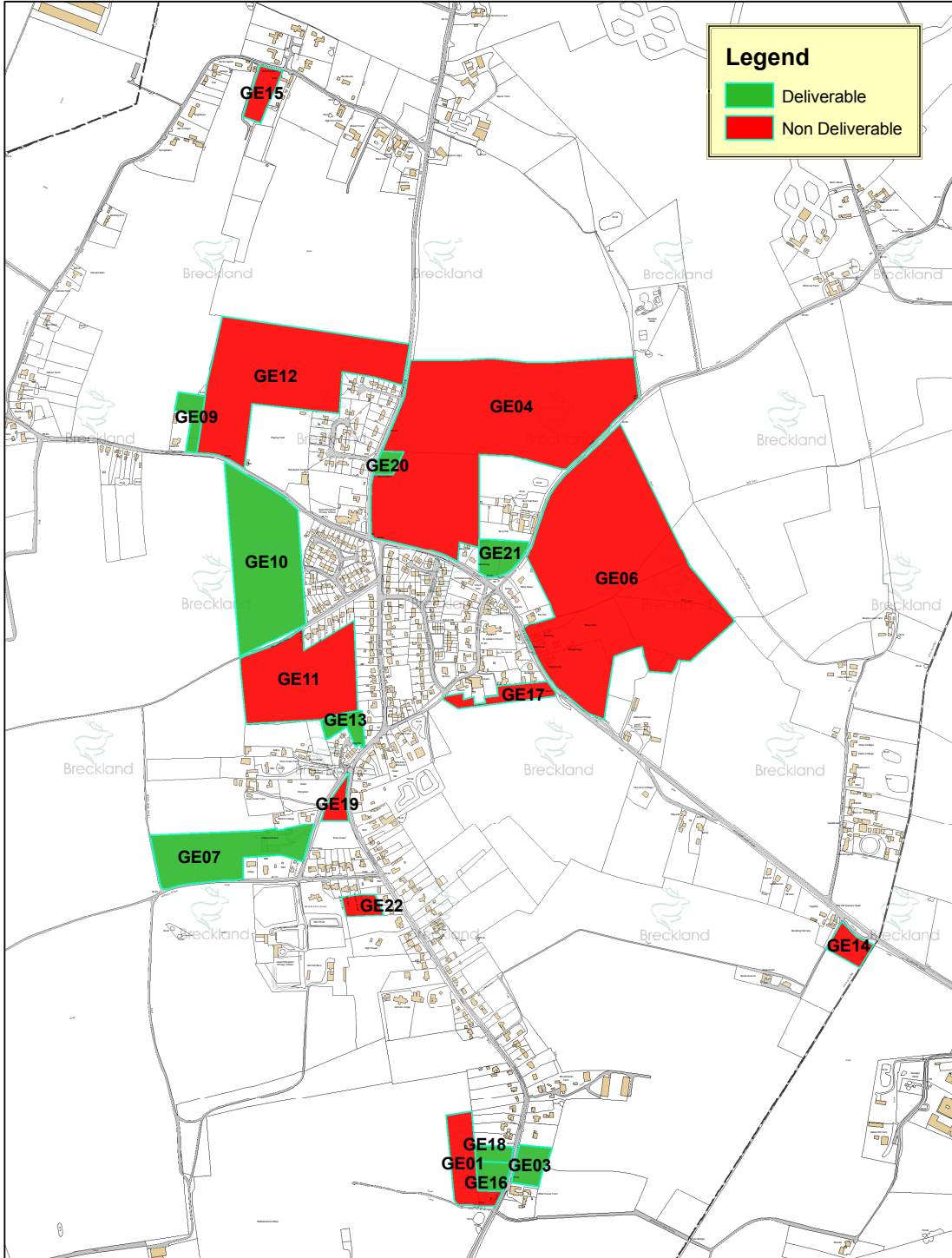




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Dereham

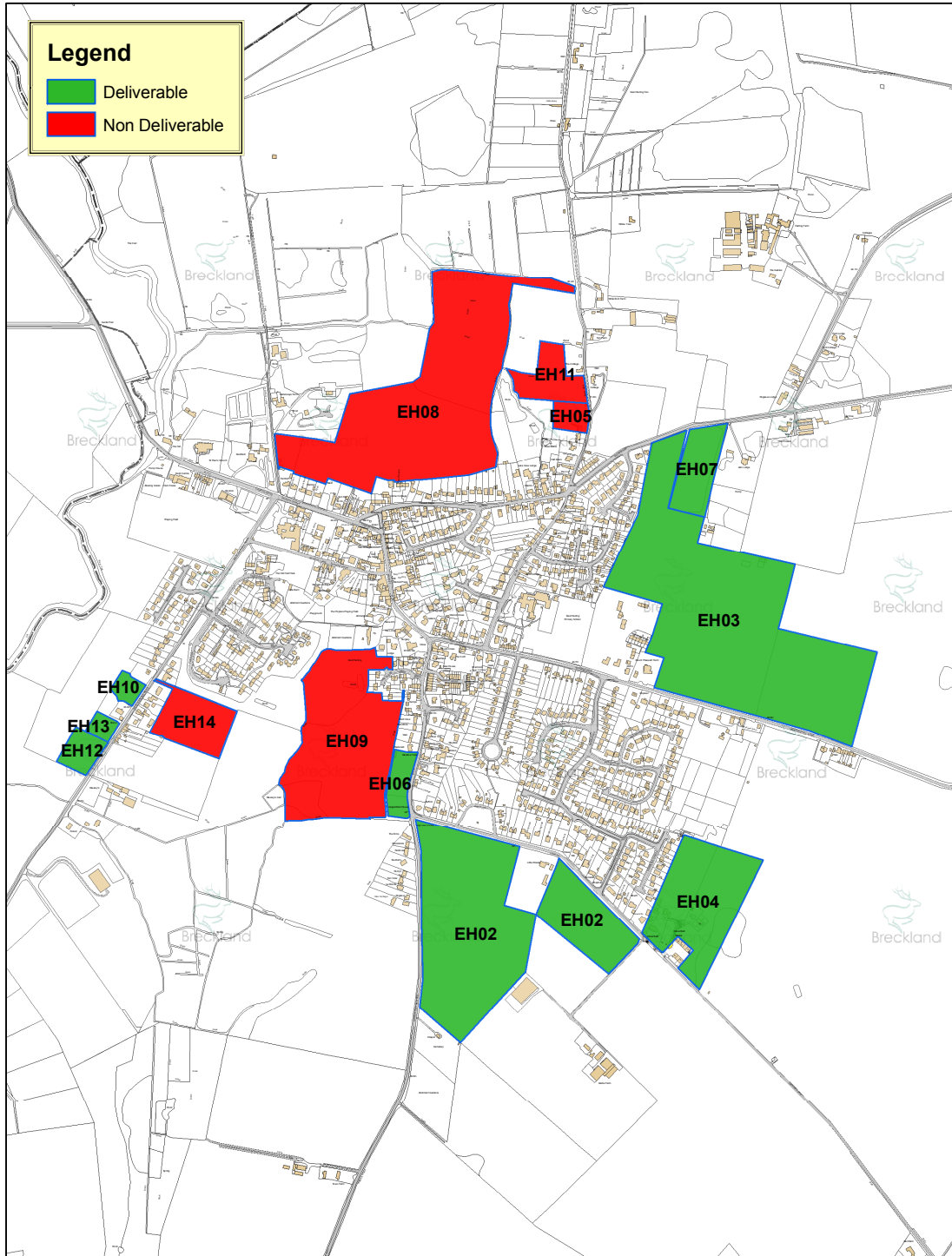


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Great Ellingham

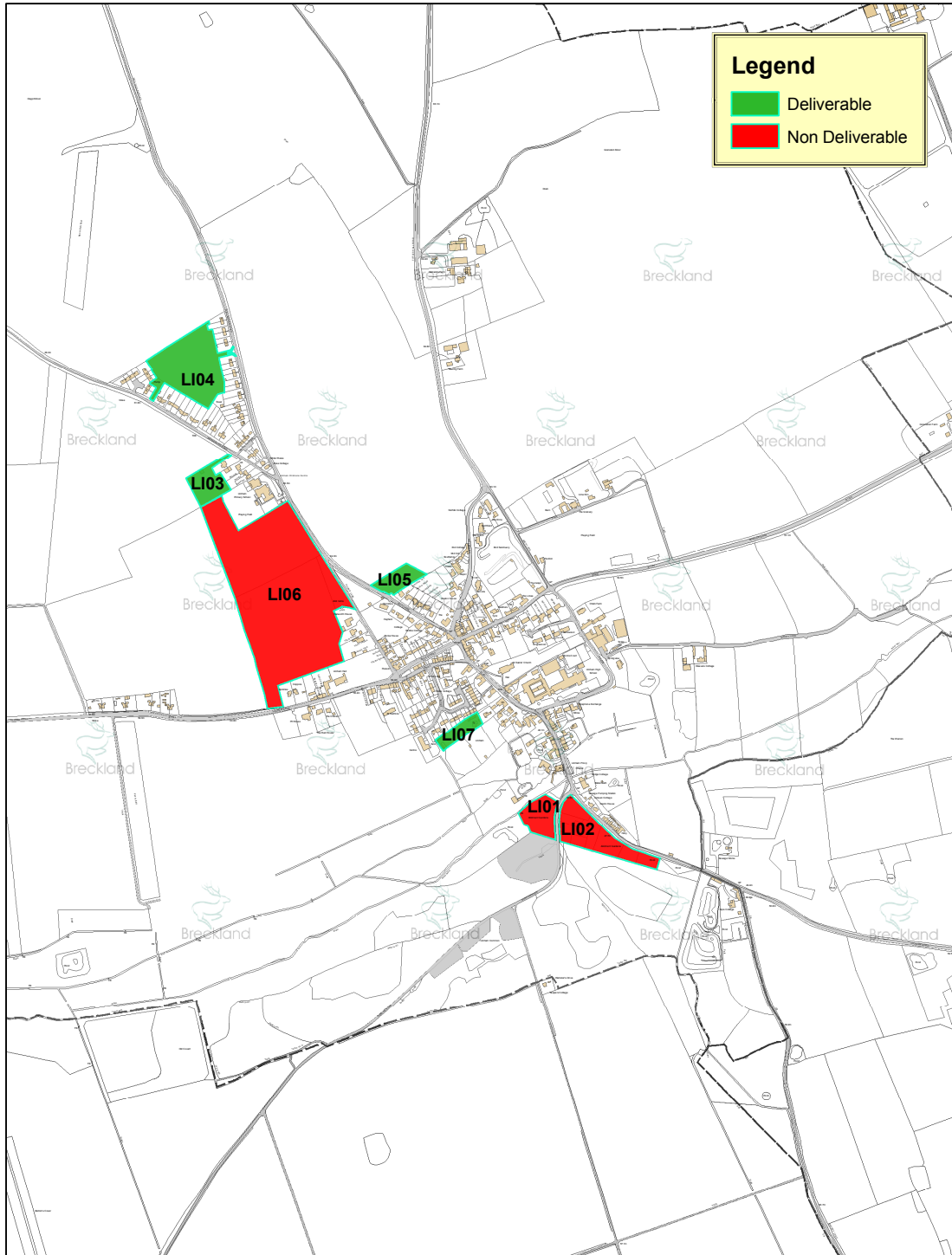
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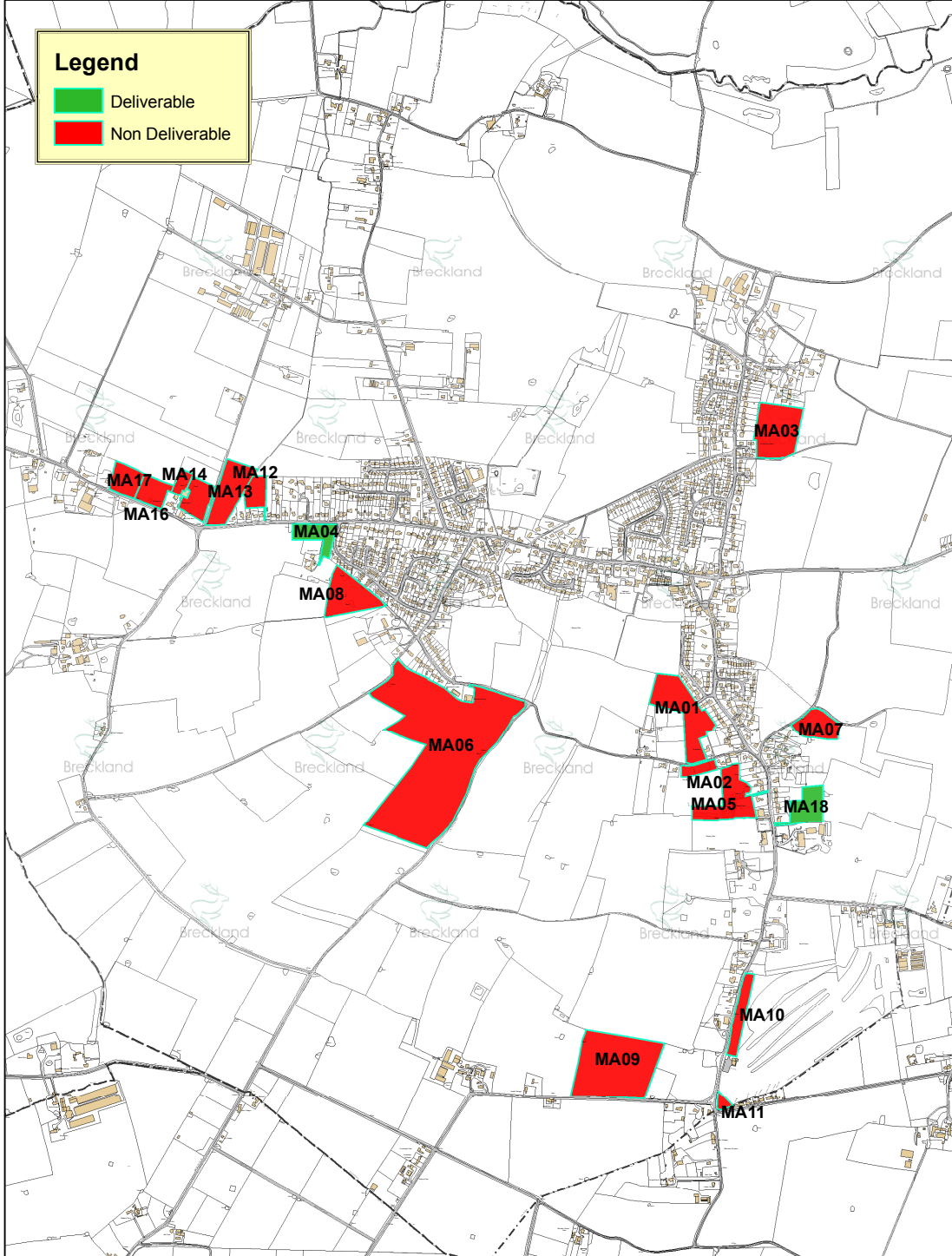


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Litcham

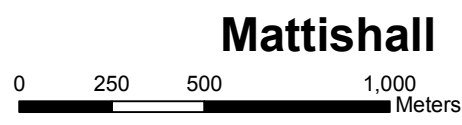


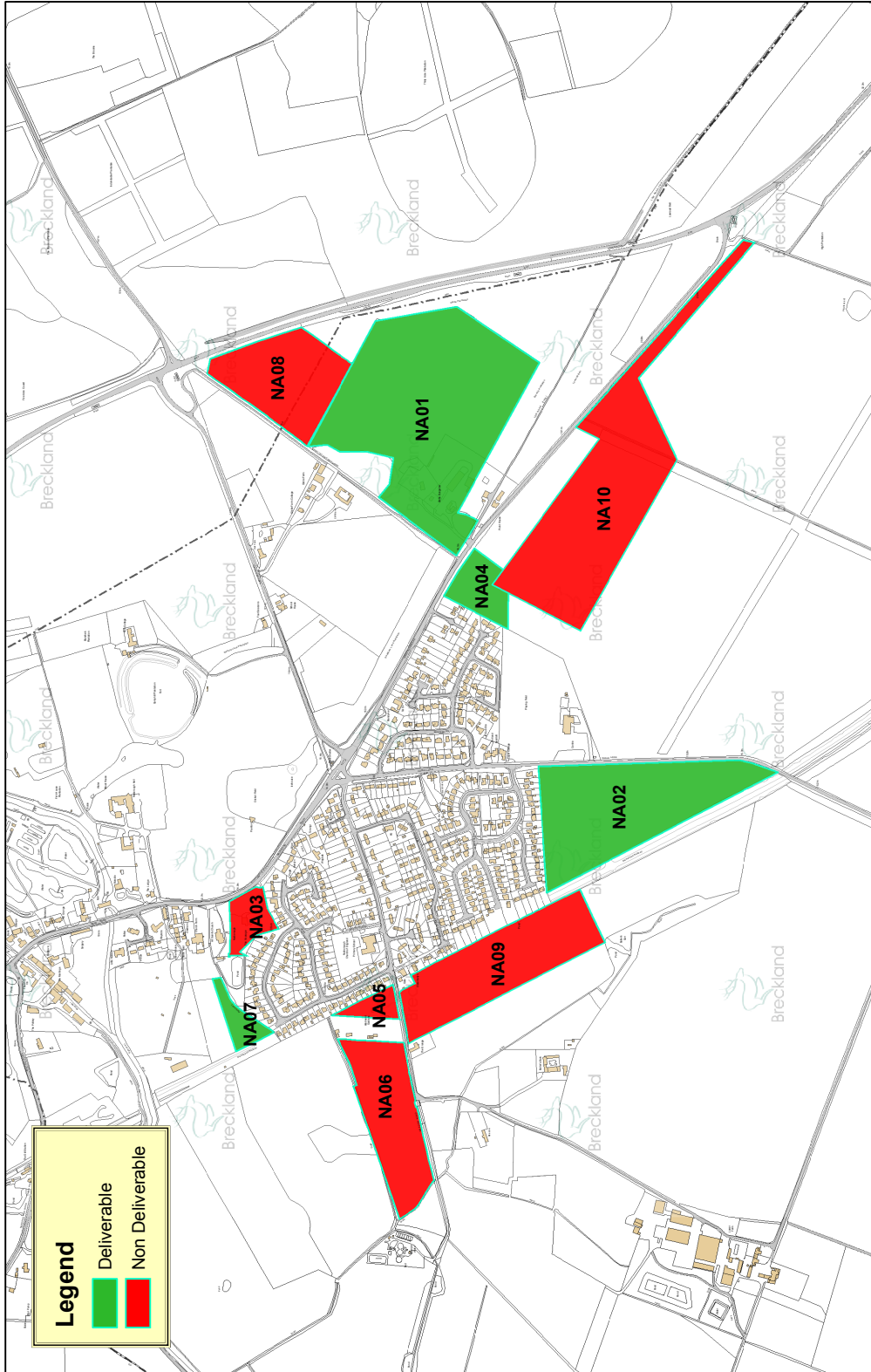


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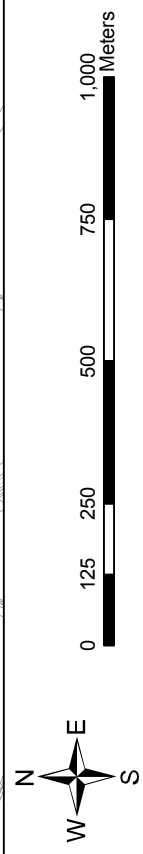
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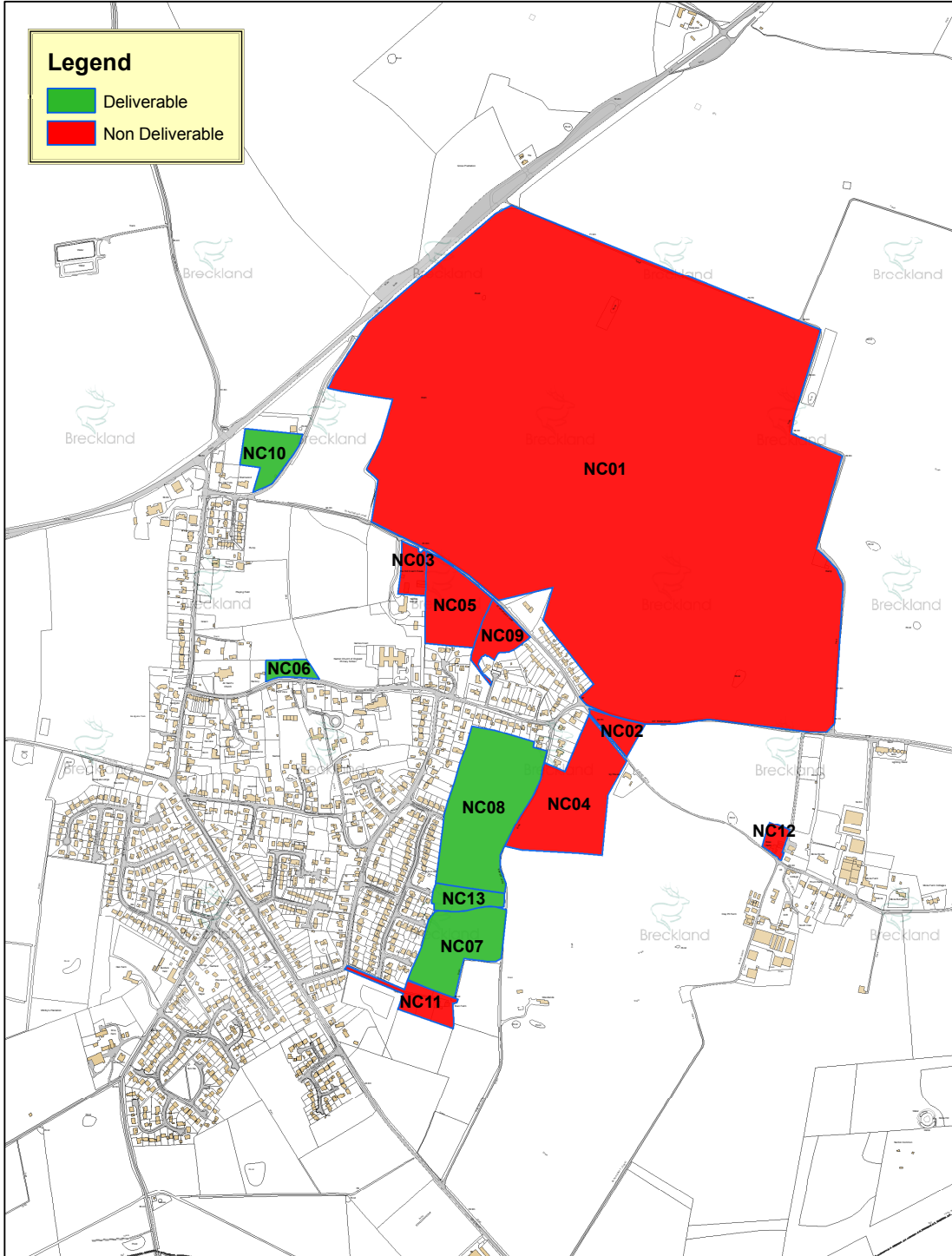




Narborough



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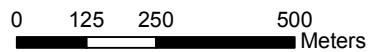
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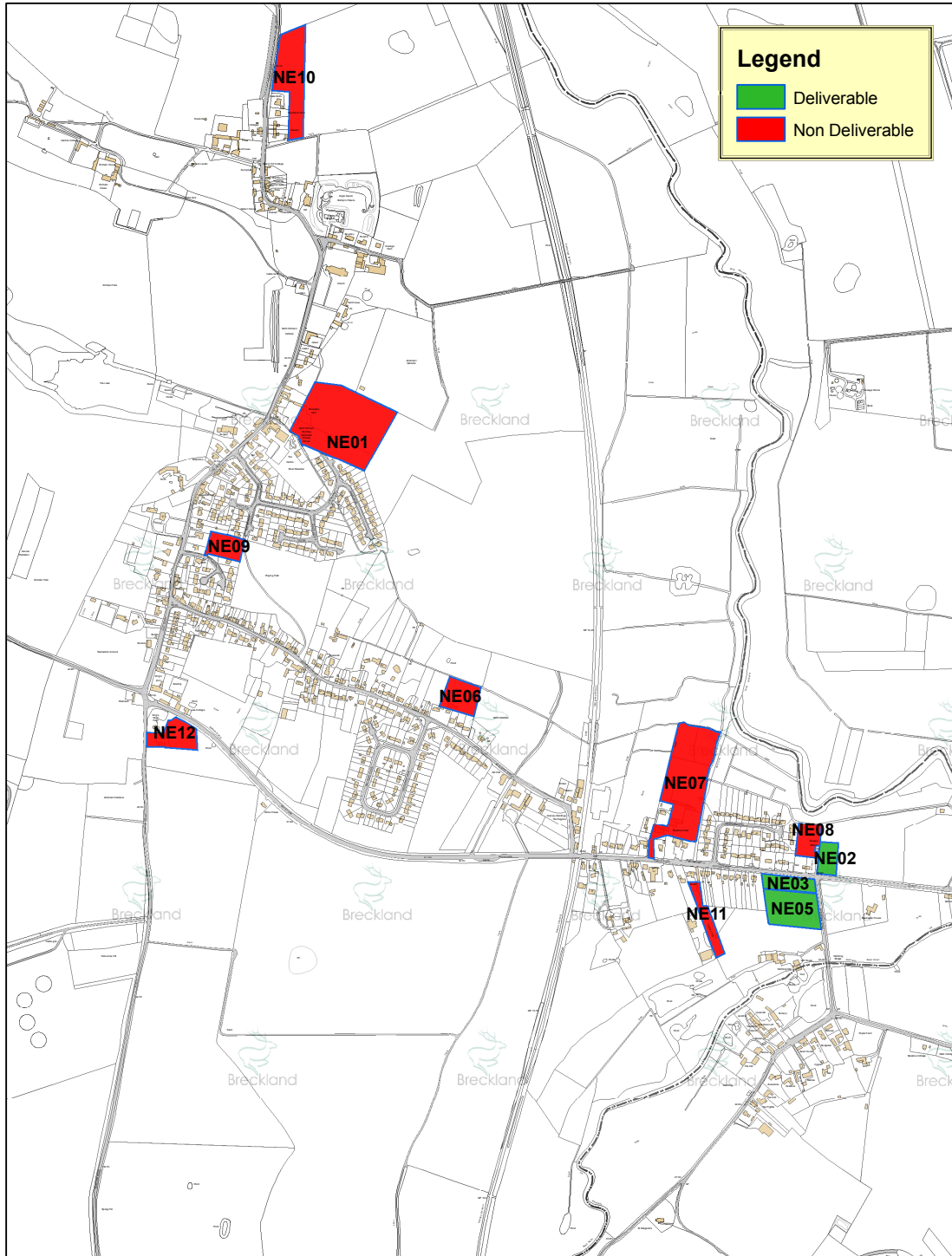
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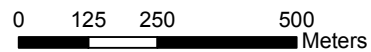
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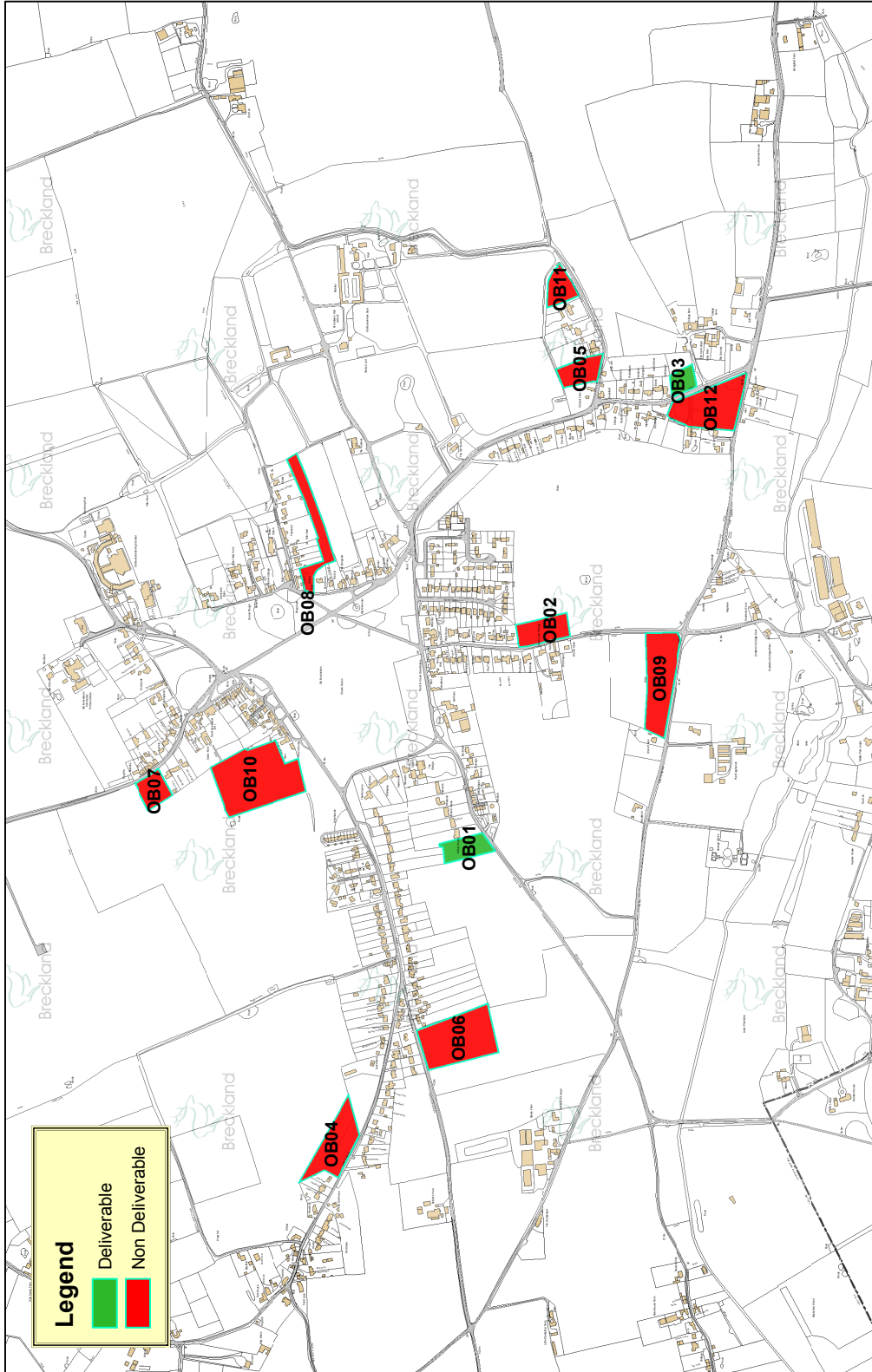
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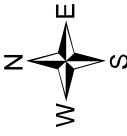


North Elmham

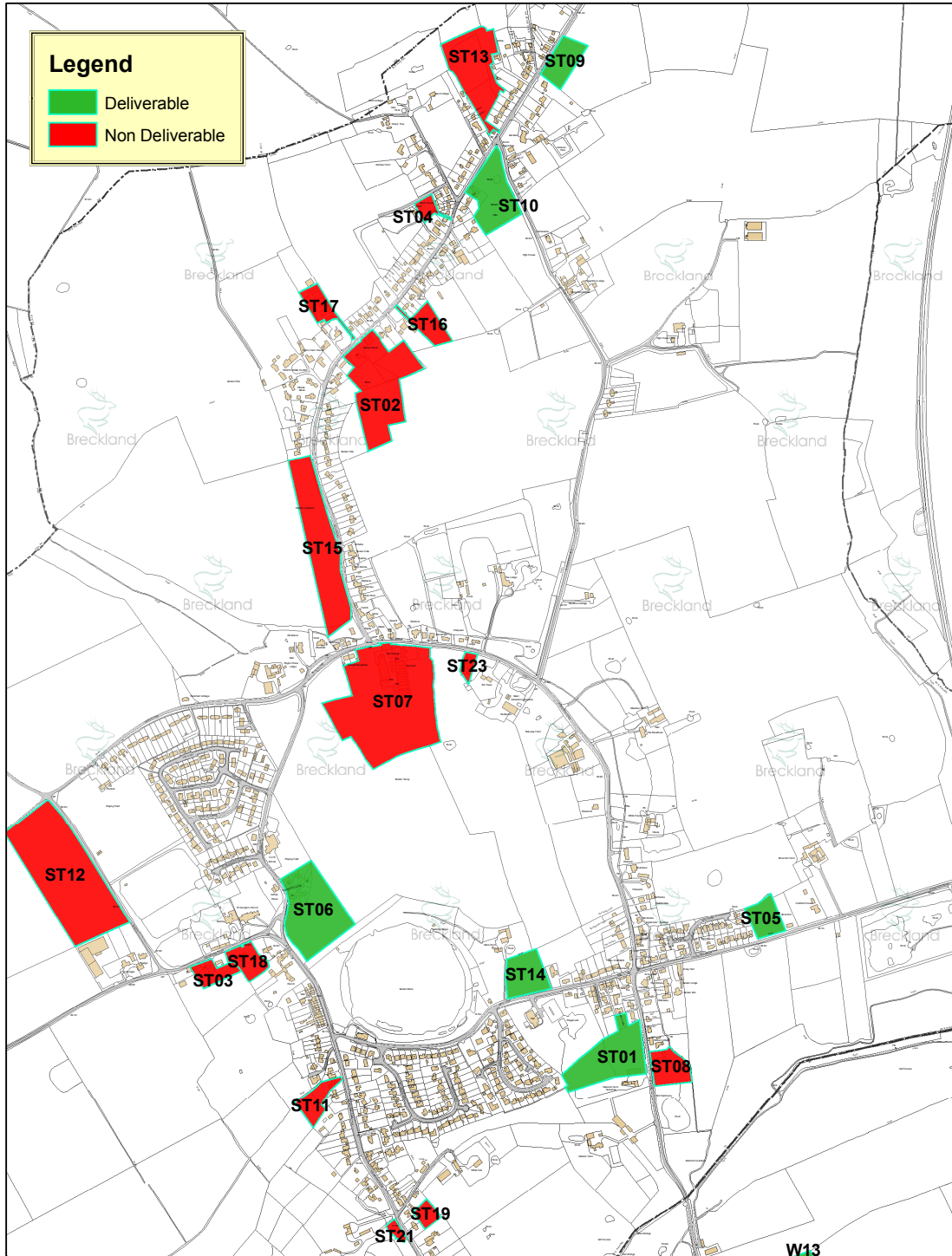




Old Buckenham



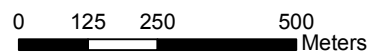
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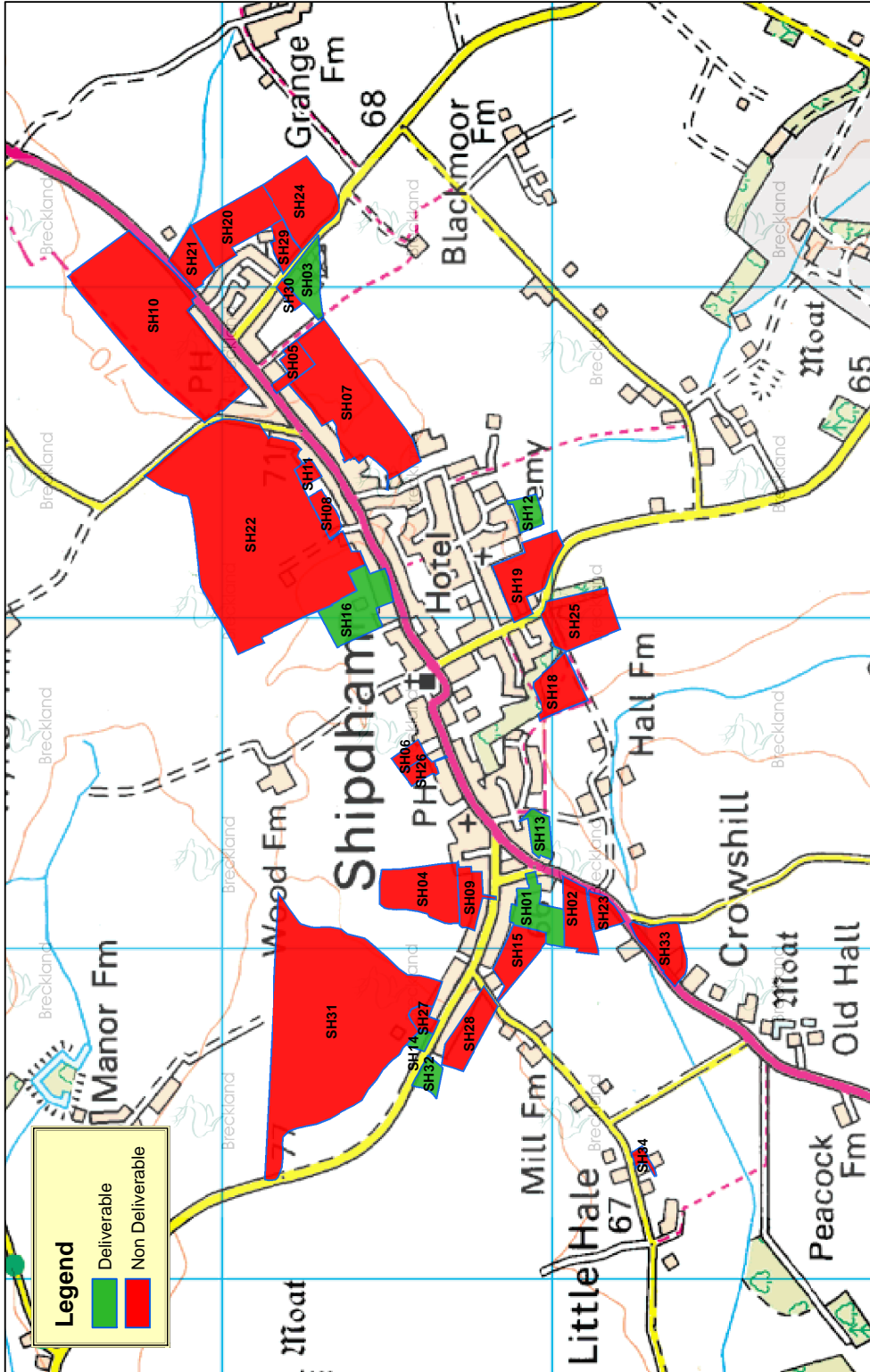
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Saham Toney



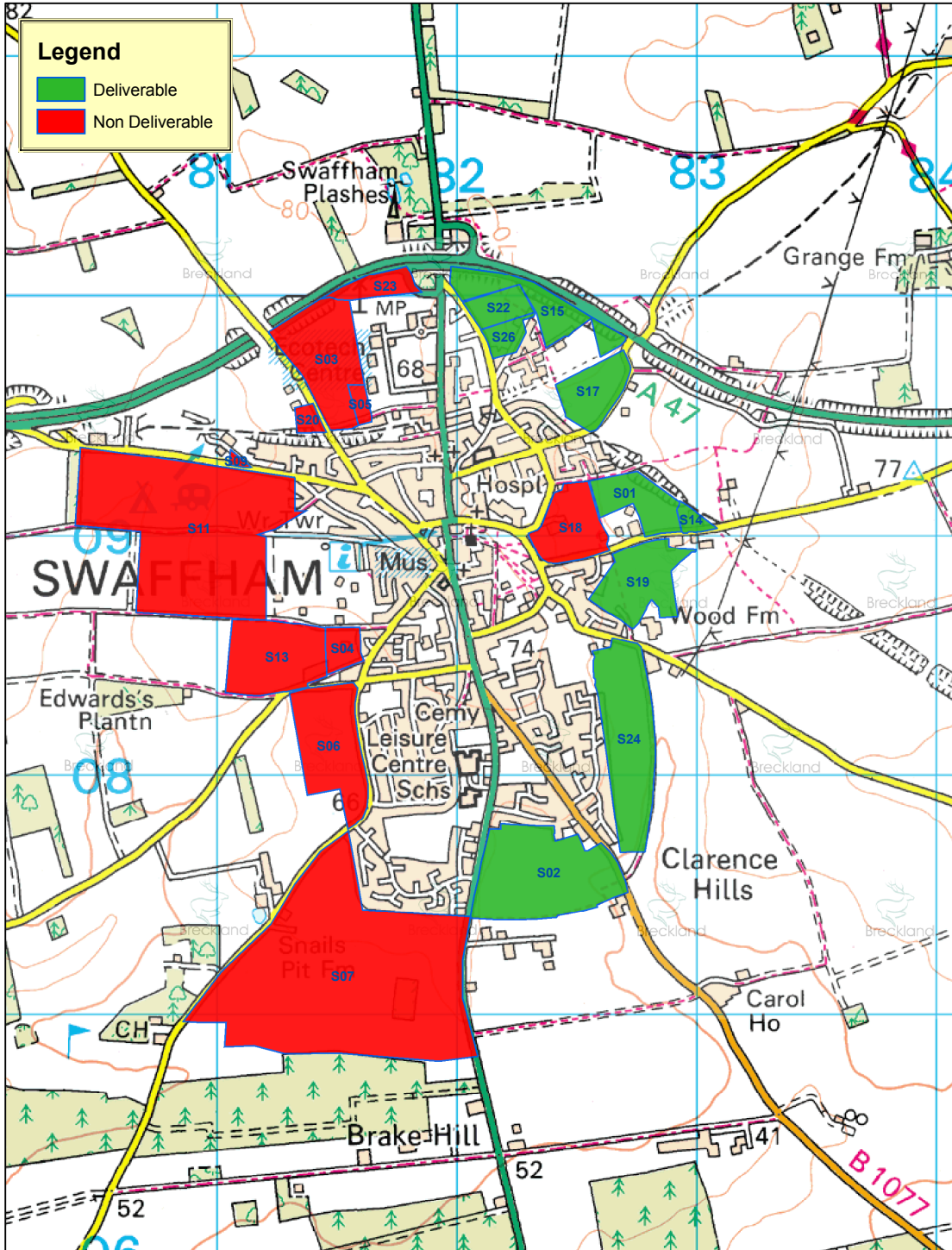




Shipdham



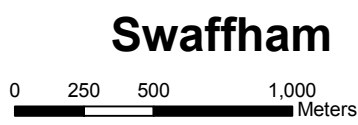
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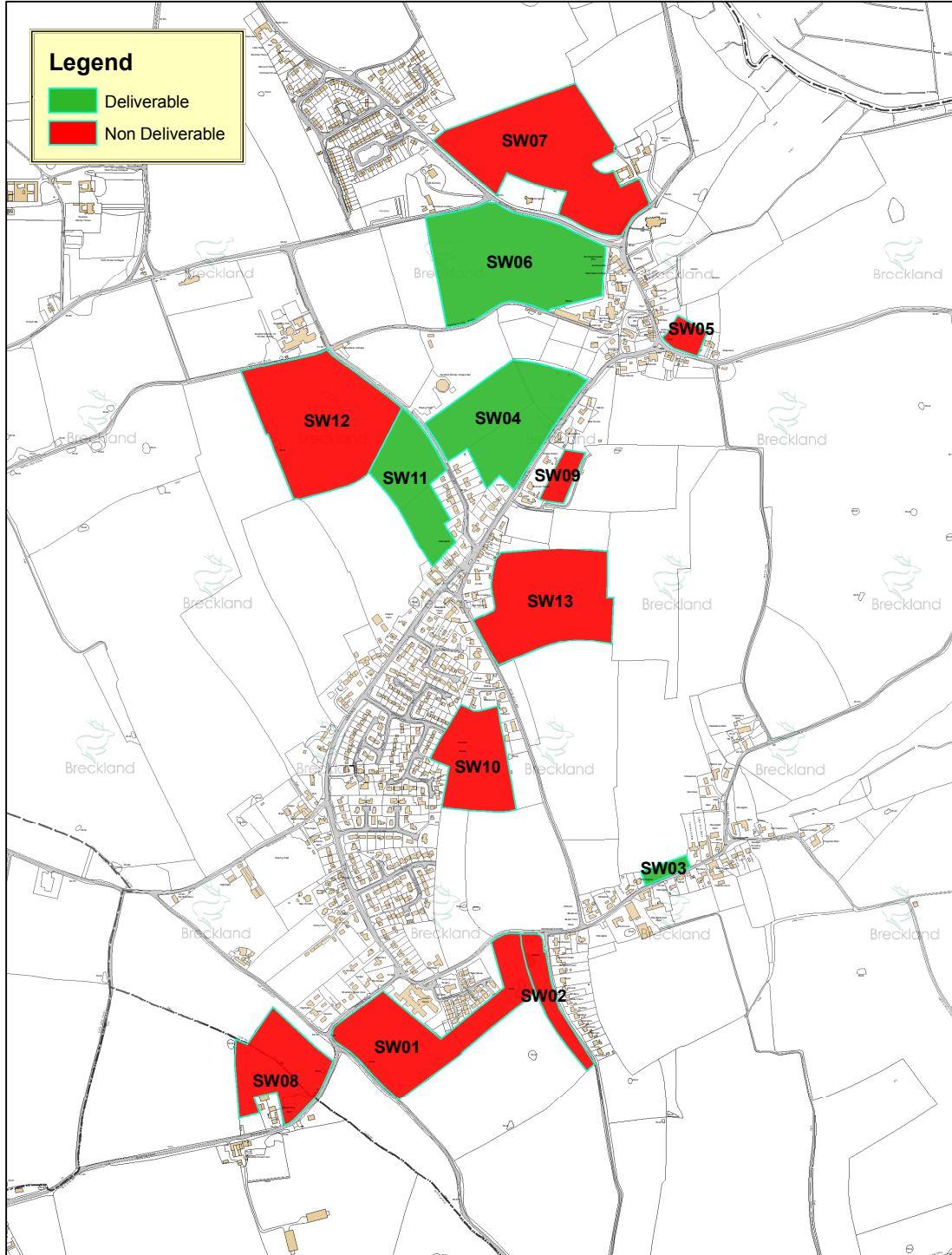
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Swaffham

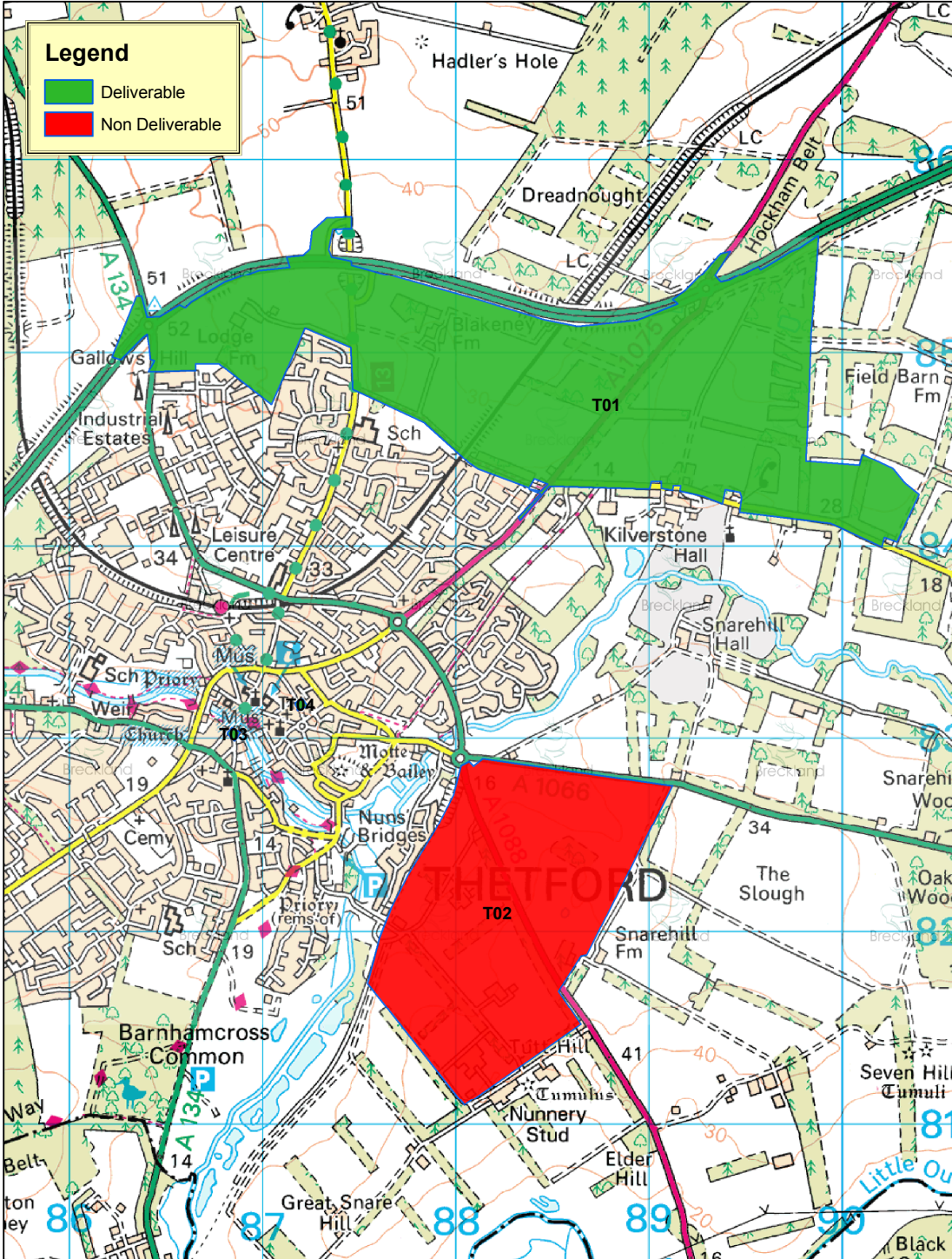


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Swanton Morley

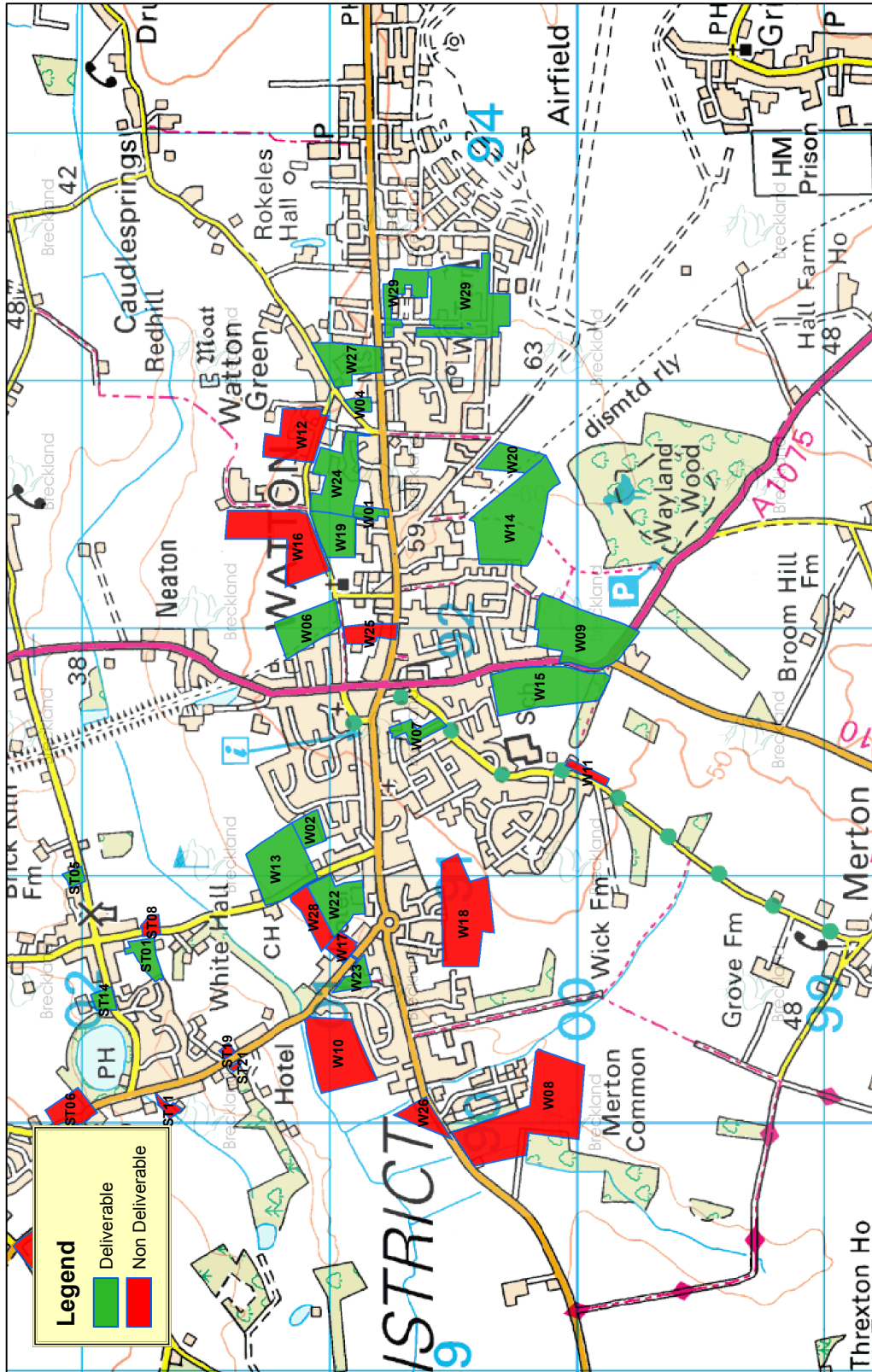
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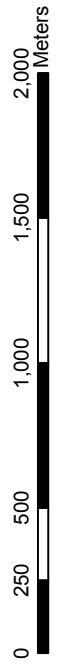
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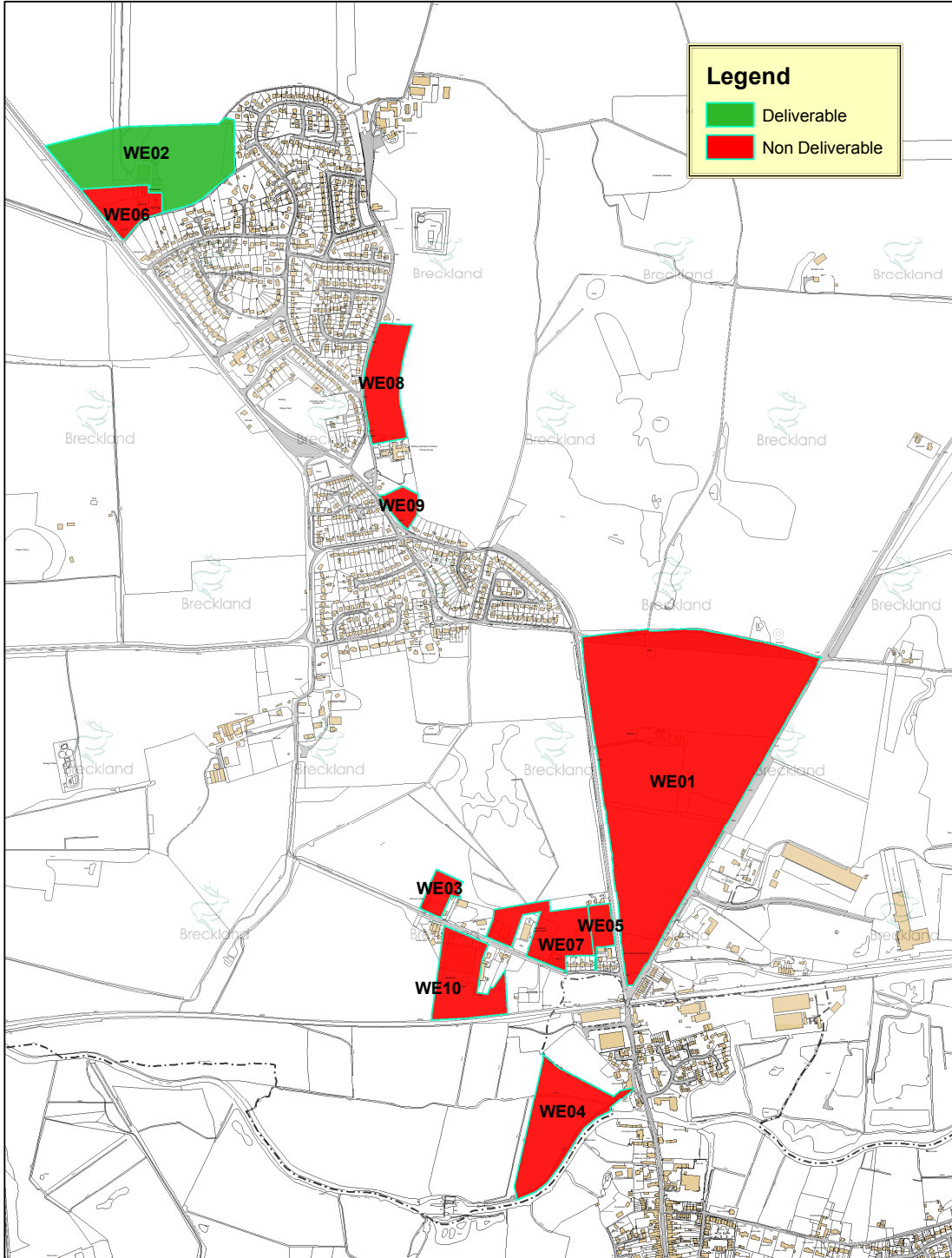


Watton



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Weeting

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Appendix D Suitability/Achievability Matrix

This section is not included in this document due to size, but is available as a separate electronic file.



Appendix E Viability Model

This is an interactive spreadsheet and but is available as a separate electronic file.

SHLAA Ref	A01	Source	Attleborough Greenfield Urban Extension
Area	226.23	Unconstrained Capacity	6370
Current Use	The site comprises of large open arable fields with some small complexes of farm building within the site, most notable of which is Leys Farm to the south of the site.		
Surrounding Use	The site is predominantly surrounded by arable farmland. There is dense residential development to the north-west beyond the railway line and isolated pockets of estate scale development to the north-east and east of the site. The Gaymers industrial site lies to the north of the site alongside, and on the opposite side of the A1077 lies more industrial land. The Bunns Bank employment site lies to the east of the site beyond the A1077. There are also some other small complexes of agricultural barns around the site. An area of woodland designated as a county wildlife site adjoins the south-western boundary of the site.		
Highway Access (On-Site)	None	Traffic generated on a site of this size would require a new link road.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 2 Constraint	Approx half hectare of land is historic landfill.	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	Category A Constraint	Ley's plantation, a County Wildlife site, adjoins the site to the South. TPOs to the NorthEast and North boundary of site.	
Landscape Impact	Level 2 Constraint	Moderate - High sensitivity: River valley	
Existing Use in Operation	Level 3 Constraint	Agricultural land (Grade 3/4)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible noise pollution from the railway line.	
Flood Risk	Level 2 Constraint	Flood Zone 2 affects areas of the site to the SE, SW and NW	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	Closest Bus stop is located adj.Dodds close (Bus service to Norwich/Attleborough Town Centre etc) Critical Mass large enough to attract a future bus route/stop.	
Access to Facilities	Level 2 Constraint	Outside school buffer/ Just inside Doctor Surgery buffer (Most of site outside)/ Access to shop + critical mass for new shops.	
Access to Open Space	Level 2 Constraint	1km from nearest Open space.	
Access to Employment	Level 1 Constraint	Such a large site that Bunns bank is to the East, Gaymer industrial estate to the North and Haverscroft to the West. Has the critical mass to provide adequate bus routes to Attleborough.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>Although significant improvements will be required to support the development of the entirety of the site it is not considered that there is a fundamental problem with access into the site which cannot be overcome through infrastructure improvements.</p> <p>Significant electricity infrastructure upgrades may be necessary above the 4000 house level and this may compromise the viability of the site. To realise the full housing capacity of the site significant upgrading of the WWTW and water extraction will be required, this is a significant issue with the achievability of the site.</p> <p>The site sits within an area of moderate sensitivity</p> <p>There are only minor flood risk issues at the 1:1000 year level.</p> <p>A small section of the north of the site borders the railway, this is a noise pollutant source which may constrain the site although, given the size of the site, to no significant degree.</p> <p>The site is currently used as arable and pasture land, this may be subject to some lease agreements which may have a time implication but ultimately do not compromise the future development of the site.</p> <p>The site is not within 800m of a bus stop or train station and therefore is considered to be severely constrained in this regard. Although there are not key facilities within an easily walkable distance of the site Attleborough provides all key facilities and therefore the site is not considered to be significantly constrained in this regard.</p> <p>There is only access to a small area of open space but there is significant on-site capacity to provide open space to serve any development.</p> <p>There is local employment within Attleborough and regular train and bus links to higher order centres. Social infrastructure is severely constrained but with intervention is likely to be surmountable.</p>		

Solutions to Constraints:

In order to overcome the problems of the road infrastructure and traffic generated by a development of this size a link road would need to be provided. Given the position of the site the most suitable direction would be to the west over sailing the railway line and connecting to the A11 at the Breckland Lodge roundabout. This is likely to come with a significant infrastructure cost (£7-8M). Upgrading of the railway crossing may also be required through the instillation of an automated barrier crossing on the A1077 (£1M).

There is a time factor involved in the construction and planning of the road, and in getting wayleave to do works above the railway line. Although construction time is considered to be minimal planning and obtaining wayleave is likely to be more time consuming, optimistically 2-5yrs.

In terms of the utilities capacity constraints water supply issues, water infrastructure would require significant upgrades. There is headroom at the WWTW for approximately 1300 houses, development above this level will require the expansion of the WWTW (£ unknown). In addition, the existing rising main is likely to be able to support less than half of the potential development on site. Therefore upgrading of water extraction equipment will be required. There are two potential boreholes that could be upgraded Old Buckenham (£2.7M) or Carbrooke (£5M), inc. distribution infrastructure. Upgrades to the WWTW could be done in two ways: if sufficient funds are available the developer could fund upgrades, which may be adopted by the utilities provider; if upgrading is to be done by the service provider then this would need to accommodate their capital funding programme which at the earliest would be delivered post 2015.

Constraints on electricity may be more challenging with there being a possibility that development above an upper limit of approximately 4000-4500 would need upgrades to the Norwich supergrid connections and therefore this is considered to be unviable. Therefore the solution is to be to limit the scale of development to approximately 4000-4500 houses. Any minor reinforcement works required for up to 4000 houses are likely to be a developer cost (£350K per/km). This also has a development and lead-in time factor.

The landscape has been identified as being moderately sensitive to change. With development on the scale proposed landscape impact will be significant at the local scale and cannot be solved. However, design mitigation and landscaping can be integrated in the design of development.

Under local planning policy CP10 a full environmental appraisal will be required for development that may have a direct or indirect impact upon any site of regional or local biodiversity. In this case the CWS.

Flood risk is only a minor issue on site; the solution to the problem would be to locate housing outside of the flood risk areas. This is unlikely to reduce capacity as open space and landscaped areas that have been factored into the yield calculations could be located in areas at risk of flooding.

Any noise issues caused by the impact of the railway on nearby housing would need to be mitigated by design solutions.

Public transport is an issues and bus permeability would need to be factored into the design of a scheme. Pedestrian and cycle routes should be provided to the railway station.

Local facilities will need to be integrated into any development of this scale; this will include the provision of open space.

Children's Services have started planning for Primary School provision in the town in response to the proposed 4000 new homes in the town. Initial plans are to move the current infant school to a new site to become an all through Primary School and convert the current Junior School to an all through Primary too. Moving the Infant school will release space on the High School site for future expansion. Further new Primary phase schools will be considered in response to the new housing. Children's Services are working closely with Attleborough Academy to Masterplan the site for future expansion.

Library provision would need to be increased (£1.5M), and fire hydrants provided. There would need to be increased police provision (14 officers) and primary health care facilities (New poly clinic, GPs, dentists).

On a site of this size a Neighbourhood Equipped Area for Play (NEAP) and an outdoor sports area would have to be provided.

Taking into account the provision of open space and major service roads and mitigating against the issues of flooding and contamination constrained capacity is restricted to 5000.

SHLAA Ref	A02	Source	Attleborough Greenfield Urban Extension
Area	98.92	Unconstrained Capacity	2967
Current Use	The site comprises large open arable fields with some small individual buildings contained within the site.		
Surrounding Use	The site is predominantly surrounded by arable farmland. There is dense residential development to the north beyond the railway line and isolated pockets of estate scale development to the west of the site. The Gaymers industrial site lies to the north-west of the site alongside of which, and on the opposite side of the A1077 lies more industrial land. The Bunns Bank employment site lies to the south-west of the site. There are also some other small complexes of agricultural barns around the site. An area of woodland designated as a county wildlife site lies towards the centre of the site.		
Highway Access (On-Site)	None	Traffic generated on a site of this size would require a new link road	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	Category A Constraint	Small county wildlife site on site. TPOs to the West of site.	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agricultural land of Grade 3 quality.	
Source Protection	Level 2 Constraint	Southern part of the site lies within zone 2 groundwater source protection zone	
Pollutant Sources	Level 2 Constraint	Possible noise pollution from the nearby railway line	
Flood Risk	Level 2 Constraint	Flood Zone 2 - Small area NW part of site	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	1km to the nearest bus stop, but has the critical mass to warrant a future bus stop/route alteration.	
Access to Facilities	Level 2 Constraint	Outside school buffer / Outside doctor surgery buffer / No access to shops, but has critical mass	
Access to Open Space	Level 2 Constraint	Open space (0.67km)	
Access to Employment	Level 1 Constraint	Gaymer Industrial Estate to the West of the Site (1km) Relatively close to Attleborough town centre.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>Although there would need to be a significant upgrading of the existing road infrastructure to facilitate the proposed development this is not necessarily insurmountable.</p> <p>There is sufficient capacity within the electrical network to allow for expansion on the scale capable on this site without excessive non-typical costs.</p> <p>However, in order to accommodate the full potential yield of the site there will need to be significant upgrading of the water extraction and waste water treatment.</p> <p>There is a very small area in the north of the site that is within the 1:1000 year flood envelope, but this is not considered to be significant within the context of the site.</p> <p>The Railway line to the north of the site and the Bunns Bank industrial site to the south-west of the site are potential pollutant sources, these are relevant to the site but are not considered to endanger the realisation of development on site. There appears to be an ongoing agricultural use on the site, although this may have lease agreements that have a time implication the use is not considered to be a significant factor in the development of the site.</p> <p>The site does not have particularly good access to open space but is of a sufficient size to accommodate a large area of land to serve any development. The site has a relatively good relationship to local employment sites and has access to public transport and rail links to higher order centres.</p> <p>Significant upgrades to Primary and High School Facilities, improved library provision and improved healthcare facilities would be needed to support the development, this has a significant cost implication and is a severe constraint.</p>		
Solutions to Constraints:	<p>In order to overcome the problems of the road infrastructure and traffic generated by a development of this size a link road would need to be provided. Given the position of the site the most suitable direction would be to the east over sailing the railway line and connecting to the A11 at Besthorpe. This is likely to come with a significant infrastructure cost (£7-8M). Upgrading of the railway crossing may also be required through the instillation of an automated barrier crossing on the A1077 (£1M). There is a time factor involved in the construction and planning of the road, and in getting wayleave to do works above the railway line. Although construction time is considered to be minimal planning and obtaining wayleave</p>		

is likely to be more time consuming, optimistically 2-5yrs.

The southern area of the site lies within groundwater source protection zone 2. This will limit the activity that can be carried out in this area. However, this only covers a small area of the site and can be mitigated against. As a result of this capacity will be constrained further.

In terms of the utilities capacity constraints water supply issues, water infrastructure would require significant upgrades. There is headroom at the WWTW for approximately 1300 houses, development above this level will require the expansion of the WWTW (£ unknown). In addition, the existing rising main is likely to be able to support less than half of the potential development on site. Therefore upgrading of water extraction equipment will be required. There are two potential boreholes that could be upgraded Old Buckenham (£2.7M) or Carbrooke (£5M), inc. distribution infrastructure. Upgrades to the WWTW could be done in two ways: if sufficient funds are available the developer could fund upgrades, which may be adopted by the utilities provider; if upgrading is to be done by the service provider then this would need to accommodate their capital funding programme which at the earliest would deliver post 2015.

Electricity capacity has an upper limit of approximately 4000-4500. Therefore there is apparent capacity for a scheme of this size. Any minor reinforcement works required for up to 4000 houses are likely to be a developer cost (£350K per/km). This also has a development and lead-in time factor.

The landscape has been identified as being moderately sensitive to change. With development on the scale proposed landscape impact will be significant at the local scale and cannot be solved. However, design mitigation and landscaping can be integrated in the design of development.

Under local planning policy CP10 a full environmental appraisal will be required for development that may have a direct or indirect impact upon any site of regional or local biodiversity. In this case the CWS.

Flood risk is only a minor issue on site; the solution to the problem would be to locate housing outside of the flood risk areas. This is unlikely to reduce capacity as open space and landscaped areas that have been factored into the yield calculations could be located in areas at risk of flooding.

Any noise issues caused by the impact of the railway on nearby housing would need to be mitigated by design solutions.

Public transport is an issue and bus permeability would need to be factored into the design of a scheme. Pedestrian and cycle routes should be provided to the railway station.

Local facilities will need to be integrated into any development of this scale; this will include the provision of open space.

Children's Services have started planning for Primary School provision in the town in response to the proposed 4000 new homes in the town. Initial plans are to move the current infant school to a new site to become an all through Primary School and convert the current Junior School to an all through Primary too. Moving the Infant school will release space on the High School site for future expansion. Further new Primary phase schools will be considered in response to the new housing. Children's Services are working closely with Attleborough Academy to Masterplan the site for future expansion.

Library provision would need to be increased (£630K), and fire hydrants provided. There would need to be increased police provision (7 officers) and primary health care facilities (New poly clinic, GPs, dentists).

On a site of this size a Neighbourhood Equipped Area for Play (NEAP) and an outdoor sports area would have to be provided.

Taking into account provision for open space and major service roads the constrained capacity is restricted to 2374.

SHLAA Ref	A03	Source	Attleborough Greenfield Urban Extension
Area	76.26	Unconstrained Capacity	2287
Current Use	The site comprises large open arable fields with some small individual buildings contained within the site.		
Surrounding Use	There are arable fields and pasture land to the east and south east of the site. There is industrial land to the north-west and to the south, Bunns Bank. There is also some isolated pockets of estate scale development to the immediate south and to the west of the site. To the north of the site is the railway line beyond which is the relatively dense residential urban development of Attleborough.		
Highway Access (On-Site)	None	Traffic generated on a site of this size would require a new link road	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agricultural land of Grade 3 quality.	
Source Protection	Level 2 Constraint	The Northern part of the site lies within groundwater source protection zones 2 and 3.	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from the adjacent industrial estate.	
Flood Risk	Level 2 Constraint	Flood Risk 2 - NW part of site	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	1km to the nearest bus stop, but has the critical mass to warrant a future bus stop/route alteration.	
Access to Facilities	Level 2 Constraint	Just inside school buffer / Inside Doctor Surgery buffer/ No access to shop, but has the critical mass.	
Access to Open Space	Level 1 Constraint	Open space near site.	
Access to Employment	Level 1 Constraint	Geymer's industrial estate in close proximity (0.3km). Critical mass to support adequate bus routes into the town centre.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>Although significant upgrading of the road infrastructure is likely to be required in order to realise the development of the whole site this is not considered to be insurmountable. Nevertheless the significant upgrading of the highway network that is required is considered to be a severe constraint.</p> <p>The significant upgrading of the WWTW that would be required to develop the site completely is considered to be sufficient to consider utilities to be severely constrained. There are some very minor flood risk issues on the site, but these are not considered to materially affect the likelihood of development being realised on site.</p> <p>The Northern part of the site lies within groundwater source protection zones 2 and 3.</p> <p>The adjacent industrial development may be a potential pollutant source and may constrain development (need to check nature of industry on site). The site appears to be in an agricultural use at the moment, although this may mean there are some lease issues on the site it is not anticipated that this will endanger development on site.</p> <p>At least part of the site is within 800m of the train station and therefore is considered to be suitable for development in terms of access to public transport. Although there are not services and facilities within 800m of the site Attleborough provides all of the key facilities so the site is not considered to be constrained in this manner.</p> <p>Open space is not currently available to the NPFA level; however there is scope on site to provide facilities to an appropriate level and therefore the site is not considered severely constrained in this regard.</p> <p>The site is within a Market Town and therefore is considered suitable in terms of access to employment. Significant upgrading of existing social infrastructure will be required to facilitate the proposed development and therefore the site is considered to be severely constrained in this regard.</p>		
Solutions to Constraints:	In order to overcome the problems of the road infrastructure and traffic generated by a development of this size a link road would need to be provided. Given the position of the site the most suitable direction would be to the East over the railway line and connecting to the A11 at Besthorpe. This is likely to come with a significant infrastructure cost (£7-8M). Upgrading of the railway crossing may also be required through the instillation of an automated barrier crossing on the A1077 (£1M). There is a time factor		

involved in the construction and planning of the road, and in getting wayleave to do works above the railway line. Although construction time is considered to be minimal planning and obtaining wayleave is likely to be more time consuming, optimistically 2-5yrs.

The Northern part of the site lies within groundwater source protection zones 2 and 3. As a result of this capacity would be constrained further.

In terms of the utilities water infrastructure would require significant upgrades. There is headroom at the WWTW for approximately 1300 houses, development above this level will require the expansion of the WWTW (£ unknown). In addition, the existing rising main is likely to be able to support less than half of the potential development on site. Therefore upgrading of water extraction equipment will be required. There are two potential boreholes that could be upgraded Old Buckenham (£2.7M) or Carbrooke (£5M), inc. distribution infrastructure. Upgrades to the WWTW could be done in two ways: if sufficient funds are available the developer could fund upgrades, which may be adopted by the utilities provider; if upgrading is to be done by the service provider then this would need to accommodate their capital funding programme which at the earliest would deliver post 2015.

Electricity capacity has an upper limit of approximately 4000-4500. Therefore there is apparent capacity for a scheme of this size. Any minor reinforcement works required for up to 4000 houses are likely to be a developer cost (£350K per/km). This also has a development and lead-in time factor.

The landscape has been identified as being moderately sensitive to change. With development on the scale proposed landscape impact will be significant at the local scale and cannot be solved. However, design mitigation and landscaping can be integrated in the design of development.

Flood risk is only a minor issue on site; the solution to the problem would be to locate housing outside of the flood risk areas. This is unlikely to reduce capacity as open space and landscaped areas that have been factored into the yield calculations could be located in areas at risk of flooding.

Any noise issues caused by the impact of the railway on nearby housing would need to be mitigated by design solutions.

Public transport is an issues and bus permeability would need to be factored into the design of a scheme. Pedestrian and cycle routes should be provided to the railway station.

Local facilities will need to be integrated into any development of this scale; this will include the provision of open space.

Children's Services have started planning for Primary School provision in the town in response to the proposed 4000 new homes in the town. Initial plans are to move the current infant school to a new site to become an all through Primary School and convert the current Junior School to an all through Primary too. Moving the Infant school will release space on the High School site for future expansion. Further new Primary phase schools will be considered in response to the new housing. Children's Services are working closely with Attleborough Academy to Masterplan the site for future expansion.

Library provision would need to be increased (£630K), and fire hydrants provided. There would need to be increased police provision (7 officers) and primary health care facilities (New poly clinic, GPs, dentists).

On a site of this size a Neighbourhood Equipped Area for Play (NEAP) and an outdoor sports area would have to be provided.

Taking into account provision for open space and major service roads constrained capacity would be restricted to 1829.

SHLAA Ref	A04	Source	Attleborough Greenfield Urban Extension
Area	56.32	Unconstrained Capacity	1689
Current Use	The site comprises of open arable fields.		
Surrounding Use	The area comprising the site an extending to the south and east of the site is formed by large open arable fields and pasture land with some areas of woodland. To the west of the site is relatively dense residential development. To the north of the site lies with A11 with some small agricultural fields, woodland and a county wildlife site in between the A11 and the site.		
Highway Access (On-Site)	None	Traffic generated on a site of this size would require a new link road	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	Category A Constraint	Although not part of the site there is a County Wildlife Site adjoining to the North + Ancient monument to the East.	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agricultural land (Grade 3)	
Source Protection	Level 2 Constraint	Site lies entirely within groundwater source protection zone 3.	
Pollutant Sources	Level 2 Constraint	possible noise pollution from the railway line + Possible noise pollution from the nearby motocross circuit	
Flood Risk	Level 2 Constraint	Flood Risk 2 N/N/SW of site	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Access to bus stop on the Norwich Road (0.5km approx from site) with links to Norwich, Attleborough town centre etc.	
Access to Facilities	Level 2 Constraint	Outside school buffer / Outside doctor surgery buffer/ Access to shops + critical mass.	
Access to Open Space	Level 1 Constraint	Open space (0.63km) to the West of the site.	
Access to Employment	Level 1 Constraint	Gaymer Industrial Estate to West of site (1.36km).	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>Although there are significant access constraints, at least in respect of the southern sector of the site, these constraints are not considered to be insurmountable. However development on the southern sector of the site will still be dependant on significant upgrades in local transport infrastructure and therefore it is severely constrained. Development on the northern sector is notably less constrained. The existing evidence base is that broadly speaking current utilities infrastructure is capable of supporting the level of development capable on site, therefore the site is categorised as being unconstrained. However as part of a wider development strategy significant upgrading of the utilities infrastructure may be required.</p> <p>The site lies entirely within groundwater source protection zone 3.</p> <p>An area of the site is constrained by being within the 1:1000 year flood envelope, however this is not considered to be a significant issue for the development of the site.</p> <p>The proximity of a motocross circuit may result in some noise issues to parts of the site constraining development, but this is not considered to be a particular risk to achieving development on site.</p> <p>The site appears to be in an agricultural use, although there may be some leasing agreements attached to this use it is not considered to be a significant constraint to development.</p> <p>Much of the northern part of the site is within 800m of a bus stop and therefore it is considered to be suitable for development in terms of access to public transport. Although it is unlikely that facilities are within 800m of the site Attleborough provides a range of services and therefore the site is not considered to be particularly constrained in this regard.</p> <p>There are no significant areas of recreational open space near the site, but the site is of an appropriate size to provide adequate on-site facilities, therefore the site is not considered to be significantly constrained in this regard.</p> <p>As the site is within a Market Town it is considered suitable for development on the basis of access to employment.</p> <p>In order for the social infrastructure to cope with the additional demands of the development upgrading will be required, however this is not considered to be a severe constraint. However, capacity problems</p>		

will be multiplied within a wider growth strategy and this will be equally true for utilities infrastructure.

Solutions to Constraints:

In order to overcome the problems of the road infrastructure to the south of the railway and the traffic generated by a development of this size a link road would need to be provided. Given the position of the site the most suitable direction would be to the east over sailing the railway line and connecting to the A11 at Besthorpe. This is likely to come with a significant infrastructure cost (£7-8M) and in addition could need additional works to make the junction all movements (this would come with a significant cost). Upgrading of the railway crossing may also be required through the instillation of an automated barrier crossing on the A1077 (£1M). There is a time factor involved in the construction and planning of the road and in getting wayleave to do works above the railway line. Although construction time is considered to be minimal planning and obtaining wayleave is likely to be more time consuming, optimistically 2-5yrs.

The site lies entirely within groundwater source protection zone 3. This could have an impact on the density on site and would have to be mitigated against during the design phase.

In terms of the utilities capacity constraints water supply issues, water infrastructure would require significant upgrades. There is headroom at the WWTW for approximately 1300 houses, development above this level will require the expansion of the WWTW (£ unknown). In addition, the existing rising main is likely to be able to support less than half of the potential development on site. Therefore upgrading of water extraction equipment will be required. There are two potential boreholes that could be upgraded Old Buckenham (£2.7M) or Carbrooke (£5M), inc. distribution infrastructure. Upgrades to the WWTW could be done in two ways: if sufficient funds are available the developer could fund upgrades, which may be adopted by the utilities provider. If upgrading is to be done by the service provider then this would need to accommodate their capital funding programme which at the earliest would deliver post 2015.

Electricity capacity has an upper limit of approximately 4000-4500. Therefore there is apparent capacity for a scheme of this size. Any minor reinforcement works required for up to 4000 houses are likely to be a developer cost (£350K per/km). This also has a development and lead-in time factor.

The landscape has been identified as being moderately sensitive to change. With development on the scale proposed landscape impact will be significant at the local scale and cannot be solved. However, design mitigation and landscaping can be integrated in the design of development.

Under local planning policy CP10 a full environmental appraisal will be required for development that may have a direct or indirect impact upon any site of regional or local biodiversity. In this case the CWS.

Flood risk is only a minor issue on site; the solution to the problem would be to locate housing outside of the flood risk areas. This is unlikely to reduce capacity as open space and landscaped areas that have been factored into the yield calculations could be located in areas at risk of flooding.

Any noise issues caused by the impact of the railway on nearby housing would need to be mitigated by design solutions.

Public transport is an issues and bus permeability would need to be factored into the design of a scheme. Pedestrian and cycle routes should be provided to the railway station.

Local facilities will need to be integrated into any development of this scale.

Children's Services have started planning for Primary School provision in the town in response to the proposed 4000 new homes in the town. Initial plans are to move the current infant school to a new site to become an all through Primary School and convert the current Junior School to an all through Primary too. Moving the Infant school will release space on the High School site for future expansion. Further new Primary phase schools will be considered in response to the new housing. Children's Services are working closely with Attleborough Academy to Masterplan the site for future expansion.

Library provision would need to be increased (£630K), and fire hydrants provided. There would need to be increased police provision (7 officers) and primary health care facilities (New poly clinic, GPs, dentists).

On a site of this size a Neighbourhood Equipped Area for Play (NEAP) and an outdoor sports area would have to be provided.

Taking into account provision of open space and major service roads the constrained capacity would have to be reduced to 1351.

The issues of flooding and the proximity to a County Wildlife Site and Ancient Monument will further reduce the constrained capacity to around 1100.

SHLAA Ref	A05	Source	Attleborough Greenfield Urban Extension
Area	53.80	Unconstrained Capacity	1614
Current Use	The site comprises of open arable fields.		
Surrounding Use	Predominantly the site is surrounded by open agricultural fields. However to the west of the site is a small estate scale development of dwelling houses and to the south is the Bunns Bank industrial site.		
Highway Access (On-Site)	None	Traffic generated on a site of this size would require a new link road	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	None	Part of the site is a designated employment site.	
Landscape Impact	Level 3 Constraint	Landscape sensitivity is moderate, but a long way out of the settlement.	
Existing Use in Operation	Level 2 Constraint	Grade 3 agricultural land	
Source Protection	Level 3 Constraint	Site lies within groundwater source protection zones 1 and 2	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from Bunns bank Industrial estate	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	Not serviced by or near to any bus service. Possible future bus route but appears to be out of the way for most routes passing through Attleborough.	
Access to Facilities	Level 3 Constraint	Outside school buffer / Outside doctor surgery buffer/ No access to shops.	
Access to Open Space	Level 3 Constraint	No access to open space (2km radius)	
Access to Employment	Level 1 Constraint	Site adjacent to Bunns bank Employment area.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>Although significant upgrading of the road network would be required as part of a wider development strategy this is not considered to be insurmountable and may not be relevant to the development of the site in isolation. In order to accommodate additional traffic movements created by the development the railway crossing on the B1077 may well need upgrading and this would be in addition to any other localised road improvements required.</p> <p>The site lies within groundwater source protection zones 1 and 2. As a result the types of activity that can be carried out in this area would be limited.</p> <p>Parts of the site are close to the Bunns Bank industrial site, this has the potential to create pollutant issues, e.g. noise, odour, air quality (Check uses on site before categorising). A small section of the site is within the existing Bunns Bank employment site and contains existing industrial buildings. This brings into question whether this site could legitimately come forward in the short term. However, as only a small part of the site is affected by these existing uses it is not overall considered to be a significant constraint.</p> <p>The site is not within 800m of a bus stop or the train station therefore it is considered to be severely constrained in terms of access to public transport. Although there are no key services within 800m of the site Attleborough has all of the necessary facilities and therefore although this constraint is relevant to the site it is not considered to be a severe constraint. Equally although the site does not already benefit from direct access to open space to an NPFA standard, the site is of a sufficient size to provide open space at the necessary standard.</p> <p>As Attleborough is a Market Town there is sufficient local employment to consider that the site is suitable for development in terms of access to employment. There will certainly need to be improvements made to this site in order to accommodate the proposed development. However, these improvements are not expected to be unusual for a site of this size.</p>		
Solutions to Constraints:	<p>Although significant upgrading of the road network would be required as part of a wider development strategy this is not considered to be insurmountable and may not be relevant to the development of the site in isolation. In order to accommodate additional traffic movements created by the development the railway crossing on the B1077 may well need upgrading and this would be in addition to any other localised road improvements required.</p> <p>The western part of the site lies within groundwater source protection zones 1 and 2. As a result of this the types of activity that can be carried out in this area are limited.</p>		

Parts of the site are close to the Bunns Bank industrial site, this has the potential to create pollutant issues, e.g. noise, odour, air quality. A small section of the site is within the existing Bunns Bank employment site and contains existing industrial buildings. This brings into question whether this site could legitimately come forward in the short term. However, as only a small part of the site is affected by these existing uses it is not overall considered to be a significant constraint.

The site is not within 800m of a bus stop or the train station therefore it is considered to be severely constrained in terms of access to public transport. Although there are no key services within 800m of the site Attleborough has all of the necessary facilities and therefore although this constraint is relevant to the site it is not considered to be a severe constraint. Equally although the site does not already benefit from direct access to open space to an NPFA standard, the site is of a sufficient size to provide open space at the necessary standard.

As Attleborough is a Market Town there is sufficient local employment to consider that the site is suitable for development in terms of access to employment. There will certainly need to be improvements made to this site in order to accommodate the proposed development. However, these improvements are not expected to be unusual for a site of this size.

In order to overcome the problems of the road infrastructure to the south of the railway and the traffic generated by a development of this size a link road would need to be provided. Given the position of the site the most suitable direction would be to the east over sailing the railway line and connecting to the A11 at Besthorpe. This is likely to come with a significant infrastructure cost (£7-8M) and in addition could need additional works to make the junction all movements (this would come with a significant cost). Upgrading of the railway crossing may also be required through the installation of an automated barrier crossing on the A1077 (£1M). There is a time factor involved in the construction and planning of the road, and in getting wayleave to do works above the railway line. Although construction time is considered to be minimal planning and obtaining wayleave is likely to be more time consuming, optimistically 2-5yrs.

In terms of the utilities capacity constraints water supply issues, water infrastructure would require significant upgrades. There is headroom at the WWTW for approximately 1300 houses, development above this level will require the expansion of the WWTW (£ unknown). In addition, the existing rising main is likely to be able to support less than half of the potential development on site. Therefore upgrading of water extraction equipment will be required. There are two potential boreholes that could be upgraded Old Buckenham (£2.7M) or Carbrooke (£5M), inc. distribution infrastructure. Upgrades to the WWTW could be done in two ways: if sufficient funds are available the developer could fund upgrades, which may be adopted by the utilities provider; if upgrading is to be done by the service provider then this would need to accommodate their capital funding programme which at the earliest would deliver post 2015.

Electricity capacity has an upper limit of approximately 4000-4500. Therefore there is apparent capacity for a scheme of this size. Any minor reinforcement works required for up to 4000 houses are likely to be a developer cost (£350K per/km). This also has a development and lead-in time factor.

The landscape has been identified as being moderately sensitive to change. However, as the site is significantly detached from the existing built up area of Attleborough it is arguable that any landscape impact will be significantly increased. With development on this scale in a detached position the landscape impact will be significant and cannot be solved. It is questionable whether this site could be considered suitable for development in isolation, although it may be appropriate as part of a wider scheme for significant growth of the town.

Flood risk is only a minor issue on site; the solution to the problem would be to locate housing outside of the flood risk areas. This is unlikely to reduce capacity as open space and landscaped areas that have been factored into the yield calculations could be located in areas at risk of flooding.

Any noise issues caused by the impact of the railway on nearby housing would need to be mitigated by design solutions.

Public transport is an issue and bus permeability would need to be factored into the design of a scheme. Pedestrian and cycle routes should be provided to the railway station.

Local facilities will need to be integrated into any development of this scale. On a site of this size a Neighbourhood Equipped Area for Play (NEAP) and an outdoor sports area would have to be provided.

Children's Services have started planning for Primary School provision in the town in response to the proposed 4000 new homes in the town. Initial plans are to move the current infant school to a new site to become an all through Primary School and convert the current Junior School to an all through Primary too. Moving the Infant school will release space on the High School site for future expansion. Further new Primary phase schools will be considered in response to the new housing. Children's Services are working closely with Attleborough Academy to Masterplan the site for future expansion.

Library provision would need to be increased (£630K), and fire hydrants provided. There would need to be increased police provision (7 officers) and primary health care facilities (New poly clinic, GPs, dentists).

Due to issues of Landscape impact and the distance of the site from the settlement of Attleborough this site is deemed non-deliverable at this time.

SHLAA Ref	A06	Source	Attleborough Greenfield Urban Extension
Area	22.80	Unconstrained Capacity	684
Current Use	The western part of the site is used as pasture/grazing land. The use of the fields on the eastern part of the site is less clear and a small parking area exists. An access to Attleborough Hall exists on the site.		
Surrounding Use	To the north of the site lies the A11 and associated land. Beyond the A11 to the North the surrounding use is mainly agricultural and parkland associated with Attleborough Hall. To the south west of the site lies a cemetery and a school playing field. The rest of the southern boundary is predominantly bordered by the Norwich Road. Residential properties from a range of eras exist on the south side of the Norwich Road.		
Highway Access (On-Site)	None	Likely to need localised high way improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	TPOs on site	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	The area which could potentially be developed is currently undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from the A11	
Flood Risk	Level 3 Constraint	Flood risk 2 - Large parts of the East and the West of the site.	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Good bus service adjacent to site (6A/X6 service), which has a regular service to Norwich (30-40 minutes)	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Inside Doctor Surgery buffer/ Access to shops	
Access to Open Space	Level 1 Constraint	Queen's road allotments adjoining the site AND open space just to South of site.	
Access to Employment	Level 1 Constraint	Gaymer Industrial estate approx 1km to the South. Easy access to Attleborough town centre and Besthorpe. Easy access to the A11.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>It is not considered that there are any fundamental issues with highway access as the Norwich Road runs along the southern side of the site. However localised highway improvements are likely to be necessary.</p> <p>The site is situated in an area of Moderate sensitivity.</p> <p>The issues with flood risk are the most severe here with areas of the site within Flood Zones 2 and 3. This would result in a reduced capacity of the site to around.</p> <p>The site is within 800m of more than one bus stop and therefore is considered to be suitable for development in terms of access to public transport.</p>		
Solutions to Constraints:	<p>Flood risk issues are the most significant on site and given the alternative options for development will need to be avoided in order for the site to be considered appropriate. As this covers around 40-50% of the site this will have the effect of reducing the yield capacity of the site by 50%.</p> <p>The landscape has been identified as having a moderate sensitivity to change; this will need to be mitigated through design and landscaping.</p> <p>The A11 lies to the north of the site, this is a significant source of noise pollution and mitigation will need to be factored into any development scheme.</p> <p>Localised highway improvements are likely to cost in the range of £50-100,000.</p> <p>Children's Services have started planning for Primary School provision in the town in response to the proposed 4000 new homes in the town. Initial plans are to move the current infant school to a new site to become an all through Primary School and convert the current Junior School to an all through Primary too. Moving the Infant school will release space on the High School site for future expansion. Further new Primary phase schools will be considered in response to the new housing. Children's Services are working closely with Attleborough Academy to Masterplan the site for future expansion.</p> <p>On a site of this size a minimum of 2 Local Equipped Areas for play (LEAP) and an outdoor sports area would need to be provided.</p> <p>Taking into account for flooding on site the constrained capacity would be constricted to 342.</p>		

Providing open space and major service roads for a site of this size would further reduce the constrained capacity to 273.

SHLAA Ref	A07	Source	Attleborough Greenfield Urban Extension
Area	18.81	Unconstrained Capacity	564
Current Use	The current use of the site is arable farmland. Part of the site (3.77 hectares) has the benefit of an employment allocation E.2 from the 1999 Adopted Local Plan. The allocation has never been developed and there is no evidence of intention to develop the site for employment use.		
Surrounding Use	To the north and east of the site the predominate land use is residential. To the west exists the A11 and associated land. Beyond the A11 the land is used for agriculture. To the south of the site there is a garage and low density residential properties.		
Highway Access (On-Site)	None	Likely to need localised high way improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	NA	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agriculture Grade 3 and partial grade 4 land.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from the A11/Bunns bank industrial estate	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Bus stop on London Road/Dodds road (adjacent to site) with services to Norwich, Attleborough etc. Bus stop on London Road/Dodds Road with services to Norwich/Attleborough centre etc.	
Access to Facilities	Level 2 Constraint	Outside school buffer / Outside doctor surgery buffer/ Access to shops	
Access to Open Space	Level 1 Constraint	Small areas of open space to the East of the site.	
Access to Employment	Level 1 Constraint	Havescroft Employment site to the SE of site (0.1km)	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There does not appear to be any fundamental constraints on road access as the site is adjacent to the London Road, although there is likely to be the need for some localised improvements.</p> <p>The key constraint here is the current employment use allocation on the site. The lack of intention to develop the allocation means the constraint is unlikely to affect the developability of the site.</p> <p>The site is with 800 metres of a bus stop and therefore is considered suitable for development in terms of access to public transport.</p>		
Solutions to Constraints:	<p>There are likely to be some localised highway issues that will need to be resolved but these are not considered to be severe constraints to the development of the site.</p> <p>The site is adjacent to the A11, this is a source of noise pollution and suitable mitigation will need to be incorporated into any development.</p> <p>Localised highway improvements are likely to cost in the range of £50-100,000.</p> <p>There are upper constraints on utilities but there is capacity within the existing networks to accommodate development on the scale possible on this site.</p> <p>Children's Services have started planning for Primary School provision in the town in response to the proposed 4000 new homes in the town. Initial plans are to move the current infant school to a new site to become an all through Primary School and convert the current Junior School to an all through Primary too. Moving the Infant school will release space on the High School site for future expansion. Further new Primary phase schools will be considered in response to the new housing. Children's Services are working closely with Attleborough Academy to Masterplan the site for future expansion.</p> <p>The landscape of the area has been identified as having moderate sensitivity to development. This will need to be mitigated through design and landscaping.</p> <p>Part of the site is currently allocated for employment use. The protection of appropriate employment sites is an important consideration. Therefore the solution may be to reduce the site area to exclude the employment area. The proximity of the employment area may also have an effect in terms of proximity to pollutant sources should the site be developed.</p>		

The current deficit will in terms of access to open space will need to be mitigated, at least in part, by the provision of on-site open space. Such provision has already been factored into the yield calculations.

Removing the area of the site that is a designated employment area would reduce the constrained capacity to 444.

On a site of this size a minimum of 2 Local Equipped Areas for play (LEAP) and an outdoor sports area would need to be provided.

Providing open space and major service roads would reduce the constrained capacity further to 375.

The site currently has planning permission for 375 dwellings and has been excluded from the study.

SHLAA Ref	A08	Source	Attleborough Greenfield Urban Extension
Area	22.86	Unconstrained Capacity	685
Current Use	The site currently comprises open agricultural fields, although there is a small complex of agricultural buildings to the north-eastern end of the site. There is no site specific evidence to suggest the current vitality of the agricultural use of the land is questionable.		
Surrounding Use	The land to the south and east of the site is predominately agricultural. To the north of the site lies with railway line, beyond which is the relatively dense urban development of Attleborough which is principally residential adjacent to the site. To the west of the site is an industrial area.		
Highway Access (On-Site)	None	Traffic generated on a site of this size would require a new link road	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agriculture (Grade 2)	
Source Protection	Level 3 Constraint	The site lies almost entirely within groundwater source protection zones 2 and 3.	
Pollutant Sources	Level 2 Constraint	Possible noise pollution from the railway line	
Flood Risk	Level 2 Constraint	Level 2 Flood risk along SW and East of site.	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop/ Adjacent to the Railway station (Regular service to Norwich)	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Inside Doctor Surgery buffer / Access to shops	
Access to Open Space	Level 1 Constraint	Open space directly to the North of the site.	
Access to Employment	Level 1 Constraint	Gaymer Industrial Estate to the West of site (0.1km)	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>Although highway issues will be a constraint on site, as upgrading of the local network may be sufficient to accommodate the development it is not considered to be a fundamental constraint that would rule out development on site. Access to the centre of Attleborough is restricted by the railway line to the north of the site. The only suitable access point across the railway is on the B1077 which may be in need of upgrading, as will the local road network via which access to the B1077 is gained. These constraints are relevant to the site but there is no evidence that they are severe enough to bring into question the achievability of development on site.</p> <p>The site lies almost completely within groundwater source protection zones 2 and 3.</p> <p>Current evidence does not indicate that there are any utilities constrains that will effect the developability of the site.</p> <p>Areas of the site are within the 1:1000 year flood envelope, however this is not considered to bring into question the developability of the site.</p> <p>The site is close to the railway to the north which is a source of noise pollution and to the industrial land to the west which may also be a pollutant. However, these effects are not expected to bring into question the developability of the site.</p> <p>The site appears to be in agricultural use, although there is no site specific evidence to bring into question the vitality of this use it is not considered to be a factor that would constrain development. A small area of the western part of the site is within 800m of the Train Station, although the eastern half of the site is significantly further away.</p> <p>Therefore the site is not considered to be severely constrained in terms of access to public transport.</p> <p>Although the facilities offered by Attleborough are not within 800m of the site, Attleborough offers a wide range of facilities and therefore access to services is not considered to constrain development.</p> <p>The site has a degree of access to the open space on offer in Attleborough and there will be some opportunities to improve this situation by on-site provision, therefore it is not considered that this factor will constrain development.</p> <p>The site is adjacent to a Market Town and therefore is considered suitable for development on the basis of access to employment.</p>		

Existing social infrastructure is likely to be able to accommodate the additional demands from this development and therefore the site is considered unconstrained in this regard.

Solutions to Constraints:

In order to overcome the problems of the road infrastructure to the south of the railway a link road would need to be provided. Given the position of the site the most suitable direction would be to the east over-sailing the railway line and connecting to the A11 at Besthorpe. This is likely to come with a significant infrastructure cost (£7-8M) and in addition could need additional works to make the junction all movements (this would come with a significant cost). Upgrading of the railway crossing may also be required through the instillation of an automated barrier crossing on the A1077 (£1M). There is a time factor involved in the construction and planning of the road, and in getting wayleave to do works above the railway line. Although construction time is considered to be minimal planning and obtaining wayleave is likely to be more time consuming, optimistically 2-5yrs. There are questions whether a site of this scale would need such significant works, although the localised road network appears to be unsuitable for significant amounts of traffic. Therefore there may also need to be significant transport improvements in order to facilitate the development.

The site lies entirely within groundwater source protection zones 1 and 2. As a result of this activity on site is limited.

In terms of the utilities capacity constraints, there are upper limits to the current network but here would not be breached by this development. There are questions over the availability of mains sewerage in this location.

The landscape has been identified as being moderately sensitive to change. With development on the scale proposed landscape impact will be significant at the local scale and cannot be solved. However, design mitigation and landscaping can be integrated in the design of development.

Flood risk is only a minor issue on site; the solution to the problem would be to locate housing outside of the flood risk areas. This is unlikely to reduce capacity as open space and landscaped areas that have been factored into the yield calculations could be located in areas at risk of flooding.

Any noise issues caused by the impact of the railway on nearby housing would need to be mitigated by design solutions.

Public transport is an issues and bus permeability would need to be factored into the design of a scheme. Pedestrian and cycle routes should be provided to the railway station.

Local facilities will be difficult to access from this site without significant improvements to public transport or the pedestrian/cycle network.

Children's Services have started planning for Primary School provision in the town in response to the proposed 4000 new homes in the town. Initial plans are to move the current infant school to a new site to become an all through Primary School and convert the current Junior School to an all through Primary too. Moving the Infant school will release space on the High School site for future expansion. Further new Primary phase schools will be considered in response to the new housing. Children's Services are working closely with Attleborough Academy to Masterplan the site for future expansion.

Library provision would need to be increased and fire hydrants provided.

The significant constraints to the road infrastructure bring into question the appropriateness of the site as an individual scheme and therefore at this stage the site is considered undevelopable in this regard.

SHLAA Ref	A09	Source	Attleborough Greenfield Urban Extension
Area	12.03	Unconstrained Capacity	360
Current Use	The site is currently divided up into 3 fields used for arable farming. There is a small area of grazing land to the south east of the site. The landowners' home and associated farm buildings exist in the south east corner of the site.		
Surrounding Use	The surrounding use is predominantly agricultural. To the North East of the site across the London Road lies the Haverscroft Industrial Estate. To the North of the site lies some low density residential properties and a garage. The western edge of the site is bordered by the A11 and associated land. Beyond the A11 is predominantly farmland.		
Highway Access (On-Site)	None	Likely to need localised high way improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	NA	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agriculture (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from the A11 + possible noise/air pollution from Haverscroft Industrial Estate	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	Currently no bus stop nearby - Dodds road is the closest stop- Potential for a future bus stop.	
Access to Facilities	Level 3 Constraint	Outside school buffer / Outside doctor surgery buffer / no access to shops	
Access to Open Space	Level 2 Constraint	Small amount of open space to the NE of site.	
Access to Employment	Level 1 Constraint	Haverscroft Industrial Estate adjoining NE of site.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site is immediately adjacent to the London Road and therefore is not considered to be fundamentally constrained in terms of access to the highway. However there may need to be some localised improvements.</p> <p>The main constraint to this site is its suitability for development due to its remoteness from facilities in the town. This may be remedied if a shop was developed on the site.</p> <p>Approximately half of the site is within 800m of a bus stop and therefore is considered to be suitable for development in terms of access to public transport.</p>		
Solutions to Constraints:	<p>There are likely to be some localised highway issues that will need to be resolved but these are not anticipated as being particular significant.</p> <p>The site is located on the edge of the settlement with no footpaths or cycle paths. Access would be onto London Road and could be achievable. However this would not be our preferred location for development. This site would be deliverable subject to a safe and suitable access being achievable.Improvements needed to 1 way system (poss traffic signal enhancements)</p> <p>There are upper constraints on utilities but there is capacity within the existing networks to accommodate development on the scale possible on this site.</p> <p>Children's Services have started planning for Primary School provision in the town in response to the proposed 4000 new homes in the town. Initial plans are to move the current infant school to a new site to become an all through Primary School and convert the current Junior School to an all through Primary too. Moving the Infant school will release space on the High School site for future expansion. Further new Primary phase schools will be considered in response to the new housing. Children's Services are working closely with Attleborough Academy to Masterplan the site for future expansion.</p> <p>The landscape of the area has been identified as having a moderate sensitivity to development. This will need to be mitigated through design and landscaping.</p> <p>The current deficit will in terms of access to open space will need to be mitigated, at least in part, by the provision of on-site open space. Such provision has already been factored into the yield calculations.</p> <p>The site is adjacent to the A11, this is a source of noise pollution and suitable mitigation will need to be</p>		

incorporated into any development.

The site has no access to facilities and as such would encourage use of the private car. This is considered to be a severe constraint, but could be mitigated against by reducing the capacity on site.

Localised highway improvements are likely to cost in the region of £50-100,000.

Taking into account provision for major service roads and open space the constrained capacity would be around 288.

SHLAA Ref	A10	Source	Attleborough Greenfield Urban Extension
Area	7.84	Unconstrained Capacity	235
Current Use	The site is currently used as three arable fields.		
Surrounding Use	To the south east of the site is a Nursery. The rest of the surrounded area consists of arable farmland. A field to the north exists between this site and site A09 which is connected to the town. This site is only likely to be suitable for housing if site A09 is developed and the field between which has not been promoted.		
Highway Access (On-Site)	None	Likely to need localised high way improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate sensitivity, but far removed from the settlement	
Existing Use in Operation	Level 2 Constraint	Agriculture (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Noise pollution from the A11	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	Currently no bus stop nearby - Dodds road is the closest stop - Potential for a future stop.	
Access to Facilities	Level 3 Constraint	Outside school buffer / Outside doctor surgery buffer / No access to shops	
Access to Open Space	Level 2 Constraint	Small amount of open space to North (approx 1km)	
Access to Employment	Level 1 Constraint	Haverscroft Employment site (0.5km) to North	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>As the site lies immediately adjacent to the London Road and therefore the site is not considered to be fundamentally constrained in terms of access to the highway. However, there may need to be localised improvements to the highway network.</p> <p>Although the landscape impact of the site is identified as moderate in the LCA it is detached from the main settlement of Attleborough and this brings into question its suitability in terms of its impact upon the character of the settlement in advance of other intervening sites coming forward for development. Therefore the site is considered to be severely constrained in terms of its landscape impact.</p> <p>The site is not within 800m of a bus stop and therefore is considered to be severely constrained in terms of access to public transport.</p>		
Solutions to Constraints:	<p>There are likely to be some localised highway issues that will need to be resolved but these are not anticipated as being particular significant.</p> <p>There are upper constraints on utilities but there is capacity within the existing networks to accommodate development on the scale possible on this site.</p> <p>The current deficit will in terms of access to open space will need to be mitigated, at least in part, by the provision of on-site open space. Such provision has already been factored into the yield calculations.</p> <p>The site is adjacent to the A11, this is a source of noise pollution and suitable mitigation will need to be incorporated into any development.</p> <p>If the site was to come forward, localised highway improvements would be likely to cost in the range of £50-100,000.</p> <p>Children's Services have started planning for Primary School provision in the town in response to the proposed 4000 new homes in the town. Initial plans are to move the current infant school to a new site to become an all through Primary School and convert the current Junior School to an all through Primary too. Moving the Infant school will release space on the High School site for future expansion. Further new Primary phase schools will be considered in response to the new housing. Children's Services are working closely with Attleborough Academy to Masterplan the site for future expansion.</p> <p>The landscape of the area has been identified as having a moderate sensitivity to development. However this site is detached from the principle built-up area of Attleborough and this arguably will heighten its</p>		

impact upon the landscape. It is questionable whether this constraint can be successfully mitigated. Therefore, the remoteness of the site means that development in isolation would be inappropriate in advance of other adjacent sites coming forward.

SHLAA Ref	A11	Source	Attleborough Greenfield Urban Extension
Area	7.18	Unconstrained Capacity	215
Current Use	The north of the site consists of small fields of which the use cannot be determined. In the centre of the site, 3 large residential dwellings exist with large garden areas. It is not clear whether the promoter of the site owns these properties. To the south of the site exists a field which looks like it could be used for grazing land.		
Surrounding Use	To the south east and north there are residential estates. To the west the site is bordered by the A11. Beyond the A11 the predominant land use is agriculture. A fairly large area of open space exists south of the north eastern section of the site.		
Highway Access (On-Site)	None	Capacity issues on estate roads	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	TPOs to the North of the site	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Dwellings and associated land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 3 Constraint	Noise pollution from the A11	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	Lavender close is the closest bus stop (0.2km) with services to Norwich/Attleborough centre etc.	
Access to Facilities	Level 2 Constraint	Inside school buffer / Outside doctor surgery buffer/ Access to shops	
Access to Open Space	Level 1 Constraint	open space adjoining the NE of the site.	
Access to Employment	Level 1 Constraint	1.25Km from Gaymer industrial Estate as the crow flies. Easy access to Attleborough town centre and A11 via Carver's lane/Blackthorn Road.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are not considered to be any fundamental issues with highway access although there may be questions over the capacity of the estate roads that access to the site should need to be achieved via.</p> <p>The site is within 800m of a bus stop, if not 2, and therefore the site is considered to be suitable in terms of access to public transport.</p> <p>The most significant constraint is the presence of residential properties on the site. There is uncertainty about whether the promoter of the site also owns the properties; it is possible that there could be as many as 3 landowners involved in the development of the site.</p>		
Solutions to Constraints:	<p>The site lies immediately adjacent to the A11, which is a significant pollutant source in terms of noise. The design of any development would need to mitigate against this issue.</p> <p>On a site of this size a minimum of 1 Local Equipped Area for Play (LEAP) would have to be provided.</p> <p>The likely cost of localised highway improvements will be in the range of £50-100,000.</p> <p>Children's Services have started planning for Primary School provision in the town in response to the proposed 4000 new homes in the town. Initial plans are to move the current infant school to a new site to become an all through Primary School and convert the current Junior School to an all through Primary too. Moving the Infant school will release space on the High School site for future expansion. Further new Primary phase schools will be considered in response to the new housing. Children's Services are working closely with Attleborough Academy to Masterplan the site for future expansion.</p> <p>The northern part of the site has planning permission for 66 dwellings and 2 previously approved dwellings. Taking this into consideration the size of the site remaining would be reduced to two smaller plots of land (1.0329 Hectares and 0.56 hectares respectively). Taking these figures into account the constrained capacity for the remainder of the site would be 38 dwellings.</p>		

SHLAA Ref	A12	Source	Attleborough Brownfield
Area	2.65	Unconstrained Capacity	119
Current Use	The northern site is currently vacant PDL but was previously used for food processing.		
Surrounding Use	The land to the south, east and north-east of the site is currently used for agriculture. The land to the north and west of the site is residential. The land to the north-west is in an industrial use.		
Highway Access (On-Site)	None	No highway constraints.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 3 Constraint	Brownfield site	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Vacant	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	Possible noise/air pollution from Gaymer Industrial Estate	
Flood Risk	Level 1 Constraint	Flood Zone Risk 2 to the NE of site (Very small area of site)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	Attleborough Train station to the North (0.4km). Nearest bus stop to the NW (1km approx)	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Inside Doctor Surgery buffer / Access to shops	
Access to Open Space	Level 1 Constraint	0.4km to Open space	
Access to Employment	Level 1 Constraint	Very close proximity to Gaymer industrial Estate	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has an existing access to the B1077 which served its former use as a food processing plant; therefore it is not considered that the site suffers from any fundamental highways constraints. The level of traffic movements expected from the residential development of the site and not likely to be a significant additional burden to the local highway network when considered against the industrial use of the site, therefore the site is not considered to be constrained in terms of the local highway network.</p> <p>The site's industrial history is a possible source of contamination, although there is no site specific evidence to suggest that contamination issues will bring into question the developability of the site it is a constraint that is relevant.</p> <p>Evidence indicates that there is sufficient capacity in the local utilities infrastructure to accommodate the proposed development.</p> <p>The site does not have any areas within a flood envelope.</p> <p>There is further commercial development to the south and north-west of the site, this may have an effect upon the development but is not considered to endanger its developability.</p> <p>The former use of the site appears to have ceased and therefore the site is considered to be unconstrained in this regard. Although the site is a former industrial site the land has not been allocated in a previous plan for employment purposes.</p> <p>The site is within 800m of the train station that provides an hourly service to at least 1 higher order centre, therefore the access to public transport is not considered to affect the developability of the site.</p> <p>The site is not within 800 metres of key local facilities but Attleborough contains all appropriate local facilities and therefore although material this constraint is not considered to be severe.</p> <p>There is an area of open space near the site although access to it is across the B1077 and on the far side of an adjacent housing estate. There is not a significant opportunity to provide a significant area of open space on the site although there may be the opportunity for a Local Area for Play. Therefore although this constraint is material to the site it is not considered to bring into question the developability of the site.</p> <p>The site is within a Market town and therefore it is considered that the site is appropriate in terms of access to employment. Based upon current evidence the social infrastructure that is necessary to support the development is not considered to be unusual.</p>		

Solutions to Constraints:

The key constraint to this site is the question of whether any contamination would increase redevelopment costs to such a level that it would not be any more valuable than the current industrial use of the site.

There is no evidence at this stage to indicate that contamination issues are likely to rule out development on site.

Taking into consideration open space and the provision of major service roads the constrained capacity would be restricted to 95.

SHLAA Ref	A13	Source	Attleborough Greenfield Urban Extension
Area	2.80	Unconstrained Capacity	84
Current Use	The site consists of two fields which appear to be used as grazing land.		
Surrounding Use	Land to the north, east and west is predominantly agricultural fields. There is one residential property to the west. The fields to the north are separated from the site by the A11 and associated land. There is a residential estate to the south of the site.		
Highway Access (On-Site)	None	Likely to need localised high way improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Grazing land (Grade 4)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	A11 noise and Air pollution	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Short Road is the closest bus stop (0.2km) with services to Norwich/Attleborough centre etc.	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Inside Doctor Surgery buffer /Access to shops	
Access to Open Space	Level 1 Constraint	Open Space to South and East of site	
Access to Employment	Level 1 Constraint	1.6km to Gaymer Industrial Estate. Easy access to Attleborough town centre and A11 via Carver's lane/Blackthorn Road.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There does not appear to be any fundamental issue with access to the highway as the site lies adjacent to the Blackthorne Road. There may be the need for some localised improvements.</p> <p>The site is within 800m of a bus stop and therefore the site is considered suitable in terms of access to public transport.</p> <p>The site has few constraints with the exception of noise and air pollution issues from the A11. However, with adequate mitigation this should not affect the developability of the site.</p>		
Solutions to Constraints:	<p>The site lies immediately adjacent to the A11, which is a significant pollutant source in terms of noise. The design of any development would need to mitigate against this issue (Need for localised highway improvements in the costing in the range of £50-100,000).</p> <p>On a site of this size a minimum of 1 Local Equipped Area for Play (LEAP) would have to be provided.</p> <p>Taking into account provision for open space and major service roads the constrained capacity of the site would be reduced to 67. This figure doesn't take into account the necessary mitigation against A11 noise pollution and therefore the figure would, in all likelihood, be further reduced during the design phase.</p>		

SHLAA Ref	A14	Source	Attleborough Greenfield Urban Extension
Area	2.72	Unconstrained Capacity	95
Current Use	The site is a ploughed field. The site was allocated for open space in the 1999 Adopted local Plan. The allocation was never delivered and the landowners intentions are to develop the land as residential		
Surrounding Use	To the north and east of the site exist residential areas. Haverscroft Industrial Estate is to the south and west of the site. To the west is a garage and arable fields.		
Highway Access (On-Site)	None	Likely to need localised high way improvements.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	Category A Constraint	Partially designated open space	
Landscape Impact	Level 1 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agriculture (Grade 2)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	Closest bus stop is on Dodds Road (0.3km). Potential for extension of the bus routes.	
Access to Facilities	Level 2 Constraint	Outside school buffer / Outside doctor surgery buffer / Access to shops	
Access to Open Space	Level 1 Constraint	Open space directly to the East and NW of site.	
Access to Employment	Level 1 Constraint	Adjacent to Haverscroft Industrial Estate.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are no fundamental constraints with highway access.</p> <p>The site is surrounded on three sides with development and therefore its development is considered to have a low impact upon the landscape.</p> <p>The site is within 800m of a bus stop and therefore it is considered to be suitable for development in terms of access to public transport.</p> <p>The main constraint to this site is the allocation for open space.</p>		
Solutions to Constraints:	<p>The key constraint is the existing planning policy constraints on the site. This constraint would dictate that if the site was promoted for development alternative provision of equal or greater value would need to be provided. This brings into question the deliverability of the site in the short term.</p> <p>Should there be a subsequent change in policy de-allocating the site then it has few constraints to development in other regards.</p> <p>If the site were to come forwards, localised highway improvements are likely to cost in the range of £50-100,000.</p> <p>The development is allowed in an appeal for 73 dwellings</p>		

SHLAA Ref	A15	Source	Attleborough Greenfield Urban Extension
Area	2.32	Unconstrained Capacity	69
Current Use	The site consists of three fields which appear to be used as grazing land. A residential property exists on the western part of the site. It is not clear whether the site promoter owns this property.		
Surrounding Use	Land to the north and west is predominantly agricultural fields. The fields to the north are separated from the site by the A11 and associated land. There is a residential estate to the south of the site and a junction exists to the East.		
Highway Access (On-Site)	None	Likely to need localised high way improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 3 Constraint	Possible contamination from existing use	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 3 Constraint	A11 Noise/Air pollution	
Flood Risk	Level 1 Constraint	Zone 2 Flood Risk to North of site (Very small area of the site)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Cyprus Road is the closest bus stop (0.2 km) with services to Norwich/Attleborough centre etc.	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Inside Doctor Surgery buffer/ Access to shops	
Access to Open Space	Level 1 Constraint	Open Space to South and East of site	
Access to Employment	Level 1 Constraint	1.6km as the crow flies to Gaymer Industrial Estate. Easy access to Attleborough town centre and A11 via Carver's lane/Blackthorn Road.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are no apparent fundamental constraints to highway access. The site is within 800m of a bus stop and therefore is considered to be suitable for development in terms of the access to public transport.</p> <p>The most significant constraints are the impact of noise pollution from the A11 and the presence of a property which the proposer may not own.</p> <p>The noise issues can be overcome by a barrier of some kind and the residential property can be avoided but these measures may decrease the capacity of the site.</p>		
Solutions to Constraints:	<p>The site lies immediately adjacent to the A11, which is a significant pollutant source in terms of noise. This could potentially reduce the constrained capacity, but this will not be known until the design phase.</p> <p>Localised highway improvements are likely to cost in the region of £50-100,000.</p> <p>For the purposes of this study it is assumed the existing dwellings will be demolished. If this is not the case then the constrained capacity would have to be reduced accordingly.</p> <p>On a site of this size a minimum of 2 Local Areas for Play (LAPS) would have to be provided.</p>		

SHLAA Ref	A16	Source	Attleborough Brownfield
Area	1.42	Unconstrained Capacity	42
Current Use	Site is currently used as a saw mill		
Surrounding Use	The land that surrounds the site is predominantly used for agriculture. There are a few houses close to the site and a modestly sized densely treed area to the north-west.		
Highway Access (On-Site)	None	Likely to need localised high way improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 3 Constraint	Brownfield site	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Existing employment site: Furniture exports limited + many smaller industrial units.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1km to train station, 1km to the nearest bus stop. Wouldn't bring the necessary critical mass to generate further public transport.	
Access to Facilities	Level 3 Constraint	Outside school buffer / Outside doctor surgery buffer/ No access to shops	
Access to Open Space	Level 2 Constraint	0.7km to small amount of Open space.	
Access to Employment	Level 1 Constraint	Gaymer Industrial Estate 0.46km to North. Easy access to Attleborough centre. Access to the A11.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There is no local evidence of a fundamental highway constraint that would limit development on site. Localised highway improvements may be required due to the minor nature of the access road to the site.</p> <p>Given the industrial processes that have taken place on the site there may be some contamination issues. However, there is no site specific evidence that suggests that any contamination would significantly affect the developability of the site.</p> <p>Local evidence indicates that there is sufficient capacity in the local utilities to accommodate the scale of development that could be expected on site.</p> <p>There are no known flooding issues on site.</p> <p>The site does not appear to be close to any significant pollutant source.</p> <p>Indications are that the existing use is ongoing (check on-site) and there is currently little reason to question the uses viability, this brings into question the deliverability of the site particularly in the short term. However, the site is not a designated employment site.</p> <p>The site does not appear to be within 800m of public transport (Bus Stop / Train Station) therefore this is considered to be a significant constraint to development on site. Although not within 800 metres of the facilities of Attleborough the site is not considered to be severely constrained in this regard due to the proximity of the facilities of Attleborough.</p> <p>Although there is no direct access to open space, there is an area to the north of the site that is within 400m of the site that will provide an element of open space, therefore this constraint is not considered to bring into question the developability of the site.</p> <p>The site is adjacent to a market town and therefore is considered suitable for development in terms of its access to employment. Existing social infrastructure is likely to be able to accommodate the additional demands created by the development and therefore social infrastructure is not considered to be a significant constraint to development.</p>		
Solutions to Constraints:	<p>The key constraints to the site are any existing use of the site and the access to public transport, key services, facilities and open space.</p> <p>The existing use of the site is likely to be a time constraint rather than a fundamental issue with deliverability. However, there will be a question of the residual value of the site exceeding the current use</p>		

value if significant contributions towards highway improvement or the like are necessary.

Resolving the issue of access to public transport, key service and facilities and open space is unrealistic on a site of this size. It is unlikely that these issues could be resolved except as part of a wider urban extension.

As such it is likely that development of this site is set for post 2024.

A development of this size would require a minimum of 1 local area for play (LAP).

Taking into account the provision of open space and major service roads capacity will be constrained to 33.

SHLAA Ref	A17	Source	Attleborough Brownfield
Area	1.14	Unconstrained Capacity	39
Current Use	The site is former agricultural storage with an extant consent for B8 storage and is currently vacant.		
Surrounding Use	The land to the south and west of the site is in an agricultural use. The land to the immediate north and east of the site is residential.		
Highway Access (On-Site)	None	No highways constraints	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 2 Constraint	Possible contamination from previous agricultural storage	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	TPOs along the Western boundary of the site	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Storage - currently vacant	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.6km to train station, 1.2km to the nearest bus stop.	
Access to Facilities	Level 2 Constraint	Outside school buffer/ Inside Doctor Surgery buffer / Possible access to shops	
Access to Open Space	Level 2 Constraint	Open space to the NE (0.8km)	
Access to Employment	Level 1 Constraint	Gaymer's Industrial Estate 0.41Km to the NW of site. Access to Attleborough centre, Attleborough railway station and A11.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are no known fundamental highway constraints that would prevent the site being developed. In addition, it is not considered that there are going to be significant highway costs above that of providing a suitable access to the site.</p> <p>As a site that has previously been used for agricultural storage there is the possibility of contamination on site. However, there is no site specific information that suggests that any such contamination is likely to bring into question the developability of the site.</p> <p>Local evidence on utilities capacity indicates that the scale of development on this site could be accommodated without significant upgrades to the utilities infrastructure.</p> <p>The site has no known flood risk issues and is not close to any significant sources of pollution. If the site is vacant (check on site) then an existing use will not constrain re-development.</p> <p>Although formerly used for agro-industrial storage the site is not subject to an designation as an employment site.</p> <p>Although not within 800m of the train station the site is less than 1km away, therefore although this constraint is relevant to the site it is not considered to have a significant impact upon the developability of the site.</p> <p>Equally, although the site is not within 800m of Attleborough's facilities, as the site is close to Attleborough it is not considered that access to services will affect the developability of the site.</p> <p>The site is within 800m of a large area of open space, therefore the site is considered suitable for development in this regard.</p> <p>As the site is within a market town it is considered suitable for development in terms of access to employment.</p> <p>Local evidence indicates that social infrastructure is likely to be able to accommodate development of a scale capable of being delivered on this site without significant upgrading.</p>		
Solutions to Constraints:	<p>There are no known significant constraints that are likely to bring into question the deliverability of the site.</p> <p>The site already has permission for 22 dwellings and, as such, will be excluded from the study.</p>		

SHLAA Ref	A18	Source	Attleborough Greenfield Urban Extension
Area	2.95	Unconstrained Capacity	88
Current Use	The site appears to be part of an agricultural field.		
Surrounding Use	The land to the south, east and north-east of the site is currently used for agriculture. The land to the north and west of the site is residential. The land to the north-west is in an industrial use.		
Highway Access (On-Site)	None	The site has access onto Burgh common and White Horse Lane	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agriculture (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from adjoining factory	
Flood Risk	Level 2 Constraint	Flood Zone 2 to the North of the site (Small area of site)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.6km to Train station, 1.1km to bus stop.	
Access to Facilities	Level 2 Constraint	Just Inside school buffer/ Inside Doctor Surgery buffer/ Possible access to shop	
Access to Open Space	Level 1 Constraint	Open space to the North (0.4km)	
Access to Employment	Level 1 Constraint	Gaymer Industrial Estate to the West of site (0.4km)	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>Access would be unacceptable onto White Horse Lane and Burgh Common. The Highway Authority would object to this site being included in the plan.</p> <p>The landscape is moderately sensitive to development.</p> <p>Part of the site is located within flood zone 2 and therefore would have to be mitigated against.</p> <p>There is an adjacent vacant industrial site, if this is reinstated as a working operation there may be issues of pollutants. There is no agricultural use in operation and the site is not designated for employment.</p> <p>The train station is slightly more than 800m away from the site which indicates that although access to public transport is an issue it is not fundamental to the appropriateness of the site.</p> <p>Access to facilities and open space is not ideal, although there is provision in nearby Attleborough that will fulfil some of this need.</p> <p>The site is adjacent to a market town and is therefore considered suitable for development in terms of access to employment.</p> <p>There is sufficient capacity in local social infrastructure to accommodate any demands created by this development.</p>		
Solutions to Constraints:	<p>The area of flood zone to the North of the site would have to be taken into consideration during the design phase. As a result capacity would have to be reduced. As a result of this capacity would be reduced to 77.</p> <p>Access would be unacceptable onto White Horse Lane and Burgh Common in its current state.</p> <p>The site on its own would not be acceptable on highway ground. However, access issues may be able to be resolved if developed in conjunction with the adjoining sites.</p> <p>On a site of this size a minimum of 1 Local Equipped Area for Play (LEAP) would have to be provided.</p> <p>Taking into account the provision of major service roads and open space the capacity would be constrained further to 62.</p> <p>As it stands the mix of employment and residential would not be suitable, but due to the adjoining site,</p>		

A12, being vacant there is potential to unlock the potential of the site.

As a result of these constraints it is considered that post 2024 would be a realistic time frame for development.

SHLAA Ref	A19	Source	Attleborough Greenfield Urban Extension
Area	0.86	Unconstrained Capacity	30
Current Use	Undeveloped land		
Surrounding Use	To the North lies a residential estate on the southern edge of Attleborough. To the West exists three residential properties. To the South of the site exists Haverscroft House and gardens. To the West of the Northern section of the site there is a reservoir. The rest of the site is bordered by agricultural fields.		
Highway Access (On-Site)	None	No highway constraints	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Noise/Air pollution from Haverscroft Industrial estate + Pumping station	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to Dodd's road bus station (Services to Norwich, Attleborough centre, etc.)	
Access to Facilities	Level 2 Constraint	Outside school buffer / Outside doctor surgery buffer/ Possible access to shops	
Access to Open Space	Level 1 Constraint	Amenity Green space to the NW of the site (<0.1km)	
Access to Employment	Level 1 Constraint	Haverscroft Industrial Estate to the West of the site (0.1km)	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has direct access to New Road and therefore it is not considered that there are any fundamental issues in terms of highways access. There are upward limits in utilities capacity but this will not apply to developments of this scale in isolation.</p> <p>The Haverscroft industrial estate is to the north of the site, although this is an issue in terms of proximity to pollutants this is not anticipated to bring into question the suitability of the site for development.</p> <p>There is no apparent use in operation.</p> <p>The site is close to a bus stop and will be part of Attleborough giving it good access to services and facilities.</p> <p>Local social infrastructure has capacity to accommodate development on this scale.</p>		
Solutions to Constraints:	<p>There are no significant constraints to this site that are likely to bring into question the deliverability of this site.</p> <p>Localised highway improvements are likely to cost in the range of £10-50,000.</p> <p>On a site of this size a minimum of 1 Local Area for Play (LAP) would have to be provided.</p> <p>Taking into account provision for open space and major service roads the constrained capacity would be reduced to 24.</p>		

SHLAA Ref	A20	Source	Attleborough Greenfield Urban Extension
Area	0.85	Unconstrained Capacity	25
Current Use	Undeveloped land		
Surrounding Use	To the south of the site is a caravan park which is accessed by a road to the south of the site. To the east and west exist residential estates on the north edge of Attleborough. To the North across the Norwich Road, lay fields which used to be parkland associated with Attleborough Hall.		
Highway Access (On-Site)	None	No highway constraints	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Good bus service adjacent to site (6A/X6 service), which has a regular service to Norwich (30-40 minutes)	
Access to Facilities	Level 2 Constraint	Inside school buffer / Outside doctor surgery buffer / Access to shops	
Access to Open Space	Level 1 Constraint	Open space to the South (0.26km) and SW (0.3km)	
Access to Employment	Level 1 Constraint	Easy Access to A11, 1km from town centre and 1.25km from the nearest Employment site	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>Although the area is identified as having a moderate sensitivity to development, this site is surrounded on 3 sides by development and by a road to the north. Therefore it is considered to be unconstrained in this regard.</p> <p>The site is remote from the services of the town but this is unlikely to impact upon its developability.</p>		
Solutions to Constraints:	<p>There are no significant constraints to this site that bring into question its deliverability. (Requirement for off site highway improvement works in the range of £10-50,000)</p> <p>On a site of this size a minimum of 1 Local Area for Play (LAP) would have to be provided.</p> <p>Taking into account provision for open space and major service roads the constrained capacity would be reduced to 17.</p>		

SHLAA Ref	A21	Source	Attleborough Greenfield Urban Extension
Area	0.65	Unconstrained Capacity	22
Current Use	The site is the curtilage of a single dwelling house and is therefore residential in character.		
Surrounding Use	The land which is to the South of the railway line is in an agricultural use. The land to the North of the railway line is residential.		
Highway Access (On-Site)	None	Increased traffic might increase pressure on the crossing.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate	
Existing Use in Operation	Level 1 Constraint	The site is the curtilage of a single dwelling house and is therefore residential in character.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.3km to the nearest bus stop. 1.5km to the train station.	
Access to Facilities	Level 3 Constraint	Outside School buffer / Outside doctor surgery buffer / Possible Access to shops	
Access to Open Space	Level 2 Constraint	Small amount of amenity Green space to the West of site (0.5km)	
Access to Employment	Level 1 Constraint	Haverscroft Industrial Estate to the West of site (0.5km)	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There may be issues related to the status of the adjacent small rail crossing, particularly if development is considered likely to increase pressure on the use of this crossing. Therefore it is possible that if the development is considered to have significant impact upon the rail crossing that development on site may be fundamentally constrained, however there is no site specific evidence to confirm this judgement at the current time.</p> <p>There is also no site specific evidence that indicates that the site has any contamination issues.</p> <p>The site is in an area of Moderate sensitivity.</p> <p>Local evidence indicates that there is sufficient capacity in local utilities to accommodate the levels of development possible on site.</p> <p>There are no designations or flood risk issues that affect the site. Although there is no apparent public transport infrastructure within easy walking distance of the site Attleborough provides a good level of service.</p> <p>Attleborough also provides a good level of facilities although not within easy walking distance of the site.</p> <p>There is no significant area of open space within easy walking distance of the site and there is little opportunity to improve the situation through the development of the site.</p> <p>The site is adjacent to a market town and therefore is considered a suitable location for development from an employment perspective.</p> <p>There are no significant constraints to social infrastructure that is likely to unduly constrain development on site.</p>		
Solutions to Constraints:	<p>There are no specific constraints that are considered to rule out this site in terms of suitability or achievability in isolation.</p> <p>Further studies would have to be carried out to assess the increase of traffic on the railway crossing. For the purposes of this study it is assumed this can be mitigated against.</p> <p>For the purposes of this study it is also assumed that the existing dwelling would be demolished to provide maximum use of the site.</p>		

The distance of the site from nearby facilities would not be deemed severe due to the location of the site being just outside the Attleborough settlement boundary.

Taking into account provision for open space and major service roads the constrained capacity would be reduced to 19.

SHLAA Ref	A22	Source	Attleborough Greenfield Urban Extension
Area	0.82	Unconstrained Capacity	24
Current Use	The site is currently amenity land, i.e. undeveloped land with no clearly defined use.		
Surrounding Use	The land to around the site is predominately agricultural, although the land to the immediate north is residential.		
Highway Access (On-Site)	None	No Highway constraints	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	TPOs along the North of the site	
Landscape Impact	Level 1 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	The site is currently amenity land, i.e. undeveloped land with no clearly defined use.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.8km to train station, 1.5km to the nearest bus stop.	
Access to Facilities	Level 3 Constraint	Outside school buffer / Outside doctor surgery buffer / No access to shops	
Access to Open Space	Level 2 Constraint	Open space to the north (0.9km)	
Access to Employment	Level 1 Constraint	Gaymer's industrial Estate to the North of site (0.5km) AND Bunns Bank to the South of site (0.6km)	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are no fundamental issues with highway access.</p> <p>There is no site specific evidence to suggest any contamination issues.</p> <p>There is sufficient capacity in the utilities network to accommodate the proposed development.</p> <p>There are no environmental designations or flood risk that affects the site.</p> <p>The LCA identified the area as being moderately sensitive to development; however the site is small and adjacent to existing development. Therefore the site is considered to be unconstrained in this regard.</p> <p>The site is adjacent to a market town and therefore is considered to be suitable from the perspective of access to employment.</p> <p>Social infrastructure is likely to be able to cope with the demands of the development possible on this site.</p> <p>The only constraint on the site is the distance from services being over 800m from the nearest doctor, school and shop. This would increase the use of the private car.</p>		
Solutions to Constraints:	<p>Although the site is not within easy walking distance of public transport or facilities Attleborough provides and good level of public transport service and facilities. This would have to be mitigated by a reduction in capacity to reduce personal car use.</p> <p>There are no other constraints on this site.</p> <p>Taking into account provision for major service roads the constrained capacity would be reduced to 21.</p>		

SHLAA Ref	A23	Source	Attleborough Brownfield
Area	1.22	Unconstrained Capacity	36
Current Use	The front of the site is used as a garage (car sales) and the back of the site consists of three dwellings one of which has a large garden. The promoter of the site owns the garage but it is not clear whether they own the dwellings.		
Surrounding Use	Haverscroft Industrial Estate is to the south of the site. To the south west of the site there are a few low density residential properties. The rest of the site is surrounded by agricultural land.		
Highway Access (On-Site)	None	Access to the site would be very close to a current junction.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 3 Constraint	Brownfield site	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Ownership constraints on the site.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop. Doesn't have the critical mass to generate a new bus stop.	
Access to Facilities	Level 3 Constraint	Outside school buffer / Outside doctor surgery buffer / No access to shops	
Access to Open Space	Level 1 Constraint	Open Space to the East of the site (0.2km)	
Access to Employment	Level 1 Constraint	Haverscroft Industrial Estate to the SE of site (<0.1km)	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>Although there appears to be no fundamental constraint in terms of highway access, the road to the west of the site is relatively small and although the London road is close to the site any access point would be close to another junction on the opposite side of the road. This highway arrangement may present difficulties that will need to be overcome.</p> <p>Although there is a bus stop 500m away from the site there would have to be significant sidewalk improvements.</p> <p>The site is more than 800m from the nearest school, shop and doctor.</p> <p>Contamination and existing use are the major constraints affecting this site. Contamination associated with petrol stations can usually be remediated.</p> <p>There could be ownership constraints if the proposer does not own the properties behind the site.</p>		
Solutions to Constraints:	<p>The key constraint to this site is the potential multiple ownership. The solution to this constraint would be to discount those areas which may be in different ownership. Assuming the properties at the back of the site cannot be developed there would be a constrained capacity of 11.</p> <p>A further constraint is the distance to facilities: the site lies more than 800m away from the nearest school, doctor and shop. This lack of access would increase the use of the private car. This would have to be taken into consideration when developing the site and could have an impact on the capacity.</p> <p>The likely cost of localised highway improvements is between £10-50,000.</p> <p>Taking into account provision for open space and major service roads the constrained capacity would be reduced to 10.</p>		

SHLAA Ref	A24	Source	Attleborough Brownfield
Area	2.41	Unconstrained Capacity	108
Current Use	The site is currently used as a paint brush manufacturing factory. A small part of the southern half of site is undeveloped, but may be used for informal parking.		
Surrounding Use	To the south is the railway, beyond which is an industrial estate. The rest of the site is surrounded by housing.		
Highway Access (On-Site)	None	Would increase pressure on the estate roads	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 3 Constraint	Brownfield site	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 1 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Currently used as a paintbrush factory	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from Gaymers industrial estate	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.2km to Ley's lane bus stop. 0.3km to Train station.	
Access to Facilities	Level 1 Constraint	Inside school buffer / Inside Doctor Surgery buffer/ Access to shops	
Access to Open Space	Level 1 Constraint	Amenity Green space directly to West of site.	
Access to Employment	Level 1 Constraint	Gaymer's Industrial Estate directly to the South of site.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>Site specific evidence to suggest that contamination issues will bring into question the developability of the site it is a constraint that is relevant.</p> <p>Evidence indicates that there is sufficient capacity in the local utilities infrastructure to accommodate the development.</p> <p>Based upon current evidence the social infrastructure that is necessary to support the development is not considered to be unusual.</p> <p>The site is currently in operation; however, the site owner has made informal enquiries into the possibility of relocation and the subsequent redevelopment of the site for housing.</p>		
Solutions to Constraints:	<p>The key constraint on this site is the likely to be the issue of contamination and, in particular, whether the residual value of the site having undertaken any remediation is greater than the current use value of the site.</p> <p>There is no site specific evidence that contamination issues are likely to be insurmountable.</p> <p>On a site of this size a minimum of 1 Local Equipped Area for Play (LEAP) would have to be provided.</p> <p>Taking into account provision for open space and major service roads the constrained capacity would be reduced to 86.</p>		

SHLAA Ref	A25	Source	Attleborough Greenfield Urban Extension
Area	2.35	Unconstrained Capacity	70
Current Use	The site appears to be agricultural land covering 2 fields.		
Surrounding Use	Residential properties adjoin the site to the East and West. There is agricultural land to the North and South of the site. Further North are the sewage works and further to the East is the Anglian business centre.		
Highway Access (On-Site)	None	Likely to need localised high way improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 3 Constraint	Within the cordon sanitaire around wwtw	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agriculture (Grade 4)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	A11 noise/Air pollution- Possible pollution from West Carr industrial units	
Flood Risk	Level 1 Constraint	Flood Risk 2 to the NW of site.	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.8km to the nearest bus stop, requires crossing the A11.	
Access to Facilities	Level 3 Constraint	Outside school buffer / Outside doctor surgery buffer/ No access to shops	
Access to Open Space	Level 2 Constraint	0.7km to small amount of Open space.	
Access to Employment	Level 1 Constraint	Haverscroft Industrial Estate 0.8km to the SE of site.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>West Carr road appears to be suitable for further capacity, but possibly not on the scale proposed. Although the site would give good access to the A11, the A11 also acts as a barrier between the site and Attleborough. However, there appears to be a tunnel being built under the A11 which would connect the site to the key facilities.</p> <p>The site lies within the cordon sanitaire around the waste water treatment works.</p> <p>Another site is the distance outside of the settlement; the site lies over 800m to the nearest schools, doctors and shops. This would, without doubt, increase private car use. The site is also 0.8km to the nearest bus stop and would require crossing the A11; there is currently no bridge/crossing for this to occur.</p> <p>The site is 0.9km to the nearest open space. However, this would also require crossing the A11</p> <p>Part of the site is designated Flood Zone 2.</p> <p>There is a possibility for noise/air pollution from the A11, which would have to be mitigated.</p>		
Solutions to Constraints:	<p>It is possible that highway improvements could provide a link between the site and key services.</p> <p>Flooding and Pollution could also be mitigated against and capacity could be reduced to take into account these considerations.</p> <p>The biggest constraints on the site are: being within the cordon sanitaire around the WWTW and the distance from the town itself.</p> <p>Being within the cordon sanitaire wouldn't necessarily rule out development, but it would require further research into the level of impact from the waste water treatment works.</p> <p>The distance from Attleborough wouldn't necessarily rule out development, but in this case the lack of connectivity would bring into question the desirability of the site.</p>		

SHLAA Ref	A26	Source	Attleborough Greenfield Urban Extension
Area	6.71	Unconstrained Capacity	201
Current Use	Agricultural land surrounding 4 properties.		
Surrounding Use	Attleborough settlement boundary lies to the North of the site, the railway lies to the East with dwellings and farmsteads beyond, Arable land to the South and West of the site.		
Highway Access (On-Site)	None	Possibility for multiple access to the site on Hargham Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agricultural (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible Noise/Air pollution from Haverscroft Industrial Estate. + Noise pollution from the railway line	
Flood Risk	Level 1 Constraint	Flood Zone 2 SE part of site (small) and North part of site	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km-0.8km to Dodd's road bus station (Services to Norwich, Attleborough centre, etc.) Potential for extension of bus route.	
Access to Facilities	Level 3 Constraint	Outside school buffer / Outside doctor surgery buffer / Possible access to shops	
Access to Open Space	Level 1 Constraint	Open space to West of site (0.3km)	
Access to Employment	Level 1 Constraint	Haverscroft Industrial Estate to West of site (0.3km). Access to the A11, Attleborough town centre and Attleborough train station.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The Hargham road would be able to take extra capacity, but not on a scale proposed.</p> <p>The site is over 800m to the nearest shops, school and doctor. This is a severe constraint on the development of the site.</p> <p>The site sits within an area of Moderate sensitivity, however it is not seemed a severe constraint due to being surrounded by development.</p> <p>The site has good access to public transport to the North of the site, but the south of the site would be distant from public transport and increase reliance upon the private car.</p>		
Solutions to Constraints:	<p>If the capacity was dramatically reduced the Hargham road would be able to take the extra capacity with localised improvements.</p> <p>Visibility looks achievable on Hargham Road. There are no footpaths. This site would be suitable for a smaller scale of development subject to improvements to the footpath network. This development would be subject to a safe and suitable access being achievable.</p> <p>Even though the site is out of reach of key services it is within close proximity to Attleborough and therefore would be considered adequate.</p> <p>Children's Services have started planning for Primary School provision in the town in response to the proposed 4000 new homes in the town. Initial plans are to move the current infant school to a new site to become an all through Primary School and convert the current Junior School to an all through Primary too. Moving the Infant school will release space on the High School site for future expansion. Further new Primary phase schools will be considered in response to the new housing. Children's Services are working closely with Attleborough Academy to Masterplan the site for future expansion.</p> <p>A site of this capacity would require a minimum of 1 Local Equipped Area for Play (LEAP) would have to be provided.</p> <p>Taking into account provision for open space and major service roads the constrained capacity would be reduced to 160.</p>		

SHLAA Ref	A27	Source	Attleborough Greenfield Urban Extension
Area	0.50	Unconstrained Capacity	14
Current Use	Land appears to be amenity land.		
Surrounding Use	To the North and South of the site the land is arable farmland. To the East and West are farm buildings with further arable land beyond.		
Highway Access (On-Site)	None	Would require localised highways improvements	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	None; however would have an impact upon the adjacent Grade II Listed building	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	Over 1km to the nearest bus stop. Doesn't have the critical mass necessary to create more.	
Access to Facilities	Level 3 Constraint	Outside school buffer / Outside doctor surgery buffer/ No access to shops	
Access to Open Space	Level 3 Constraint	Open space (1.09km) to NW of site.	
Access to Employment	Level 1 Constraint	Haverscroft Industrial Estate (1.09km) to NW of site. Access to the A11, Attleborough town centre and Attleborough train station.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site would only require localised highways improvements and Hargham road would be able to take capacity on this level.</p> <p>The site is situated a distance from open space, facilities and public transportation.</p> <p>Development could have an impact upon the adjacent Grade II Listed building.</p> <p>The site lies within an area of moderate sensitivity.</p>		
Solutions to Constraints:	<p>The site is over 1km to open space, bus stops, doctors, schools, shops etc. Any development here would increase use of the private car and would not be desirable.</p> <p>Development could have an impact upon the adjacent Grade II Listed building, which would have to be mitigated during the design phase.</p> <p>Although the site is within an area of moderate sensitivity the distance from the settlement and the lack of surrounding development would exacerbate the constraint.</p> <p>Due to the distance from the settlement boundary and isolated nature of the site it is considered to be non-deliverable.</p>		

SHLAA Ref	A28	Source	Attleborough Brownfield
Area	0.32	Unconstrained Capacity	14
Current Use	Land appears to be industrial		
Surrounding Use	To the East and South of the site is arable land, to the North and the West is industrial facilities.		
Highway Access (On-Site)	None	The site would have access onto Burgh common, which would require localised improvements at the Buckenham Road end.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 3 Constraint	Brownfield site	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 1 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Industrial use	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible noise air pollution from the remaining industrial units.	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.7km to Attleborough train station. 1km to the nearest bus stop.	
Access to Facilities	Level 2 Constraint	Outside school buffer / Inside Doctor Surgery buffer/ Possible access to shops	
Access to Open Space	Level 1 Constraint	Open space to the North of site (0.7km)	
Access to Employment	Level 1 Constraint	Gaymer Industrial Estate to the NW (0.5km), Access to Attleborough Town centre, A11 and Attleborough train station.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are concerns with the Burgh common road and the road would need localised improvements at the Buckenham road junction. The width of the road would have to be increased.</p> <p>There are potential issues with contamination from previous uses on site.</p> <p>There could also be potential issues with ownership as there three other industrial units on site.</p>		
Solutions to Constraints:	<p>Highways would have to be upgraded to support development on this site.</p> <p>Access would not be acceptable onto Burgh Common.</p> <p>The biggest constraint would be the potential ownership issues and conflict of use. The site that is put forward splits up the industrial site in a highly unusual fashion leaving a mix of residential and employment that might be questionable.</p> <p>As such the site would be non-deliverable.</p>		

SHLAA Ref	A30	Source	Attleborough Greenfield Urban Extension
Area	0.22	Unconstrained Capacity	6
Current Use	Appears to be the garden behind a dwelling.		
Surrounding Use	Haverscroft industrial estate lies to the East of the site. There are residential properties to the North of the site. Arable land borders the site to South and there is further undeveloped land to the West.		
Highway Access (On-Site)	Category A Constraint	There appears to be a lack of suitable access to the site	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate Sensitivity	
Existing Use in Operation	Level 2 Constraint	Curtilage to an existing dwelling.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 3 Constraint	Possible Noise/ Air pollution from Haverscroft Industrial estate	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	Currently no bus stop nearby - Dodds road is the closest stop (0.6km)	
Access to Facilities	Level 3 Constraint	Outside school buffer / Outside doctor surgery buffer/ No access to shops	
Access to Open Space	Level 1 Constraint	Open space to the NE of the site (0.28km) and N of site (0.28km)	
Access to Employment	Level 1 Constraint	Adjacent to Haverscroft Industrial Estate. Access to the A11, Attleborough town centre and Attleborough train station.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>It is unclear if access would be possible onto the site.</p> <p>The site is far removed from key facilities.</p> <p>The site lies within an area of moderate sensitivity.</p> <p>The site is adjacent to Haverscroft Industrial Estate and as such there might be issues with noise/air pollution.</p>		
Solutions to Constraints:	<p>Although there is a lack of access to facilities the site is close enough to Attleborough to limit the severity of this constraint.</p> <p>There could be possible noise/air pollution from being adjacent to the Haverscroft Industrial estate. This would have to be taken into consideration and mitigated against during the planning stage.</p> <p>The biggest constraint would be the access to the site; the access proposed would not be suitable for the development proposed. If this could be overcome the issue would be more of a landscape sensitivity concern.</p> <p>If site A09 was developed in the future there is a potential that this site could also be developed.</p> <p>At present the site would be non-deliverable.</p>		

SHLAA Ref	BA1	Source	Local Service Centre village
Area	0.34	Unconstrained Capacity	8
Current Use	The site is currently undeveloped land with a dwelling at the front of the site.		
Surrounding Use	The site is within the centre of Banham, located to the west of some existing residential properties. To the east the site has frontage onto Crown Street, beyond which is further development. There are also residential properties to the north and south of the site, west of the site is open undeveloped land.		
Highway Access (On-Site)	Category A Constraint	No access and dangerous point of the road.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Conservation area	
Landscape Impact	Level 3 Constraint	Moderate-High	
Existing Use in Operation	Level 1 Constraint	Undeveloped land to the rear of a dwelling.	
Source Protection	Level 2 Constraint	Lies within groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.1km to bus stop	
Access to Facilities	Level 2 Constraint	Inside School buffer / Outside doctor buffer/ Access to shop	
Access to Open Space	Level 1 Constraint	Amenity Green space to the south of site (0.1km)	
Access to Employment	Level 3 Constraint	Banham suffers from limited employment opportunities and poor public transport.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has no suitable access points available. The frontage of the site has come out at a dangerous point of the road, and cannot provide suitable visibility. The surrounding road network is unsuitable for an increase in traffic, due to existing capacity issues.</p> <p>The site is 0.1km to the nearest bus stop which provides services twice daily to Norwich between Monday and Friday. This takes 70 minutes and is therefore not considered adequate public transport to a higher order town.</p> <p>The site lies within groundwater source protection zone 2.</p> <p>Banham has a lack of facilities, public transport and employment.</p> <p>Banham Community Primary School sits on a very small site of 0.35ha and appears to accommodate most or all of its catchment children. Forecasts do not indicate growth in the area and numbers are sustainable over the years. Any further growth in Banham is likely to put the school under pressure as expansion on its current site is limited.</p>		
Solutions to Constraints:	<p>There is no reasonable solution to the access issues, with visibility highly impaired, and a narrow frontage. Improvements to the surrounding highways would cost in excess of £100,000.</p> <p>Due to access issues the site is not suitable for development.</p>		

SHLAA Ref	BA3	Source	Local Service Centre village
Area	0.13	Unconstrained Capacity	3
Current Use	The site is currently laid to grass/ paddock.		
Surrounding Use	There are a number of residential properties located off Greyhound Lane, and the land backs on to the generous rear gardens of properties on Crown Street.		
Highway Access (On-Site)	None	Poor visibility on Church street.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Conservation area	
Landscape Impact	Level 3 Constraint	Moderate-High	
Existing Use in Operation	Level 1 Constraint	Currently laid to grass/Paddock	
Source Protection	Level 2 Constraint	The site lies within groundwater source protection zone 2.	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.1km to bus stop (10A bus runs twice daily to Norwich between M-F and takes 70 minutes)	
Access to Facilities	Level 2 Constraint	Inside School buffer / Outside doctor buffer/ Access to shop	
Access to Open Space	Level 1 Constraint	Amenity Green space to the North of the site (0.1km)	
Access to Employment	Level 3 Constraint	Banham suffers from limited employment opportunities and poor public transport.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Development of this site would result in off-site highway concerns as there is currently very poor visibility on to Church Street which could result in highway safety concerns.</p> <p>The site lies within groundwater source protection zone 2.</p> <p>Banham has limited employment opportunities and poor public transport</p>		
Solutions to Constraints:	<p>Due to the presence of existing dwellings obscuring the visibility splay onto Crown Street there appears to be no prospect of rectifying this constraint.</p> <p>The site is also situated within a conservation area and an area of moderate-high landscape Impact.</p> <p>The site lies within groundwater source protection zone 2. As a result of this there would be limitations on the types of activity that can be carried out in this area.</p> <p>For these reasons this site is considered to be non-deliverable.</p>		

SHLAA Ref	BA4	Source	Local Service Centre village
Area	1.24	Unconstrained Capacity	30
Current Use	Undeveloped land with barn		
Surrounding Use	Low density dwellings to the North, South and East of the site with open arable land to the West.		
Highway Access (On-Site)	None	The site has access onto Greyhound lane	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Conservation area	
Landscape Impact	Level 3 Constraint	Moderate-High	
Existing Use in Operation	Level 3 Constraint	Undeveloped land (grade 2)	
Source Protection	Level 2 Constraint	The site lies within groundwater source protection zone 2.	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.1km to bus stop (10A bus runs twice daily to Norwich between M-F and takes 70 minutes)	
Access to Facilities	Level 2 Constraint	Inside School buffer / Outside doctor buffer/ Access to shop	
Access to Open Space	Level 1 Constraint	Easy access to Open space to the North and South of the site	
Access to Employment	Level 3 Constraint	Banham suffers from limited employment opportunities and poor public transport.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site lies within groundwater source protection zone 2.</p> <p>The site lies within a conservation area and is within a moderate-high landscape impact area.</p> <p>The site is grade 2 agricultural land, which should be protected.</p> <p>Banham has limited employment opportunities and poor public transportation.</p> <p>Banham Community Primary School sits on a very small site of 0.35ha and appears to accommodate most or all of its catchment children. Forecasts do not indicate growth in the area and numbers are sustainable over the years. Any further growth in Banham is likely to put the school under pressure as expansion on its current site is limited.</p>		
Solutions to Constraints:	<p>The site lies within groundwater source protection zone 2. As a result of this there would be limitations on the types of activity that can be carried out in this area.</p> <p>The site lies within a conservation area and is moderate-high in terms of landscape sensitivity.</p> <p>There is a lack of employment opportunities and a lack of public transport.</p> <p>Being grade 2 land this should be protected.</p> <p>There is not a reasonable prospect that the highways network can safely accommodate the likely impact of additional traffic generated by a residential development. The development of the site will result also in an adverse impact on landscape which cannot be mitigated.</p> <p>These are factors that cannot be mitigated against and would render the site 'non-deliverable'.</p>		

SHLAA Ref	BA5	Source	Local Service Centre village
Area	0.15	Unconstrained Capacity	4
Current Use	Arable land		
Surrounding Use	Residential development to the North, East and West. Arable land to the South. The site lies just outside the settlement boundary and the conservation area.		
Highway Access (On-Site)	None	The site has access to Heath Road	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however, the site adjoins a conservation area	
Landscape Impact	Level 3 Constraint	Moderate-high	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 2)	
Source Protection	Level 2 Constraint	The site lies within groundwater source protection zone 2.	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.14km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Inside the school buffer/ Outside the doctor buffer/ 0.25km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.2km to the nearest open space	
Access to Employment	Level 3 Constraint	Banham suffers from limited employment opportunities and poor public transport.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has access onto Heath road, however there are potential issues with the proximity to the junction.</p> <p>The site is situated just outside a conservation area and is in an area of moderate-high landscape sensitivity.</p> <p>Banham suffers from a lack of employment opportunities and poor public transportation.</p>		
Solutions to Constraints:	<p>The main issue with in terms of access is the proximity of the site frontage to the junction. This wouldn't be deemed a severe constraint due to the limited capacity the site would provide.</p> <p>The site adjoins a conservation area; however this wouldn't be deemed a severe constraint due to the size of the site proposed.</p> <p>The landscape impact would also be reduced due to the size of the site and the existing development to the East, West and North of the site.</p> <p>Although the grade of the land is very high, this constraint would be less severe due to the size of the site proposed.</p>		

SHLAA Ref	BA6	Source	Local Service Centre village
Area	0.21	Unconstrained Capacity	5
Current Use	Appears to be agricultural land.		
Surrounding Use	The site lies just outside the settlement boundary with residential development to the South and East of the site. Arable land lies to the North and the West of the site.		
Highway Access (On-Site)	None	Mill road would be suitable for the increased capacity.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High	
Existing Use in Operation	Level 3 Constraint	Grade 2 agricultural land	
Source Protection	Level 2 Constraint	The site lies within groundwater source protection zone 2.	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.6km to bus stop (10A bus runs twice daily to Norwich between M-F and takes 70 minutes)	
Access to Facilities	Level 2 Constraint	Inside School buffer / Outside doctor buffer/ Access to shop	
Access to Open Space	Level 1 Constraint	Amenity Green space to the south of site (0.43km)	
Access to Employment	Level 3 Constraint	Banham suffers from limited employment opportunities and poor public transport.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site lies within groundwater source protection zone 2.</p> <p>Banham suffers from limited employment opportunities and poor public transport.</p> <p>Any development could have an impact upon the adjacent Grade II listed building.</p> <p>The site is Grade 2 arable land.</p> <p>Banham suffers from limited employment opportunities and poor public transport.</p>		
Solutions to Constraints:	<p>The site lies within groundwater source protection zone 2. As a result of this there would be limitations on the types of activity that can be carried out in this area.</p> <p>Land of Grade 2 quality should be protected if possible.</p> <p>The site lies within an area that is Moderate-high in terms of landscape sensitivity and would have to be mitigated against in the planning stage.</p> <p>These constraints wouldn't be deemed to be too severe due to the small scale of development proposed and the site would therefore be deliverable.</p>		

SHLAA Ref	D01	Source	Market Town Extension
Area	13.79	Unconstrained Capacity	413
Current Use	The site is currently used as agricultural land.		
Surrounding Use	To the North, South and West are agricultural land. The eastern boundary is formed by the Drayton Road, which has an existing housing development on the other side. The southern boundary is made up the A47. A track of land included within the site provides a boundary with the Dereham Road.		
Highway Access (On-Site)	None	Development would increase pressure on the Drayton Hall Road junction and the A47.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate/High landscape sensitivity, which would have to be mitigated.	
Existing Use in Operation	Level 3 Constraint	Site currently used for agriculture. Land is mostly grade 3 with some Grade 2 (NW of site)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Proximity to A47 would create noise and air pollution, which would have to be mitigated.	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	Number 20 bus runs from Wendling to Dereham down Dereham Road, Scarning 4 times per day. 1.2Km walk to Dereham Town Centre for buses to Norwich.	
Access to Facilities	Level 2 Constraint	Inside school buffer/outside doctor buffer/ no access to shops	
Access to Open Space	Level 1 Constraint	Amenity Green space to the East (0.47km)	
Access to Employment	Level 2 Constraint	Closest Employment site 1.77km. Access to A47 (Swaffham/Dereham/Norwich)	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site backs onto the A47 and may have access issues with the surrounding roads. In addition the Drayton Hall Road and A47 junction has a high personal injury rate.</p> <p>The site is deemed to be an area of moderate to high landscape sensitivity; this may have considerable effect up the developability of the site.</p> <p>The site is far removed from facilities and would encourage use of the private car.</p> <p>The land is agricultural in use and is high in quality with some areas of the site being Grade 2.</p> <p>The proximity to the A47 will result in further noise/air pollution and will need to be mitigated against; this would have the impact of reducing the overall capacity of the site.</p>		
Solutions to Constraints:	<p>The key constraints to development on this site are the potential increase in the use of the A47 and Drayton Hall Road junction and the proximity to the A47, which is a significant source of noise pollution.</p> <p>The increased pressure that the development will place upon the Drayton Hall Road and A47 junction is considered to be so severe as to deem the site unsuitable for residential development.</p> <p>The site has limited access to facilities but is not considered a severe constraint due to the proximity to Dereham.</p> <p>Part of the site is used for agriculture and is grade 2 in places. This could be considered a severe constraint as grade 2 and 3 land should be protected.</p> <p>Mitigation will need to be put in place in order to overcome any such pollution issues.</p> <p>Although social infrastructure and utilities constraints apply to development in Dereham, they are not restrictive in terms of a development of this size.</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p>		

Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.

SHLAA Ref	D02	Source	Market Town Brownfield
Area	3.46	Unconstrained Capacity	155
Current Use	The site does not appear to be used. The site was allocated as an extension to Rashes Green employment area in the 1999 Adopted Local Plan but has never been developed for employment uses. A small part of the site, which could form an access consists of a residential property		
Surrounding Use	Residential properties exist to the west, and south of the site. Employment uses on Rashes Green exist to the east and north of the site.		
Highway Access (On-Site)	None	Access onto Westfield Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 3 Constraint	Brown field site	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 1 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	No current use.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 3 Constraint	Possible noise/air pollution from Rashes Green industrial estate	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Well serviced bus route to Dereham and Norwich along the Westfield Road.	
Access to Facilities	Level 1 Constraint	within Doctor buffer/ within School buffer / close to shop	
Access to Open Space	Level 1 Constraint	Adjacent to Amenity Green space	
Access to Employment	Level 1 Constraint	Adjacent to Rashes Green - Access to A47: Dereham/Norwich/Swaffham - Easy access to bus route to Dereham/Norwich/Norwich Railway station.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>Access is the main issue: It is not clear if the residential properties, which would need to be removed to provide access, are under the same ownership as the promoter of the site.</p> <p>There are issues with possible contamination issues from previous use.</p> <p>The site could also suffer from air/noise pollution as a result of the nearby Rashes Green industrial estate.</p> <p>The site is currently allocated for employment. However the recent Employment Study has indicated an adequate supply of employment land in Dereham.</p> <p>Although categorised as "Market Town Brownfield" it is actually a greenfield site within the settlement. It is considered to achieve the same capacity as other market town brownfield sites.</p>		
Solutions to Constraints:	<p>The principle constraints in terms of this site are the potential highway access and the proximity to the existing employment area.</p> <p>In terms of highway access it is not clear whether the site owner has access to the employment site service road. In any event it is undesirable for residential traffic and pedestrians to use the employment site because of potential conflict with large industrial vehicles.</p> <p>Access onto Westfield Road would be deliverable provided safe access could be demonstrated. Two accesses would be required for over 100 properties.</p> <p>The Rashes Green employment site is an important employment area in Dereham. It is questionable whether placing sensitive types of development, such as residential, would be appropriate in close proximity to the site. It would be inappropriate to impinge upon the ongoing vitality of the employment site be permitting sensitive development in close proximity to it.</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of</p>		

pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.

If ownership issues could be overcome and suitable access could be demonstrated the site would be suitable for development.

A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP).

Taking into consideration provision for open space and major service roads the constrained capacity would be reduced to 124.

SHLAA Ref	D03	Source	Market Town Extension
Area	4.89	Unconstrained Capacity	146
Current Use	The site is currently used as agricultural land.		
Surrounding Use	The Southern border is made up by the Dereham Road, which connects Scarning to Dereham. Beyond this is an existing housing development. To the North of the site is agricultural land, with a couple of County Wildlife Sites 200m away. The northern side of the Eastern and Western boundary is also agricultural land. To the east is a small woodland on the southern side and allotments just beyond that. To the East are a few homes on the Southern side and some farm buildings.		
Highway Access (On-Site)	None	Likely to need localised high way improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 2 Constraint	North West lies in cordon sanitaire around the WWTW	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Traffic along Dereham Road.	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Number 20 bus runs from Wendling to Dereham down Dereham Road, Scarning 4 times per day. 1Km walk to Dereham Town Centre for buses to Norwich.	
Access to Facilities	Level 2 Constraint	Outside Doctor buffer/ Inside School buffer/ 0.5km to nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining Allotment Gardens	
Access to Employment	Level 1 Constraint	Closest employment site to the SE (1.65km), Dereham Town Center 1km, Access to A47: Access to Swaffham/Norwich	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are not considered to be any fundamental highway access issues, although some localised improvement may be necessary.</p> <p>This site sits within an area of moderate to high landscape sensitivity, which is a severe constraint.</p> <p>The site is not constrained in terms of flood risk.</p> <p>There are no apparent nearby uses that are a source of pollutants.</p> <p>The site is currently in use as agriculture.</p> <p>The site is not a designated employment area.</p> <p>There are bus stops within 800m of the site.</p> <p>There is an area of open space, allotments, adjacent to the site and additional areas of open space within 800m of the site.</p> <p>The site is further away than 800m from Dereham town centre but is not considered severely constrained in terms of access to facilities.</p> <p>There are utilities and social infrastructure constraints that apply to Dereham but these are not relevant to development on the scale possible on this site.</p>		
Solutions to Constraints:	<p>The key constraint in terms of this site is the relatively high landscape sensitivity of the site to development. The land is on the edge of the built up area but extends out into a distinctly rural fringe area. However, in this instance it is not considered a constraint that would undermine the developability of the site.</p> <p>The land is also currently used for agriculture (grade 3) and should be protected.</p> <p>The North West area of the site lies within the cordon sanitaire around the Waste Water Treatment Works; this would need to be taken into consideration during the planning stage and would constrain capacity.</p>		

There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.

Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.

Localised improvements to the highway network are estimated to cost in the range of £50-100,000.

A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP), this would limit capacity further still.

Taking into account the provision of open space and major service roads constrained capacity would be around 116.

SHLAA Ref	D04	Source	Market Town Brownfield
Area	0.76	Unconstrained Capacity	26
Current Use	Residential property, gardens and adjacent field		
Surrounding Use	To the north is a residential estate. To the east and west there are low density residential properties along Dumpling Green. To the south are arable fields which have been proposed for residential development.		
Highway Access (On-Site)	None	Likely to need localised high way improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Residential property, gardens and adjacent field.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	The number 4 bus runs down Yaxham Road to Swanton Morley/Dereham/Norwich - Access from Dereham to A47 and bus routes to Norwich/Swaffham etc.	
Access to Facilities	Level 2 Constraint	Outside Doctor buffer / Just outside school buffer/ Close proximity to supermarket	
Access to Open Space	Level 2 Constraint	Amenity Green space to the NW (1.3km)	
Access to Employment	Level 1 Constraint	Employment areas to the North (0.3km) and to the West (0.3km)	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	There are no obvious fundamental constraints to highway access; however there may need to be some notable improvements to the localised road network.		
Solutions to Constraints:	<p>The key constraint for this site is the local highway network. It is not anticipated that any necessary improvements will be so onerous that it will endanger the deliverability of the site.</p> <p>For the purposes of the assessment it has been assumed that the existing dwelling house way demolished to make way for new development.</p> <p>Localised highway improvements are likely to cost in the range of £50-100,000.</p> <p>Taking into account provision for open space and major service roads the capacity would be constrained to 20.</p>		

SHLAA Ref	D05	Source	Market Town Extension
Area	4.26	Unconstrained Capacity	127
Current Use	The site is currently in an agricultural usage.		
Surrounding Use	To the North and round to the Southwest of the site is agricultural land used for arable farming. To the West of the site are allotments on the Northern side and housing development to the Southern side. The Southern side is split urban development to the West and protected open space to the East.		
Highway Access (On-Site)	None	The Swanton Road has restricted width and poor alignment, the junction with Kings Road is severely substandard. Therefore the site is considered unsuitable for development on highway access grounds.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (Grade 2)	
Source Protection	Level 2 Constraint	Northern part of the site lies completely within groundwater flood zone 2.	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.7km to bus stop to Norwich/Swaffham/Gt. Yarmouth etc. Number 4 bus travels down Swanton Road - possible new stop on route to Dereham/Norwich.	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Inside Doctor buffer/ close proximity to shops in Dereham	
Access to Open Space	Level 1 Constraint	Allotments adjoining the site to the West and Neatherd Moor Common to the SE.	
Access to Employment	Level 1 Constraint	Yaxham Road industrial estate to the South of the site (1.125km)	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement. Social infrastructure would require some improvement.	
Constraint Analysis	<p>Access onto the site is possible from the Swanton Road, therefore it is considered that there are no fundamental issues with highway access. However there are significant concerns about the suitability of Swanton Road to carry additional traffic, particularly visibility at the junction of Swanton Road and Kings Road is severely substandard.</p> <p>Utilities are constrained but not at the scale of this development in isolation.</p> <p>The landscape is moderately sensitive to development.</p> <p>There are no flood risk issues.</p> <p>The Northern part of the site lies completely within groundwater flood zone 2.</p> <p>There are issues with access to public transport and facilities.</p> <p>There are constraints on social infrastructure in Dereham but there is capacity to accommodate this development in isolation.</p>		
Solutions to Constraints:	<p>The Swanton Road has restricted width and poor alignment, the junction with Kings Road is severely substandard. Therefore the site is considered unsuitable for development on highway access grounds.</p> <p>The Northern part of the site lies within groundwater source protection zones 2 and as a result of this there would be limitations on the types of activity that can be carried out in this area.</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>There are constraints in terms of access to public transport and facilities; however, these are not</p>		

considered to bring into question the deliverability of the site.

The land is grade 2 arable land and should be protected.

SHLAA Ref	D07	Source	Market Town Brownfield
Area	0.43	Unconstrained Capacity	12
Current Use	The site currently consists of two residential properties.		
Surrounding Use	To the north of the site is the A47, a major trunk road running east to west, beyond this is a mixture of woodland and arable fields. About 200m to the north are residential properties. To the west are arable fields, a little beyond this are farm buildings and a few residential properties. East of the site is arable farmland.		
Highway Access (On-Site)	None	The key constraint to development is the effect on the junction of the Broadway with the A47.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Residential	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 3 Constraint	A47 Noise/Traffic pollution	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	No bus stop nearby AND no opportunity with the current roads for a stop to be created.	
Access to Facilities	Level 2 Constraint	Within school buffer / outside doctor buffer/ No access to shops, but close proximity to Dereham	
Access to Open Space	Level 2 Constraint	Amenity Green space, Dereham Hockey Club, to the North of the site (0.5km) Difficult to access.	
Access to Employment	Level 1 Constraint	Rashes Green Industrial Estate to the East (1.6km)	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The small local nature of the local road network may act as a constraint to development although there are no obvious fundamental constraints to highway access; however the junction of the Broadway and the A47 has a high personal injury rate.</p> <p>Landscape is moderately sensitive to development.</p> <p>There are two existing dwellings on site which would both need to be removed to achieve the sites full development potential.</p> <p>There are constraints in terms of access to public transport and facilities, both of which are available but are more than 800m away from the site. There are utilities and social infrastructure constraints in Dereham but these are not significant in terms of the scale of development on this site.</p>		
Solutions to Constraints:	<p>The site has no access to public transport, which would increase the use of the private car.</p> <p>The proximity to the A47 would also cause noise/air pollution and would have to be mitigated against.</p> <p>The key constraint to development is the effect on the junction of the Broadway with the A47.</p> <p>It is considered that the development of this site will increase pressure on the junction of The Broadway with the A47. This is considered unacceptable in terms of highway safety and therefore the site is considered unsuitable for development.</p>		

SHLAA Ref	D08	Source	Market Town Extension
Area	9.99	Unconstrained Capacity	299
Current Use	The site is currently used for agricultural (arable) land		
Surrounding Use	The site is surrounded by agricultural land on three sides (north, east and south). To the west of the site is a built up residential area. Between the site and the residential area is a band of protected open space with protected trees. To the south is Dereham hospital.		
Highway Access (On-Site)	None	There are concerns about the suitability of Back Lane and Northall Green Lane to cater for any additional traffic due to the road poor alignment, inadequate widths, high speeds and poor personal injury accident record.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (Grade 2)	
Source Protection	Level 2 Constraint	Northern part of the site lies completely within groundwater flood zone 2.	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Number 12 bus stop (0.2km) runs to Dereham 4 times a day. 0.7km to Dereham bus stop (Norwich/Swaffham/etc.)	
Access to Facilities	Level 2 Constraint	Inside school buffer/ outside doctor buffer/ close to Dereham town centre	
Access to Open Space	Level 1 Constraint	Adjacent to Natural/Semi-Natural Green space	
Access to Employment	Level 2 Constraint	Employment site to the South (1.8km) - Access to Dereham and bus routes 5-10 minute drive to A47 (Access to Norwich/Swaffham etc)	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has a road frontage and therefore it is not considered that there are any fundamental constraints in terms of highway access. However, there are concerns about the suitability of Back Lane and Northall Green Lane to cater for any additional traffic due to the road poor alignment, inadequate widths, high speeds and poor personal injury accident record.</p> <p>Utilities are constrained in Dereham but those constraints are not likely to effect development on the scale possible on this site in isolation.</p> <p>The landscape has been identified as having a moderate to high sensitivity to change.</p> <p>There are no flood risk issues.</p> <p>The site is within 800m of a bus stop.</p> <p>The site is more than 800m away from 2 or more key facilities but is on the edge of Dereham which provides a large range of facilities.</p> <p>There is ready access to a large area of open space.</p> <p>The site is on the edge of a market town and is therefore suitable for development in terms of access to employment. There are constraints on social infrastructure</p> <p>The Northern part of the site lies completely within groundwater flood zone 2.</p>		
Solutions to Constraints:	<p>The key constraints with this site are the restricted highway network and the landscape impact.</p> <p>The significant concerns over the local highway network are considered to render the site unsuitable for development.</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of</p>		

pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.

Although the area has been identified as having a moderate to high sensitivity to change it lies on the edge of Dereham and in a wider sense is unlikely to fundamentally damage the wider landscape.

The Northern part of the site lies within groundwater source protection zones 2 as a result of this there would be limitations on the types of activity that can be carried out in this area.

SHLAA Ref	D09	Source	Market Town Extension
Area	27.07	Unconstrained Capacity	812
Current Use	The site consists of a number of hedge-lined arable fields.		
Surrounding Use	To the North there is a residential estate and some agricultural buildings. To the south and to the west the surrounding use is agriculture consisting of mainly arable fields. To the west there are residential properties along the Yaxham Road.		
Highway Access (On-Site)	None	Localised Highway improvements required	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	County Wildlife site adjoining to the South	
Landscape Impact	Level 3 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible Noise/Air pollution from Yaxham Rd + Rashes Green Industrial Estate	
Flood Risk	Level 3 Constraint	Flood Zone 2 covering a sizeable amount of the site.	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	The number 4 bus runs down Yaxham Road to Swanton Morley/Dereham/Norwich	
Access to Facilities	Level 2 Constraint	Outside doctor buffer/ Partially inside school buffer/ Close proximity to supermarket	
Access to Open Space	Level 1 Constraint	Amenity Green space to the West (0.5km)	
Access to Employment	Level 1 Constraint	Rashes green lies directly to the West of the site. Access from Dereham to A47 and bus routes to Norwich/Swaffham etc.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>With the development level anticipated on this site there are possible questions about the capacity of high school infrastructure having taken account of existing commitments. Therefore social infrastructure constraints may limit the potential of this site to be fully developed.</p> <p>There are minor flood risk issues on the site that would also be material to the development of the site.</p>		
Solutions to Constraints:	<p>The key constraints to development on this site are flood risk and social infrastructure.</p> <p>The flood risk element is relatively easy to solve through directing development away from areas of flood risk.</p> <p>Social infrastructure constraints are more difficult to overcome. There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>The site is grade 3 agricultural land and as such should be protected.</p> <p>Development could have an impact on the County Wildlife site to the South of the development. This would have to be mitigated during the planning stage.</p> <p>Localised highway improvements are likely to cost in the range of £50-100,000.</p> <p>Removing the flood affected area and providing adequate consideration for the County wildlife site to the South constrained capacity has been reduced to 700.</p> <p>A development of this size would require a minimum of 1 Neighbourhood Equipped Area for Play (NEAP) and an outdoor sport area.</p>		

Taking into account provision for open space and major service roads the capacity has been further reduced to 560.

SHLAA Ref	D10	Source	Market Town Extension
Area	9.06	Unconstrained Capacity	271
Current Use	The land is currently Cattle Arch Farm and surrounding lands, which consists of woodland, arable fields and undeveloped land.		
Surrounding Use	To the south of the site is the A47, a major trunk road through Breckland. Beyond the road is undeveloped land central and south-west, to the south east are a SAC and CWS. To the east are residential properties and St Nicholas' Junior School. To the north east is undeveloped land, part of which is designated protected open space. Directly north is another residential developed, which spreads round to the east of the site. Further to the east is more undeveloped land.		
Highway Access (On-Site)	None	The only point of access to the site is from the Drayton Hall Lane, this access point would be close to the junction of that road with the A47 and it is questionable whether an access at this point would be suitable in terms of the satisfactory functioning of the highway network.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Adjoining County Wildlife Site to the North-East. SSI to the South of the site	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Agriculture (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 3 Constraint	A47 Noise/Air pollution	
Flood Risk	Level 3 Constraint	Zone 2 flood Zone covering large amount of site (approx. 50%)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	Dereham Road 0.6km - Service could be improved with critical mass.	
Access to Facilities	Level 2 Constraint	Inside school buffer/ outside doctor buffer/ no access to shops, but within close proximity to Dereham town centre.	
Access to Open Space	Level 1 Constraint	Adjoining Amenity Green space to the North and SE of site.	
Access to Employment	Level 2 Constraint	Rashes Green industrial Estate to the East (1.2km) - A47 access to Norwich/Swaffham etc.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site lies within groundwater source protection zones 2</p> <p>The site lies within groundwater source protection zones 2 as a result of this there would be limitations on the types of activity that can be carried out in this area.</p> <p>Social infrastructure would require some improvement with development on this scale.</p> <p>Utilities could support a development on this scale</p> <p>The only point of access to the site is from the Drayton Hall Lane, this access point would be close to the junction of that road with the A47 and it is questionable whether an access at this point would be suitable in terms of the satisfactory functioning of the highway network.</p> <p>The southern edge of the site lies adjacent to the A47 which is a significant source of noise pollution and is a constraint on the site.</p> <p>This site has a 1:1000 flood risk running through the middle of it, which would cause a greatly decreased capacity if it is avoided.</p> <p>There is an area of protected open space included within the site, as well as a large pond.</p> <p>The site borders the A47 and may have significant impact upon this major trunk road.</p> <p>Access to any road except the A47 would be difficult and potentially reduce capacity. Over the A47 from this site is an area designated as a SPA and SSSI, the site would have significant impact upon the site.</p>		
Solutions to Constraints:	There are a number of constraints in relation to this site; the most fundamental of these is the issue of flood risk. Approximately 50% of the site is within flood zone 2. As the area of flood risk is in the centre of the site avoiding the flood risk area is likely to be difficult therefore it is considered that this site should be discounted at the juncture.		

SHLAA Ref	D11	Source	Market Town Brownfield
Area	0.59	Unconstrained Capacity	20
Current Use	The site currently consists of a single residential property with associated land and buildings.		
Surrounding Use	The land to the east is currently arable fields on both sides of the Mattishall Road. Directly to the north is the A47 dual carriage way, a major route through Breckland and Norfolk. Beyond the A47 is a housing development which arcs round to the west. Directly next to the site on the west is a neighbouring residential property. To the south of the site is open space in a mixture of undeveloped land and arable farming.		
Highway Access (On-Site)	None	The access point is close to the A47 junction and it is questionable whether an intensified access in this location would be appropriate in terms of highway safety and the satisfactory functioning of the highway network.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Residential	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 3 Constraint	A47 Noise/Traffic pollution	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.4km to the nearest bus stop (Norwich/Dereham/Swaffham etc) but access would have to be addressed.	
Access to Facilities	Level 3 Constraint	Outside school buffer/ outside doctor buffer/ no access to shops	
Access to Open Space	Level 2 Constraint	Neather Moor Common to the NW (0.8km)	
Access to Employment	Level 1 Constraint	Yaxham Road and Dereham business Park to the West (1.2km) - Easy Access to A47	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has direct access to the Mattishall Road and therefore it is not considered that there are any fundamental constraints in terms of highway access. However, the access point is close to the A47 junction and it is questionable whether an intensified access in this location would be appropriate in terms of highway safety and the satisfactory functioning of the highway network.</p> <p>There are utilities constraints in Dereham, but they could accommodate the demand that would be created by this site.</p> <p>The site is close to the A47, which is a significant source of noise pollution, consideration would need to be given to whether this is a suitable position for residential development.</p> <p>The use of the existing dwelling on site may add a time constraint issue to any development.</p> <p>There are issues in terms of access to public transport and open space. Although a bus stop is within 800m the route does not appear to be particularly navigable by pedestrians. There is no identified open space within 800m of the site and this also has pedestrian access issues.</p> <p>Social infrastructure constraints are material in Dereham but could accommodate growth on the scale possible on this site.</p>		
Solutions to Constraints:	<p>The key constraints for this site are the highway access issues and the issues of appropriate access to public transport and open space.</p> <p>It is considered unlikely that adequate pedestrian access will be able to be provided on site despite being close to an existing bus stop.</p> <p>Furthermore there are outstanding questions about the suitability of intensifying the access in a position close to the A47 junction and the visibility from the Old Mattishall road junction.</p> <p>For these reasons the site is excluded from the study at the point.</p>		

SHLAA Ref	D12	Source	Market Town Extension
Area	5.49	Unconstrained Capacity	164
Current Use	Currently situated on the eastern part of the site are nursery buildings and associated works. The western part of the site is made up of undeveloped land.		
Surrounding Use	To the north of the site are existing residential properties. To the south, east and west are arable fields, broken up by hedgerows and tree lines. Adjacent to the site to the west is Wood Farm and associated buildings.		
Highway Access (On-Site)	None	Likely to need localised high way improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Half the site is used as a nursery	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Shipdham Road Noise/Traffic	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	400km to the nearest bus stop with routes to Dereham and Norwich. School bus from Shipdham passes the site.	
Access to Facilities	Level 2 Constraint	Just outside doctor buffer/ partially within school buffer/ access to shops	
Access to Open Space	Level 2 Constraint	1km to nearest open space unless new access is provided.	
Access to Employment	Level 1 Constraint	Rashes Green Industrial Estate lies 1.4km to the North of the site. Access to Shipdham/Dereham and Norwich via A47	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has direct access to the Shipdham Road, therefore there are not considered to be any fundamental constraints to highway access.</p> <p>The landscape is identified as having a high to moderate sensitivity to development.</p> <p>There are currently nursery buildings covering half of this site which would need to be cleared before development of this site could take place; this is a use constraint and may indicate a time constraint to development.</p> <p>The site is not within 800m of two or more key facilities and therefore access to facilities is a material consideration, however as the site is on the edge of Dereham, it is not considered to be a severe constraint.</p> <p>Social infrastructure is constrained in Dereham but it will be able to cope with development on the scale possible on this site.</p>		
Solutions to Constraints:	<p>The key constraint to this site is the landscape impact. The area has a moderate to high sensitivity to change. However, it is directly adjacent to the edge of Dereham and there are some existing buildings on site. Therefore it is not considered that this constraint should exclude this site from the assessment.</p> <p>Also material is the existing use on site. This may delay any possible start of development on site and will need to be factored into the delivery timescale.</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP), reducing</p>		

capacity slightly.

Local highway improvements are likely to cost in the region of £50-100,000.

Taking into account provision for open space and major service roads the capacity would be constrained to 131.

SHLAA Ref	D13	Source	Market Town Extension
Area	0.53	Unconstrained Capacity	18
Current Use	The site is currently vacant, un-used, un-developed land.		
Surrounding Use	To the north there are low density residential units. To the west there are arable fields which have been proposed for residential development. West of the site lie residential properties along the Yaxham Road. There are arable fields to the south of the site.		
Highway Access (On-Site)	None	Localised Highway improvements required	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however development could have an impact upon the Grade II listed home	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	The site is currently vacant, un-used, un-developed land.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible Noise/Air pollution from the Yaxham Rd. and Rashes Green Industrial Estate	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	The number 4 bus runs down Yaxham Road to Swanton Morley/Dereham/Norwich	
Access to Facilities	Level 2 Constraint	Inside school buffer/ just outside doctor buffer/ close to supermarket	
Access to Open Space	Level 2 Constraint	Green Amenity land to the SW (0.8km)	
Access to Employment	Level 1 Constraint	Rashes Green lies directly to the West of the site. Access from Dereham to A47 and bus routes to Norwich/Swaffham etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are no fundamental constraints to highway access as the site is adjacent to the B1135.</p> <p>There is an issue with landscape impact in terms of the listed building adjacent to the site.</p> <p>There are issues with access to open space and facilities, however as the site is on the edge of Dereham these constraints are not considered to be severe.</p> <p>There are utilities and social infrastructure constraints in Dereham but they are not particularly relevant to development on the scale possible on this site.</p>		
Solutions to Constraints:	<p>The key constraint to this site is the adjacent listed building. The effect on this asset will need to be considered in the design of any development on site.</p> <p>Localised highway improvements are likely to cost in the region of £10-50,000.</p> <p>Taking into account provision for major service roads capacity would be constrained to 16.</p>		

SHLAA Ref	D14	Source	Market Town Extension
Area	20.00	Unconstrained Capacity	600
Current Use	The site is roughly split along the middle into two uses. To the north is arable farmland and undeveloped vacant space. To the south are fields used for livestock farming, with associated buildings, pig pens etc. There are also a few hedgerows and tree lines within the site.		
Surrounding Use	The A47, a major trunk road, runs north of the site beyond this is a patch of undeveloped land and a little further still is a housing development. To the east there is a SAC directly adjoining the northern part of the site, beyond this is a CWS, which then leads into housing developments, on the southern part of the eastern site there is housing directly joining the boundary. To the south the land is predominately of arable agricultural use, as well as patches of undeveloped land.		
Highway Access (On-Site)	None	The highway network is not considered suitable to accommodate the additional demands that would be placed upon it by a development of this size.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	Category A Constraint	Close to SSI	
Landscape Impact	Level 2 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 2 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	Nearest Bus stop to Norwich/Dereham located at Lisbon Way. Possibility for a new stop, but roads would need to be improved.	
Access to Facilities	Level 2 Constraint	Partially in School buffer/ outside doctor buffer/ not close to shop	
Access to Open Space	Level 1 Constraint	Adjoining amenity green space	
Access to Employment	Level 1 Constraint	Rashes Green lies to the East of the site (1.46km)	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The site has direct access onto Fen Road and The Broadway and therefore it is not considered to have a fundamental highway access constraint. However neither Fen Road nor the Broadway has footpaths, there are concerns over their capacity to carry increased traffic due to their inadequate width (in terms of Fen Road), poor alignment, and high speed limit. In addition the junction of The Broadway with the A47 has a high personal injury rate and development on this site would increase pressure on this junction.</p> <p>This site neighbours areas of protected land, including a SAC, SSSI and CWS. An impact assessment of development of this site upon the protected areas would be essential.</p> <p>The northern edge of the site is close to the A47, a significant source of noise pollution, this may have an impact upon the suitability of the site at the north edge.</p>		
Solutions to Constraints:	<p>The key constraints to the site are the highway network, landscape impact of the development and the possible effect on the adjacent SAC and SSSI.</p> <p>The highway network is not considered suitable to accommodate the additional demands that would be placed upon it by a development of this size and therefore the site is considered unsuitable for residential development.</p> <p>In terms of landscape impact the site abuts the edge of Dereham and is confined within an existing road structure. Therefore it is not considered that the site should be excluded from the assessment on these grounds. Consideration will need to be given in the design and landscaping of any scheme to mitigate landscape impact.</p> <p>An assessment will need to be made on the impact upon the adjacent SAC and SSSI. However, it is not anticipated that development on site will necessarily endanger the quality of these designations and therefore the site is not excluded on these grounds.</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p>		

Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.

SHLAA Ref	D15	Source	Market Town Extension
Area	3.49	Unconstrained Capacity	122
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site borders the A47 dual carriageway to the south, beyond this is arable farmland. Directly to the east are several farm buildings which border the site, beyond this is arable farmland. To the North are residential properties bordering the site beyond which is undeveloped land split by the B1110. Land to the northwest is also predominantly undeveloped land and arable farmland, while to the southwest is the edge of Dereham, where housing developments follow the northern side of the A47.		
Highway Access (On-Site)	None	The site only has direct access onto the A47, it is possible that this may be a fundamental access constraint. Else wise it appears that the site has no access to another minor road. Any junction onto the A47 would have to be of a high standard that brings into question the suitability of this site.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	The site is currently undeveloped land.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 3 Constraint	A47 Noise / Air pollution	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.7km to the nearest bus stop, but access would have to be addressed.	
Access to Facilities	Level 3 Constraint	Outside school buffer/ Outside Doctor Buffer/ No access to shops	
Access to Open Space	Level 2 Constraint	Neatherd Moor is located 1.08km to the West of the site	
Access to Employment	Level 1 Constraint	Employment site is located 1.4km to the SW of the site. A47 to Norwich/Swaffham etc.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site only has direct access onto the A47, it is possible that this may be a fundamental access constraint. Otherwise it appears that the site has no access to another minor road. Any junction onto the A47 would have to be of a high standard that brings into question the suitability of this site.</p> <p>The southern edge of the site borders the A47, this is a significant source of noise pollution and this will have an impact on the site in terms of its suitability.</p>		
Solutions to Constraints:	<p>The key constraint to this site will be achieving a suitable highway access. The site as promoted only shows a direct connection to the A47, with the B1110 only accessible via a farm track or across land not shown to be in the promoters control.</p> <p>It is unlikely that direct access on to the A47 would be viable and there are questions about acquiring land to gain access to the B1110. Therefore it is questionable whether this site is deliverable. As such it has been excluded from the assessment at this juncture.</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	D16	Source	Market Town Extension
Area	1.97	Unconstrained Capacity	59
Current Use	The site is currently used as arable farmland.		
Surrounding Use	To the east of the site is the B1147 which connects Dereham to Swanton Morley, to the west of the site is the rail track from Dereham station. The land to the north and south of the site is used arable farming. Beyond the B1147 to the east is more arable farmland. To the west beyond the railway is arable farmland which backs onto Dereham hospital, below this is protected open space made up of allotments.		
Highway Access (On-Site)	None	The Swanton Road has restricted width and poor alignment, the junction with Kings Road is severely substandard. Therefore the site is considered unsuitable for development on highway access grounds.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (Grade 2)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	1.1km to bus stop to Norwich/Swaffham/Gt.Yarmouth etc. Number 4 bus travels down Swanton Road - possible new stop on route to Dereham/Norwich.	
Access to Facilities	Level 2 Constraint	Inside school buffer/Just outside doctor buffer/ close proximity to shops in Dereham	
Access to Open Space	Level 1 Constraint	Allotments and Gardens to the West of the site.	
Access to Employment	Level 1 Constraint	Yaxham Road Industrial Estate to the South of the site (1.27km). A47 to Norwich/Swaffham etc.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There is direct access to the Swanton Road and therefore it is not considered that there are any fundamental constraints in terms of highway access. However there are significant concerns about the suitability of Swanton Road to carry additional traffic, particularly visibility at the junction of Swanton Road and Kings Road is severely substandard.</p> <p>The landscape of the area has a high sensitivity to change.</p> <p>The site is adjacent to a railway line, which may be a source of pollution. However, this railway line is not known to be highly used.</p>		
Solutions to Constraints:	<p>The Swanton Road has restricted width and poor alignment, the junction with Kings Road is severely substandard. Therefore the site is considered unsuitable for development on highway access grounds.</p> <p>In addition, the landscape is identified as having a high to moderate sensitivity to change. This site is currently detached from the edge of Dereham, which arguably would mean that it impact upon the landscape might be heightened if developed in isolation. Therefore the site is also considered unsuitable in terms of landscape impact. As part of a wider development scheme including site D05 the landscape situation may change.</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	D17	Source	Market Town Extension
Area	12.68	Unconstrained Capacity	443
Current Use	The site is currently made up of 4 separate arable fields, 3 together in the main block of the site, the other to the north, separated by a narrow track.		
Surrounding Use	South of site is the A47 dual carriageway, a major trunk road through Norfolk. The site sits on the edge of Dereham, with most of the land to the north and west of the site used for housing etc. The opposite side of the A47 is made up of agricultural land to the east. There are 2 designated employment sites to the west of the site, one either side of the A47. To the north are two patches of protected open space, and bordering the site on the north is an area of allotments.		
Highway Access (On-Site)	None	The site has access to Greenfields, Wheatcroft Way and Rowan Drive therefore there are not considered to be fundamental constraints to highway access.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	TPO in the centre of the site and further TPOs along the Eastern boundary	
Landscape Impact	Level 2 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (50% Grade 2/ 50% Grade 3)	
Source Protection	Level 2 Constraint	Northern part of the site is designated as groundwater source protection zone 3	
Pollutant Sources	Level 3 Constraint	A47 noise/Air pollution	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.4km to regular Norwich/Dereham/Swaffham bus services.- Location makes it unlikely to be added to a bus route.	
Access to Facilities	Level 2 Constraint	Inside school buffer / Outside doctor buffer/ access to shops / Outside Doctor Buffer / Outside Doctor Buffer / Access to shops	
Access to Open Space	Level 1 Constraint	Adjoining allotments and Green Amenity space.	
Access to Employment	Level 1 Constraint	Adjoining Industrial Estates (Dereham Business Park and Yaxham Road) A47 to Norwich/Swaffham etc.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The site has access to Greenfields, Wheatcroft Way and Rowan Drive therefore there are not considered to be fundamental constraints to highway access.</p> <p>The A47 will create noise issues on site and a barrier may need to be put in place, possibly reducing potential capacity. This is considered a constraint under proximity to pollutant sources.</p> <p>The land in question is 50% grade 2 and 50% grade 3.</p>		
Solutions to Constraints:	<p>The key constraint to the development of this site would appear to be its proximity to the A47. Appropriate mitigation measures would need to be put in place to prevent any inappropriate impact upon future residents of any development on site.</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>The land is currently arable land (grade 2 - 3) and as such should be protected from development.</p> <p>A site of this size would also require a development of this size would require a minimum of 1 Neighbourhood Equipped Area for Play (NEAP) and an outdoor sport area.</p> <p>Localised highway improvements are likely to cost in the region of £10-50,000.</p> <p>The site has a planning permission for 220 dwellings.</p>		

SHLAA Ref	D18	Source	Market Town Brownfield
Area	0.92	Unconstrained Capacity	32
Current Use	The site is currently used for light industry.		
Surrounding Use	To the south, west and east land is used for agricultural purposes with a few buildings. Directly to the south adjacent the sites are 4 residential properties. To the north are a few buildings used as nurseries, beyond which is the town of Dereham. There is one road adjoining the site, the A1075, which links Dereham to Shipdham.		
Highway Access (On-Site)	None	Localised Highway improvements required	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 3 Constraint	Brownfield site	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Used for light industrial	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible Noise/Air pollution from Shipdham Road	
Flood Risk	Level 3 Constraint	50% of the site is covered by Flood Zone 2 (River Tud)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	The site is situated about 0.68km from the nearest Bus stop with routes to Dereham and Norwich. The school bus from Shipdham passes the site.	
Access to Facilities	Level 3 Constraint	Outside school buffer/ outside doctor buffer/ 0.7km to shop	
Access to Open Space	Level 2 Constraint	1km to nearest open space unless new access is provided.	
Access to Employment	Level 1 Constraint	Rashes Green Industrial Estate lies 1.5km to the North of the site. Access to Dereham and Shipdham and to Norwich via the A47	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is currently used for light industry and there may be contamination issues to be resolved.</p> <p>There are some buildings currently standing which would need to be removed to allow the site to be developed to its full capacity.</p> <p>The southern half of the site is in a 1:1000 flood zone and adjacent the River Tud (flood zone 3b).</p>		
Solutions to Constraints:	<p>The key constraints on this site are the sensitivity of the landscape and the flood risk issues.</p> <p>In terms of the landscape, this site appears to be a Brownfield site with buildings in existence. Therefore in this instance it is not considered that this constraint should rule out development.</p> <p>In terms of flood risk, development should avoid the area identified as being at risk of flood. This would reduce the site area to approximately 0.4ha and reduce yield to 14.</p> <p>Local highway improvements are likely to cost in the range of £50-£100,000.</p> <p>Taking into consideration the provision for major service roads the constrained capacity would be reduced to 12.</p>		

SHLAA Ref	D21	Source	Market Town Extension
Area	9.05	Unconstrained Capacity	271
Current Use	The site consists of a number of large arable fields.		
Surrounding Use	To the North of the site is arable land that has been proposed for employment land. To the North West are the Breckland Council Offices and the Dereham Business Park. To the East are arable fields. To the South there are nurseries. To the West is a small residential estate.		
Highway Access (On-Site)	None	The site has potential access to Walpole Loke and therefore are not considered to be any fundamental constraints in terms of highway access. However the existing access onto Dumpling Green is completely inadequate for development on this scale.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	Bus routes to Norwich/Dereham from Yaxham Road- (0.6km)	
Access to Facilities	Level 2 Constraint	Outside school buffer / Outside Doctor Buffer / Close to supermarket	
Access to Open Space	Level 2 Constraint	0.5km and 1km away from nearest Amenity Green space, but might be hard to access.	
Access to Employment	Level 1 Constraint	Adjoining Dereham Business Park - Access to Norwich/Swaffham etc. Via A47	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The site has potential access to Walpole Loke and therefore there are not considered to be any fundamental constraints in terms of highway access. However the existing access onto Dumpling Green is completely inadequate for development on this scale.</p> <p>The landscape sensitivity of the surrounding area is identified as being high to moderate.</p> <p>There are constraints in terms of access to facilities but as the site is on the edge of Dereham these are not considered to be severe.</p>		
Solutions to Constraints:	<p>The site can only be considered viable if it can be accessed through Dereham Business Park. There are questions about whether such access would be possible due to the apparent third party ownership issues. For this reason the site is considered unsuitable for residential development for the purposes of this study.</p> <p>Landscape impact is a significant issues, however as the site is adjacent to a built up area and that it is close to an area of lesser sensitivity it is not considered so severe as to bring into question the developability of the site.</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	D23	Source	Market Town Extension
Area	6.78	Unconstrained Capacity	203
Current Use	The field is currently in use as arable farmland.		
Surrounding Use	The site is mainly surrounded by open space, to the north, west and east the use is mainly arable farmland. To the south the land remains largely undeveloped. To the south west of the site is residential development.		
Highway Access (On-Site)	None	The Swanton Road has restricted width and poor alignment, the junction with Kings Road is severely substandard. Therefore the site is considered unsuitable for development on highway access grounds.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (Grade 2)	
Source Protection	Level 3 Constraint	Zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	Flood Zone 2 running along the South and East of the site.	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.7km to bus stop to Norwich/ Swaffham/ Gt.Yarmouth etc. Number 4 bus travels down Swanton Road - possible new stop on route to Dereham/Norwich.	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Inside Doctor buffer/ close proximity to shops in Dereham	
Access to Open Space	Level 1 Constraint	Neatherd Moor adjoins the site to the South	
Access to Employment	Level 1 Constraint	Yaxham Road Industrial park to the South of the site (Just>1km)	
Social Infrastructure	Level 3 Constraint		
Constraint Analysis	<p>There is no fundamental issue with highway access as the site is adjacent to the Swanton Road. However there are significant concerns about the suitability of Swanton Road to carry additional traffic, particularly visibility at the junction of Swanton Road and Kings Road is severely substandard.</p> <p>The landscape of the area has a high sensitivity to development.</p> <p>There is an area of 1:1000 flood risk running along the southern boundary of this site.</p>		
Solutions to Constraints:	<p>The Swanton Road has restricted width and poor alignment, the junction with Kings Road is severely substandard. Therefore the site is considered unsuitable for development on highway access grounds.</p> <p>The majority of the site lies within groundwater source protection zone 2, which would limit activity on the site.</p> <p>Landscape impact is a significant issue, however as the site is adjacent to the built up area of Dereham it is not considered so severe as to bring into question the developability of the site for the purposes of this assessment.</p> <p>There are constraints in terms of access to public transport and facilities however, these are not considered to bring into question the deliverability of the site.</p> <p>There is a small area of the site affected by flood risk; these areas will need to be avoided by development. However, these are not so sizable that they warrant a reduction in the development yield of the site.</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	D24	Source	Market Town Extension
Area	16.68	Unconstrained Capacity	500
Current Use	The site is currently used for arable farmland.		
Surrounding Use	To the North are arable fields, interspersed with hedgerows and tree lines. To the east of the site are several residential properties, as well as a few industrial units. There are also residential properties to the south and south-west of the site. To the west are a couple of arable fields, beyond which is the main body of Dereham. The site surrounds Aldiss Park Football ground, which is designated as protected open space.		
Highway Access (On-Site)	None	The site has access onto the Norwich Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable farmland (Grade 2)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	Zone 2 to NW of site.	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Easy access to bus routes to Norwich/Dereham/Swaffham etc.	
Access to Facilities	Level 2 Constraint	Outside doctor buffer/ Partially inside school buffer/ 0.7km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.7km to Neatherd Moor	
Access to Employment	Level 1 Constraint	Access to Dereham/Norwich etc.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>Although the site does not appear to directly abut the B1110, it appears from aerial photography that the site extends to the boundary and therefore it is assumed that there is direct access to this road.</p> <p>The local highway network is constrained and access to the east of the football ground would be undesirable due to the road alignment and high traffic speeds. However an adequate single point could be provided to the west of the football ground.</p> <p>The landscape in the area has a high sensitivity to change.</p> <p>There is a small area of 1:1000 flood risk to the west of this site, if this can be worked around then there appear to be no major issues with this site.</p>		
Solutions to Constraints:	<p>Landscape impact is a significant issue; however as the site is adjacent to the built up area of Dereham it is not considered so severe as to bring into question the developability of the site for the purposes of this assessment.</p> <p>There is a small area of the site affected by flood risk, these areas will need to be avoided by development. However, there are not so sizable that they warrant a reduction in the development yield of the site.</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>Estimated costs of local road infrastructure are between £50,000 and £100,000.</p> <p>The site already has planning permission for 200 dwellings and has been excluded from the study.</p>		

SHLAA Ref	D25	Source	Market Town Brownfield
Area	7.94	Unconstrained Capacity	357
Current Use	Most of the site is derelict or underused. The eastern section of the site is used for agricultural machinery repairs and vehicle storage. At the front of the site there is a derelict Maltings which is a Grade II* listed building. There are a few residential properties within the wider site.		
Surrounding Use	To the north and north west there are residential properties. To south west there is Yaxham Road industrial estate. The site is bordered by the Mid Norfolk railway line and associated land to the west.		
Highway Access (On-Site)	None	There are no fundamental constraints in terms of highway access. However, access via the Norwich Road would be unsuitable due to the proximity of the access to the traffic lights. Access would need to be obtained via Greenfields Road to the east.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 3 Constraint	Brownfield	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	Impact on Grade II* listed building	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Industrial past and multiple ownership issues	
Source Protection	Level 2 Constraint	Site lies within groundwater contamination zone 2	
Pollutant Sources	Level 2 Constraint	Possible noise /Air pollution from Yaxham Road industrial estate	
Flood Risk	Level 3 Constraint	Flood zone 3b (very small, but would need to be considered)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.3km to the nearest bus stop- could be serviced with a further bus stop.	
Access to Facilities	Level 1 Constraint	Inside school buffer/ inside doctor buffer/ access to shops / Access to shops	
Access to Open Space	Level 1 Constraint	Close proximity to the Recreation ground (0.1km) and Amenity Green space off Matsell way (0.1km)	
Access to Employment	Level 1 Constraint	Adjoining Yaxham Road Industrial Estate. Good access to A47	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>There are no fundamental constraints in terms of highway access. However, access via the Norwich Road would be unsuitable due to the proximity of the access to the traffic lights. Access would need to be obtained via Greenfields Road to the east.</p> <p>The land may require some remediation due to past industrial uses. Some buildings would need to be cleared. There are a few residential properties on the site and it is not clear whether the promoter owns these properties. The site is in multiple ownership, so there could be ownership related constraints; however, the same agent is acting on behalf of all landowners. It is therefore anticipated that development could begin on the site within the first 5 years.</p> <p>There are severe highway constraints which could rule out development on site.</p> <p>It is likely that site D17 will need to be developed in order to achieve appropriate access.</p> <p>The site has a number of ground contamination issues due to previous uses and will require significant remediation in order to allow for development.</p>		
Solutions to Constraints:	<p>The key constraints with this site are highway access, the existing uses that are in operation, ground contamination and the multiple ownerships.</p> <p>In terms of the highways network, access would need to be achieved via Greenfields Road, the site in part abuts Greenfield road and therefore this is not considered to make the site unsuitable for residential development. Estimated cost for local road improvement is likely to be in excess of £100,000.</p> <p>The ownership and existing use constraints are considered to be more of a time constraint than one that brings into question the suitability or achievability of the site. Therefore the site is not considered likely to be developed out until some point between 2013-2018.</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of</p>		

pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.

In terms of ground contamination, the site can be developed although will require an extensive programme of remediation but this is not insurmountable.

A development of this size would require a minimum of 2 Local Equipped Area for Play (LEAPs) and an outdoor sports area.

Taking into account provision for open space and major service roads constrained capacity would be reduced to 285.

SHLAA Ref	D26	Source	Market Town Extension
Area	7.10	Unconstrained Capacity	213
Current Use	The site is currently being used as agricultural (arable) land.		
Surrounding Use	Dereham Hospital lies to the South of the site. Arable land lies to the North, West and East.		
Highway Access (On-Site)	None	There are concerns about the suitability of Back Lane and Northall Green Lane to cater for any additional traffic due to the poor road alignment, inadequate widths, high speeds and poor personal injury accident record.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	TPOs along the Southern Boundary of the site	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (Grade 2)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Number 12 bus stop (0.2km) runs to Dereham 4 times a day. 0.7km to Dereham bus stop (Norwich/Swaffham/etc.)	
Access to Facilities	Level 2 Constraint	Inside school buffer/ outside doctor buffer/ close to Dereham town centre	
Access to Open Space	Level 1 Constraint	Natural/semi-natural green space to the South and SW of the site. Allotments further to the south (0.2km)	
Access to Employment	Level 1 Constraint	Access to Dereham and a 5-10 minute drive to A47. Within 60 minute commute of Norwich.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The land is currently grade 2 arable land.</p> <p>Access onto Back Lane and Northall Green Lane would be unsuitable to cater for the increased capacity due to the poor road alignment, inadequate widths, high speeds and poor personal injury accident record.</p> <p>The site is in an area that is moderate-high sensitivity.</p>		
Solutions to Constraints:	<p>The key constraints with this site are the restricted highway network and the landscape impact.</p> <p>The significant concerns over the local highway network are considered to render the site unsuitable for development.</p> <p>Although the area has been identified as having a moderate to high sensitivity to change it lies on the edge of Dereham and in a wider sense is unlikely to fundamentally damage the wider landscape.</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	D27	Source	Market Town Extension
Area	0.26	Unconstrained Capacity	7
Current Use	Forms part of Reads nurseries.		
Surrounding Use	Old Hall nurseries to the North of the site. Residential properties to the East, West and South of site. Agricultural land further to the South, East and North.		
Highway Access (On-Site)	None	Likely to need localised high way improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 2 Constraint	Agriculture (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.5km to the Nearest bus stop, which isn't very regularly serviced. May lead to increased car use.	
Access to Facilities	Level 2 Constraint	Outside Doctor buffer / Just outside school buffer/ Close proximity to supermarket	
Access to Open Space	Level 3 Constraint	None within a 1km radius	
Access to Employment	Level 1 Constraint	Easy access to Yaxham Industrial Estate, Rashes Green and Dereham Business Park. Easy access to Norwich, Dereham etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The biggest constraint to this site is the lack of access to open space.</p> <p>The site is likely to require further highways improvements.</p> <p>Moderate-high sensitivity landscape.</p>		
Solutions to Constraints:	<p>The key constraint for this site is the local highway network. It is not anticipated that any necessary improvements will be so onerous that it will endanger the deliverability of the site.</p> <p>Although the site is of moderate-high sensitivity it shouldn't affect the deliverability of the site as it is surrounded by other residential properties.</p> <p>Localised highway improvements are likely to cost in the region of £50-100,000.</p> <p>Taking into account provision for major service roads capacity would be constrained to 6.</p> <p>To keep the form and character of the local setting capacity would need to be reduced further to 3.</p>		

SHLAA Ref	D28	Source	Market Town Extension
Area	3.72	Unconstrained Capacity	111
Current Use	The site is currently used as agricultural land.		
Surrounding Use	Arable land to the North of the site, Neatherd Moor (designated open space) to the West of the site, Residential properties to the South and a proposed residential development to the East.		
Highway Access (On-Site)	Category A Constraint	There is no clear means of access. The site is located on the edge of the settlement. Access may be achievable for a smaller number of dwellings onto Campion Road but this may be subject to Third Party Land being acquired.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High	
Existing Use in Operation	Level 3 Constraint	Agriculture (grade 2)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	Flood Zone 2 to the North and NE of site.	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	Bus Stops along Norwich Road which service Norwich, Dereham, Swaffham etc.	
Access to Facilities	Level 1 Constraint	Inside school buffer/ just outside doctor buffer/ close to shops	
Access to Open Space	Level 1 Constraint	Adjacent to Neatherd Moor	
Access to Employment	Level 1 Constraint	Yaxham Road Industrial Estate and Dereham Business Park both approx. 1km to the south. Access to A47 and bus routes to Norwich etc.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There is no clear means of access. The site is located on the edge of the settlement. Access may be achievable for a smaller number of dwellings onto Campion Road but this is subject to Third Party Land being acquired.</p> <p>The site lies within an area that is moderate-high in terms of landscape sensitivity.</p> <p>The site is also agricultural grade 2.</p>		
Solutions to Constraints:	<p>There is no clear means of access. Located on the edge of the settlement. Access may be achievable for a smaller number of dwellings onto Campion Road but this is subject to Third Party Land being acquired. There is also potential to provide further access through the adjoining site (D24).</p> <p>There are 3 infant schools feeding into one junior school serving Dereham Town. There is scope for limited growth but current allocations and permissions would take these schools to a sensible size. Any further growth beyond existing permissions and allocations would require either a new school or consideration of re-organisation of the existing schools.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	EH02	Source	Local Service Centre village
Area	10.14	Unconstrained Capacity	253
Current Use	Arable farmland		
Surrounding Use	The site sits to the south of the main village, with a row of listed buildings directly north of the site. To the west of the site, the other side of Garboldisham Road is a row of 9 dwellings. To the east, set back from the edge of the site is a single dwelling. Adjoining the southern tip of the site is a cemetery, which is also designated open space. The land surrounding the south of the site is predominately farmland, with a couple of farm buildings sited close by.		
Highway Access (On-Site)	None	Localised Highway improvements required	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	County Wildlife site 350m to the east	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Agriculture (Grade 3)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.6km to nearest bus stop (60 minutes to Norwich)	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ inside school buffer/ close to shops	
Access to Open Space	Level 1 Constraint	Open space adjoining to the South and to the North of the site	
Access to Employment	Level 2 Constraint	Close proximity to Harling	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>Site has frontage to Garboldisham Road and Lopham Road, improvements needed on Garboldisham/Lopham Road junction and a reduction in the speed limit along the frontage of the site. Footway links to village services also required.</p> <p>The site is not on designated land, although is located 350m to the east of a CWS, but this should not constrain the site.</p> <p>Harling Primary school feeds into Old Buckenham High, both these schools are over capacity.</p>		
Solutions to Constraints:	<p>Off-site road improvements ranging from £50,000 - £100,000 in costs are needed to improve the junction between Garboldisham and Lopham Roads.</p> <p>East Harling Primary School is a 210 place school which sits on a fairly large site. Numbers are sustained over the years but the site does lend itself to expansion to up to a 420 place school subject to building design etc. Around 800 dwellings could be accommodated in this scenario.</p> <p>A development of this size would require a minimum of 2 Local Equipped Area for Play (LEAPs) and an outdoor sports area.</p> <p>Taking into account open space and major service roads capacity would be reduced to 202.</p>		

SHLAA Ref	EH03	Source	Local Service Centre village
Area	14.92	Unconstrained Capacity	373
Current Use	Arable farmland		
Surrounding Use	The site sits on the western edge of Harling. Adjacent to the eastern boundary of the site are residential properties and Harling Primary school. The northern and southern boundaries are made up of the Quidenham Road and Kenninghall Road respectively. Beyond the Kenninghall Road is a residential estate and a windmill with listed building status. To the east of the site is open farm land with interspersed dwellings and farming related buildings.		
Highway Access (On-Site)	None	Site has frontages along King Street/Kenninghall Road and Quidenham Road. However, access onto Quidenham Road isn't recommended meaning access would be limited to King Street/Kenninghall Road. Works to widen the carriageway and provide footways would need to be undertaken, using land from the development site.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint		
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (Grade 3)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2 and 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.2km to nearest bus stop (60 minutes to Norwich)	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ Inside school buffer/ Access to shops	
Access to Open Space	Level 1 Constraint	0.1km to Open space	
Access to Employment	Level 2 Constraint	Just outside Harling boundary	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>Site has frontages along King Street/Kenninghall Road and Quidenham Road. However, access onto Quidenham Road isn't recommended meaning access would be limited to King Street/Kenninghall Road. Works to widen the carriageway and provide footways would need to be undertaken, using land from the development site.</p> <p>The landscape is classed as moderately sensitive.</p> <p>There is a bus stop less than 400m from the site, however this stop only serves the 10a bus (Which runs a commutable route to Old Buckenham, Mulbarton and Norwich) The next closest bus stop is on Pound Corner, just over 400m away from the southwest corner of the site.</p> <p>Both Primary and Secondary schools serving this site are currently oversubscribed.</p>		
Solutions to Constraints:	<p>Highways suggest improvements to the off-site access of the site would cost in the region of £50,000 - £100,000 which should be manageable for a site of this size.</p> <p>East Harling Primary School is a 210 place school which sits on a fairly large site. Numbers are sustained over the years but the site does lend itself to expansion to up to a 420 place school subject to building design etc. Around 800 dwellings could be accommodated in this scenario.</p> <p>A development of this size would require a minimum of 2 Local Equipped Area for Play (LEAPs) and an outdoor sports area.</p> <p>Taking into account open space and major service roads capacity would be reduced to 298.</p>		

SHLAA Ref	EH04	Source	Local Service Centre village
Area	4.04	Unconstrained Capacity	100
Current Use	The site is made up of two plots of undeveloped land. To the south western corner of the site are existing buildings. Land currently being developed.		
Surrounding Use	The site sits on the South Eastern edge of Harling. To the east and south of the site is open farmland. On the southern boundary the site surrounds a small area of employment land on three sides. To the west of the site are residential properties. To the north is a mixture of arable and livestock farmland.		
Highway Access (On-Site)	None	Localised Highway improvements required	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	TPO down the East of the site and further TPOs along the front of the site.	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land with existing buildings	
Source Protection	Level 1 Constraint	Zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1km to nearest bus stop (60 minutes to Norwich) 1km to nearest bus stop (60 minutes to Norwich)	
Access to Facilities	Level 2 Constraint	Inside doctor buffer/ Inside school buffer/ access to shops	
Access to Open Space	Level 1 Constraint	0.5km to open space	
Access to Employment	Level 2 Constraint	Just outside harling boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site would only be accessible from Lopham Road which requires improvements to the Lopham/Garboldisham Road junction, there is also limited pedestrian access to the village services. These works would cost over £100,000 to remedy and would question the viability of the site.</p> <p>There are currently several buildings on site and these may need to be demolished to provide access and full capacity of the site.</p> <p>To the south of the site are several industrial units which may cause noise pollution and require residential properties to be set back from the edges of the site.</p> <p>The site is located more than 800m from bus stops and services in the village.</p> <p>As with all sites in East Harling, the primary and secondary schools that serve the village are already over capacity.</p>		
Solutions to Constraints:	<p>If the developer can pay for the substantial cost of improving the junction at Lopham/Garboldisham Road (which would require purchase surrounding land) then the site may still be viable. These improvements may run into costs in excess of £100,000.</p> <p>East Harling Primary School is a 210 place school which sits on a fairly large site. Numbers are sustained over the years but the site does lend itself to expansion to up to a 420 place school subject to building design etc. Around 800 dwellings could be accommodated in this scenario.</p> <p>A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP).</p> <p>Taking into account open space and major service roads capacity would be reduced to 80.</p>		

SHLAA Ref	EH05	Source	Local Service Centre village
Area	0.43	Unconstrained Capacity	10
Current Use	Residential property and associated grounds.		
Surrounding Use	This site sits to the North of Harling and consists of the most Northerly house along Fen Street. To the North is open farmland and undeveloped land. This also stretches out to the East and West, with the occasional farm building. To the South is the main body of Great Ellingham.		
Highway Access (On-Site)	None	Access to this site is limited to the private track Fen Lane. This track has a severely sub-standard junction with Quidenham Road/White Hart Street. There is limited pedestrian facilities on Quidenham Road/White Hart Street and White Hart Street is reduced to single lane at a pinch point. Highways Agency deem this site to be "unacceptable"	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Residential property and associated grounds.	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	NA	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.6km to nearest bus stop (60 minutes to Norwich)	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ inside school buffer/ access to shops	
Access to Open Space	Level 1 Constraint	0.5km to open space	
Access to Employment	Level 2 Constraint	Just outside harling boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Access to this site is limited to the private track Fen Lane. This track has a severely sub-standard junction with Quidenham Road/White Hart Street. There is limited pedestrian facilities on Quidenham Road/White Hart Street and White Hart Street is reduced to single lane at a pinch point. Highways Agency deem this site to be "unacceptable"</p> <p>The site is in a moderate landscape sensitivity area, and directly borders onto an area with high sensitivity.</p> <p>There is currently a residential property situated on the site, this would reduce the potential capacity if not removed.</p> <p>As with all sites in East Harling, the primary and secondary schools that serve the village are already over capacity.</p>		
Solutions to Constraints:	<p>The small scale of this development would limit the impact on the surrounding road network.</p> <p>The small scale of development would also</p> <p>Highways estimate improvements to the off-site access would cost over £100,000.</p> <p>Major service roads would have to be provided reducing the overall capacity to 10.</p>		

SHLAA Ref	EH06	Source	Local Service Centre village
Area	0.60	Unconstrained Capacity	15
Current Use	Arable farmland. Appears to be some agricultural buildings on the North of the site.		
Surrounding Use	The site is located to the South of Harling. There is open land to the East of the site. To the North and West are residential properties. South of the site is open farmland, with a strip of housing running down the Eastern site.		
Highway Access (On-Site)	None	Likely to need localised high way improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agricultural use	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.25km to the nearest bus stop (60 minutes to Norwich)	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Inside doctor buffer / Access to shops	
Access to Open Space	Level 1 Constraint	0.1km to nearest open space	
Access to Employment	Level 1 Constraint	Just outside harling boundary	
Social Infrastructure	Level 1 Constraint	Utilities would be able to support development on this scale.Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is in an area of moderate landscape sensitivity, and borders an area of high sensitivity which may have some bearing on potential development.</p> <p>As with all sites in East Harling, the primary and secondary schools that serve the village are already over capacity.</p>		
Solutions to Constraints:	<p>Minor improvements to the local highway network would be needed, costing around £10,000.</p> <p>As the site borders existing development the sensitivity of the landscape although a constraint, will probably not bring into question the developability of the site.</p> <p>Taking into account provision of major service roads the overall constrained capacity would be 13.</p>		

SHLAA Ref	EH07	Source	Local Service Centre village
Area	1.38	Unconstrained Capacity	34
Current Use	Arable farmland		
Surrounding Use	The site is to the west of Harling, the northern boundary is formed by the Quidenham Road. The site is surrounded by open space on all sides. To the east of the site are some scattered properties, a mixture of residential and farm buildings.		
Highway Access (On-Site)	None	Access along Quidenham Road/White Hart Street is unsuitable to take the extra use created by this site, to bring the access of the site up to the required level would cost in excess of £100,000	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agriculture (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.9km to the nearest bus stop (60 minutes to Norwich)	
Access to Facilities	Level 1 Constraint	Inside Doctor buffer/ Inside School buffer/ Close proximity to shops	
Access to Open Space	Level 2 Constraint	1km to nearest open space	
Access to Employment	Level 1 Constraint	Just outside Harling boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Only has access onto Quidenham Road/White Hart Street which is substandard to take the extra use.</p> <p>The site is on landscape of moderate sensitivity.</p> <p>As with all sites in East Harling, the primary and secondary schools that serve the village are already over capacity.</p> <p>The site is more than 800m from a bus stop.</p>		
Solutions to Constraints:	<p>Access along Quidenham Road/White Hart Street is unsuitable to take the extra use created by this site, to bring the access of the site up to the required level would cost in excess of £100,000.</p> <p>A development of this size would require a minimum of 1 local area for play (LAP).</p> <p>Taking into account provision for open space and major service roads the overall capacity would be constrained to 27.</p>		

SHLAA Ref	EH08	Source	Local Service Centre village
Area	11.22	Unconstrained Capacity	280
Current Use	Arable farmland and undeveloped land		
Surrounding Use	The site sits to the north of East Harling, with residential properties to the south of the site. To the north and west of the site is further arable farmland, with interspaced farm buildings. To the east is a greater concentration of farm buildings, as well as the associated farmland.		
Highway Access (On-Site)	None	This site only has access onto Fen Lane, a private track which is single lane at some points. Fen Lane joins onto Quidenham Road/White Hart Street at a sub-standard junction also affecting the access onto the site.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Adjoining conservation area	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable farmland (Grade 4) and undeveloped land	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2 (Southern area of site)	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 3 Constraint	Flood zone 2 covering Appox 30-40% of the site	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.1km to nearest bus stop (60 minutes to Norwich)	
Access to Facilities	Level 1 Constraint	Inside School buffer/ Inside Doctor buffer/ Access to shops	
Access to Open Space	Level 1 Constraint	0.2km to Open space	
Access to Employment	Level 1 Constraint	Just outside Harling boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>This site only has access onto Fen Lane, a private track which is single lane at some points. Fen Lane joins onto Quidenham Road/White Hart Street at a sub-standard junction also affecting the access onto the site.</p> <p>The site partially sits in landscape of a high sensitivity and there is also an area of flood risk level 2 running across the site.</p> <p>The site is more than 800m from a bus stop.</p> <p>As with all sites in East Harling, the primary and secondary schools that serve the village are already over capacity.</p>		
Solutions to Constraints:	<p>East Harling Primary School is a 210 place school which sits on a fairly large site. Numbers are sustained over the years but the site does lend itself to expansion to up to a 420 place school subject to building design etc. Around 800 dwellings could be accommodated in this scenario.</p> <p>The severity of the access issues make this site severely constrained, adding the landscape issues and flood risk then this site is almost certainly undevelopable as it is.</p>		

SHLAA Ref	EH09	Source	Local Service Centre village
Area	6.52	Unconstrained Capacity	162
Current Use	Arable farmland		
Surrounding Use	The site is surrounded by open land to the south and west, with housing to the north and east. To the south west of the site is a CWS.		
Highway Access (On-Site)	Category A Constraint	This site is constrained by its on-site access, which would either be through The Glebe or through site EH06. Improvements would need to be made to footway links and safe access provided. This would cost in the region of £50,000.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Adjoining County Wildlife Site (SW)	
Landscape Impact	Level 3 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable farmland (Grade 3/4)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	NA	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.2km to the nearest bus stop (60 minutes to Norwich) km to nearest bus stop (60 minutes to Norwich)	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ Inside school buffer/ Access to shops	
Access to Open Space	Level 1 Constraint	Adjoining allotments with further open space beyond.	
Access to Employment	Level 1 Constraint	Just outside Harling boundary Just outside Harling boundary Just outside Harling boundary Just outside Harling boundary Just outside Harling boundary	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>There is no roadside frontage to this site, but could be potentially accessed through site EH06 or The Glebe.</p> <p>The site is in landscape of moderate- high sensitivity and is adjacent to a CWS which it could have a detrimental affect upon.</p> <p>As with all sites in East Harling, the primary and secondary schools that serve the village are already over capacity.</p>		
Solutions to Constraints:	<p>This site is constrained by its on-site access, which would either be through The Glebe or through site EH06. Improvements would need to be made to footway links and safe access provided. This would cost in the region of £50,000</p> <p>Unless access can be gained this site is non deliverable.</p>		

SHLAA Ref	EH10	Source	Local Service Centre village
Area	0.30	Unconstrained Capacity	7
Current Use	Undeveloped land between two residential properties		
Surrounding Use	The site is located to the west of Harling. To the west of the site is arable farmland, which makes up the western boundary. To the east is the West Harling Road and residential properties. There is also residential development to the north and south of the site.		
Highway Access (On-Site)	None	Improvements in the region of £50,000 would be needed to upgrade the access.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.7km to nearest bus stop (60 minutes to Norwich)	
Access to Facilities	Level 2 Constraint	Inside doctor buffer/ outside school buffer/ access to shops	
Access to Open Space	Level 1 Constraint	0.2km to nearest open space	
Access to Employment	Level 1 Constraint	Just outside Harling boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Site is remote from village facilities and would require improvements to footway and provision of safe access.</p> <p>The site is in a landscape of moderate sensitivity.</p> <p>The site is remote from service and more than 800m from the school and doctors surgery, although is within 800m of the local shops.</p>		
Solutions to Constraints:	<p>The site is remote from the centre and services in East Harling, but this probably isn't a constraint that would rule out development.</p> <p>Improvements in the region of £50,000 would be needed to upgrade the access.</p> <p>Taking into account provision for major service roads the overall constrained capacity would be 6.</p>		

SHLAA Ref	EH11	Source	Local Service Centre village
Area	1.18	Unconstrained Capacity	29
Current Use	Two fields of arable land surrounded by hedgerows/trees		
Surrounding Use	Arable land to the North and West of the site. Properties and arable land to the East and South. Farm properties to the NE. Pond to the West of the site.		
Highway Access (On-Site)	Category A Constraint	Access to this site is limited to the private track Fen Lane. This track has a severely sub-standard junction with Quidenham Road/White Hart Street. There is limited pedestrian facilities on Quidenham Road/White Hart Street and White Hart Street is reduced to single lane at a pinch point. Highways Agency deem this site to be "unacceptable"	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (Grade 4)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	Zone 2 flood zone - Western edge of the site approx 15% of site.	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.8km to nearest bus stop (60 minutes to Norwich)	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ inside school buffer/ access to shops	
Access to Open Space	Level 1 Constraint	0.7km to open space	
Access to Employment	Level 2 Constraint	Just outside Harling boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Access to this site is limited to the private track Fen Lane. This track has a severely sub-standard junction with Quidenham Road/White Hart Street. There is limited pedestrian facilities on Quidenham Road/White Hart Street and White Hart Street is reduced to single lane at a pinch point. Highways Agency deem this site to be "unacceptable"</p> <p>The site is in an area of moderate sensitivity.</p>		
Solutions to Constraints:	<p>The small scale of this development would limit the impact on the surrounding road network.</p> <p>The small scale of development would also Highways estimate improvements to the off-site access would cost over £100,000.</p> <p>Removing the flood affected area would further reduce the size to approximately 1 hectare which would reduce the capacity to 25.</p> <p>Providing for open space and major service roads would reduce the overall capacity to 20.</p> <p>Overall this site is undeliverable due to highway constraints.</p>		

SHLAA Ref	EH12	Source	Local Service Centre village
Area	0.59	Unconstrained Capacity	14
Current Use	Agricultural land		
Surrounding Use	Arable land in all directions. Housing to the North of the site and some kind of agricultural works to the East.		
Highway Access (On-Site)	None	Improvements in the region of £50,000 would be needed to upgrade the access.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agriculture (Grade 4)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	Flood zone 2: SW tip of the site	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.9km to nearest bus stop (60 minutes to Norwich)	
Access to Facilities	Level 2 Constraint	Outside school buffer/ Inside doctor buffer/ Shops in Harling	
Access to Open Space	Level 1 Constraint	0.2km to nearest open space	
Access to Employment	Level 1 Constraint	Just outside Harling Boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Site is remote from village facilities and would require improvements to footway and provision of safe access.</p> <p>The site is in a landscape of moderate sensitivity.</p> <p>The site is remote from service and more than 800m from the school and doctors surgery, although is within 800m of the local shops.</p>		
Solutions to Constraints:	<p>The site is remote from the centre and services in East Harling, but this probably isn't a constraint that would rule out development.</p> <p>Improvements in the region of £50,000 would be needed to upgrade the access.</p> <p>Providing for major service roads would reduce the overall capacity to 12.</p> <p>It has potential to be developed with the adjoining site EH13.</p> <p>Consideration would have to be made for development that is on the edge of the settlement boundary, this may have an impact upon the overall density.</p>		

SHLAA Ref	EH13	Source	Local Service Centre village
Area	0.25	Unconstrained Capacity	6
Current Use	Agricultural land		
Surrounding Use	Arable land to the South and West. Dwellings to the North and to the East.		
Highway Access (On-Site)	None	Improvements in the region of £50,000 would be needed to upgrade the access.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agriculture (Grade 4)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.8km to nearest bus stop (60 minutes to Norwich)	
Access to Facilities	Level 2 Constraint	Outside school buffer/ Inside doctor buffer/ Shops in Harling	
Access to Open Space	Level 1 Constraint	0.2km to nearest open space	
Access to Employment	Level 1 Constraint	Just outside Harling boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Site is remote from village facilities and would require improvements to footway and provision of safe access.</p> <p>The site is in a landscape of moderate sensitivity.</p> <p>The site is remote from service and more than 800m from the school and doctors surgery, although is within 800m of the local shops.</p>		
Solutions to Constraints:	<p>The site is remote from the centre and services in East Harling, but this probably isn't a constraint that would rule out development.</p> <p>Improvements in the region of £50,000 would be needed to upgrade the access.</p> <p>Providing for major service roads would reduce the overall capacity to 5.</p> <p>Consideration would have to be made for development that is on the edge of the settlement boundary, this may have an impact upon the overall density.</p>		

SHLAA Ref	EH14	Source	Local Service Centre village
Area	1.59	Unconstrained Capacity	39
Current Use	Grazing land		
Surrounding Use	Agricultural land to the South and East. Residential properties to the West. Dwellings to the North divided by woodland.		
Highway Access (On-Site)	None	Access onto West Harling Road	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	TPO along the Southern boundary / County Wildlife site 0.1km to the South East, which development could have a detrimental affect upon.	
Landscape Impact	Level 2 Constraint	Adjoining land of moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Grazing land (Grade 4)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.7km to nearest bus stop (60 minutes to Norwich) 0.7km to nearest bus stop (60 minutes to Norwich)	
Access to Facilities	Level 1 Constraint	Inside Doctor buffer / Inside school buffer / Access to shops in Harling	
Access to Open Space	Level 1 Constraint	Open space adjoining to the NW of the site.	
Access to Employment	Level 1 Constraint	Just outside Harling boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The greatest issue here would be in terms of access. The access demonstrated would be too narrow and unsuitable for development.</p> <p>The site is in a landscape of moderate sensitivity and may have an impact upon character and form of the settlement.</p>		
Solutions to Constraints:	<p>The access demonstrated would be too narrow and unsuitable for development. If further access could be provided there is a possibility that the site could be developed. However, due to the current access being unsuitable the site is considered non-deliverable.</p>		

SHLAA Ref	GE01	Source	Local Service Centre village
Area	1.12	Unconstrained Capacity	28
Current Use	Undeveloped land behind number 80 Long Street.		
Surrounding Use	The site lies to the south of Great Ellingham behind a row of existing properties to the east. To the west is open arable farmland. To the north is further low density housing leading to the main body of Great Ellingham. To the south of the site is arable farmland and a farm buildings.		
Highway Access (On-Site)	None	Improvements would be needed to footways. Access can only be achieved through an existing property on the site, and it is unclear if this is of third party ownership or not.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Issues surrounding ownership of the property/land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1.5km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 3 Constraint	1.1km to the nearest shop/ Outside school buffer / Outside doctor buffer	
Access to Open Space	Level 2 Constraint	0.8km to the nearest open space	
Access to Employment	Level 2 Constraint	Just outside Great Ellingham boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is situated in an area of moderate-high landscape sensitivity.</p> <p>The closest bus stop to the site is more than 1km away.</p> <p>The site is located more than 1km from any services located in Great Ellingham, which is lacking health care facilities.</p> <p>There is no commutable service to a market town within 800m of the site and limited employment opportunities are available with Great Ellingham.</p> <p>Great Ellingham Primary school has space capacity, but Attleborough High is over subscribed already.</p>		
Solutions to Constraints:	<p>The site has frontage onto Long Street and this should provide decent access onto the site, although improvements would be needed to footways.</p> <p>Access can only be achieved through an existing property on the site, and it is unclear if this is of third party ownership or not. Part of the site is back land development and would not be acceptable in terms of form and character. Highway improvements could cost in the region of £100,000.</p> <p>The remoteness of the site to the rest of Great Ellingham, and the limited facilities available would probably deem this site unsuitable from a sustainability point of view, but doesn't rule it out from development.</p> <p>Great Ellingham Primary school can be expanded; with the addition of one more classroom this school could be a 210 place school which is a sensible size for their current site. Pupil catchment numbers are much lower than the number of children in the school which indicates that children do attend from outside of their catchment. An additional 50 children could be accommodated with modest investment in the school which equates to around 200 new dwellings.</p> <p>There would be issues of amenity and overlooking.</p> <p>Limiting the development on this site to a smaller amount would mean the impact on the surrounding highways through increase of traffic would be minimal.</p> <p>If sites GE16 and or GE18 were brought forward this could have an affect on the deliverability of the site.</p>		

SHLAA Ref	GE03	Source	Local Service Centre village
Area	0.51	Unconstrained Capacity	12
Current Use	Undeveloped land		
Surrounding Use	The site is to the south of Great Ellingham, and next to sparse housing to the north and farm buildings to the south. The western boundary is made up by Long Street, beyond which is housing set back from the road. To the east of the site is arable farmland.		
Highway Access (On-Site)	None	The site has a frontage onto Long Street, but would require footway improvements to connect it with the services in the village.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1.5km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich) 1.5km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.1km to the nearest shop/ Outside school buffer / Outside doctor buffer	
Access to Open Space	Level 1 Constraint	0.8km to the nearest open space	
Access to Employment	Level 2 Constraint	Just outside Great Ellingham boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has a frontage onto Long Street, but would require footway improvements to connect it with the services in the village.</p> <p>The site is within moderate sensitive landscape.</p> <p>The site is more than 1km away from any bus stops of public transport provisions and Great Ellingham has poor public transport and cannot provide a commutable route to a higher order settlement.</p> <p>The site is more than 1km from Great Ellingham Primary school or a convenience store, there is no health care facility within the village.</p> <p>Attleborough High School, which serves the village, is currently over capacity.</p>		
Solutions to Constraints:	<p>The site has frontage and direct access onto Long Street, however improvements would be needed to footways linking the site to the village centre. Improvements to the surrounding highways would cost in the region of £100,000.</p> <p>As the site is next to existing development there should be no issues with the landscape.</p> <p>The remoteness of the site to the rest of Great Ellingham, and the limited facilities available would probably deem this site unsuitable from a sustainability point of view, but doesn't rule it out from development.</p> <p>From a suitability point of view Great Ellingham is unsuitable for all but small developments, and due to the remoteness of this site from the limited facilities it is probably unviable for development.</p> <p>Limiting the development on this site to a smaller amount would mean the impact on the surrounding highways through increase of traffic would be minimal. Therefore constrained capacity has been reduced to 5.</p>		

SHLAA Ref	GE04	Source	Local Service Centre village
Area	13.38	Unconstrained Capacity	334
Current Use	Arable farmland		
Surrounding Use	This site sits to the north of Great Ellingham. The southern boundary is formed by the Attleborough Road, and the western boundary is formed by the Hingham Road. To the south of the site is the main area of Great Ellingham village with medium density housing, to the north is open arable farmland. The eastern boundary is formed by Deopham Road and the boundary of Bury Hall, a listed building. Beyond this is open arable farmland.		
Highway Access (On-Site)	None	This site has a frontage onto Attleborough Road and can provide safe access onto the site, but this would only be suitable for a very limited number of dwellings.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate / Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable farmland (Grade 2)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.1km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 3 Constraint	Inside school buffer/ Access to shops/ No access to doctor	
Access to Open Space	Level 1 Constraint	0.2km to open space	
Access to Employment	Level 1 Constraint	Just outside the Great Ellingham boundary	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>This site has a frontage onto Attleborough Road and can provide safe access onto the site, but this would only be suitable for a very limited number of dwellings.</p> <p>The southern half of the site is in moderate sensitive landscape, while the northern part is in moderate to high sensitive landscape.</p> <p>Great Ellingham has poor public transport and cannot provide a commutable route to a higher order settlement.</p> <p>Great Ellingham has limited facilities and no health care facilities.</p>		
Solutions to Constraints:	<p>The sensitivity of the landscape of this site would be difficult to overcome although a very limited number of dwellings could potentially be delivered adjacent to existing development.</p> <p>Great Ellingham Primary school can be expanded; with the addition of one more classroom this school could be a 210 place school which is a sensible size for their current site. Pupil catchment numbers are much lower than the number of children in the school which indicates that children do attend from outside of their catchment. An additional 50 children could be accommodated with modest investment in the school which equates to around 200 new dwellings. As a result development on this scale couldn't be supported even with the additional expansion.</p> <p>The remoteness of the site to the rest of Great Ellingham, and the limited facilities available would deem this site unsuitable from a sustainability point of view.</p> <p>The site is also arable land of Grade 2 quality and as such should be protected.</p> <p>Limiting the development on this site to a smaller amount would mean the impact on the surrounding highways through increase of traffic would be minimal.</p>		

SHLAA Ref	GE06	Source	Local Service Centre village
Area	14.05	Unconstrained Capacity	351
Current Use	The site is of three existing uses. The northern area of the site is arable farmland, to the west is undeveloped land and there is a scrap yard to the south of the site.		
Surrounding Use	This site sits to the east of Great Ellingham and has a boundary with Attleborough Road. East and north of the site is open arable farmland. To the west is the main body of Great Ellingham. St James' Church sits immediately to the west of the site. To the south of the site is a mixture of arable farmland and undeveloped land.		
Highway Access (On-Site)	None	The site has frontage onto Attleborough Road and Deopham Road, although access onto the Deopham Road wouldn't be desirable due to the sub-standard quality of the road and the junction with the Attleborough Road.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 2 Constraint	Scrapyard to the South of the site.	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable farmland (Grade 2) to the North and a scrapyard to the South.	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	Flood zone 2 to the North East of the site (Small area)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.2km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 3 Constraint	Inside school buffer/ access to shops / no access to doctors	
Access to Open Space	Level 1 Constraint	0.5km to open space, adjacent to church yard open space	
Access to Employment	Level 1 Constraint	Just outside the Great Ellingham boundary	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The site has frontage onto Attleborough Road and Deopham Road, although access onto the Deopham Road wouldn't be desirable due to the sub-standard quality of the road and the junction with the Attleborough Road.</p> <p>The site is within moderate landscape- Moderate-High landscape sensitivity, and a small section of the site is with flood risk zone 2 and Zone 3.</p> <p>There is a scrap yard currently on site which would will have contamination issues.</p> <p>Great Ellingham has no health care facility and very limited public transport.</p>		
Solutions to Constraints:	<p>Although the land to the south will have been contaminated by the scrap yard, this could be remedied although this will affect the viability of the site, but this is unlikely to fatally undermine deliverability.</p> <p>The minimal nature of the flood risk to a thin piece of land to the very east of the site would have no effect to the viability, but may affect deliverability.</p> <p>The site to the North is Grade 2 agricultural land and therefore should be protected.</p> <p>Great Ellingham Primary school can be expanded; with the addition of one more classroom this school could be a 210 place school which is a sensible size for their current site. Pupil catchment numbers are much lower than the number of children in the school which indicates that children do attend from outside of their catchment. An additional 50 children could be accommodated with modest investment in the school which equates to around 200 new dwellings. As a result development on this scale couldn't be supported even with the additional expansion.</p> <p>This site would be suitable for small amounts of development only; Great Ellingham on a whole is unsuitable for large scale development due to a lack of facilities and public transport. However, this site is close to the few facilities and public transport existing in within the village.</p> <p>Improvements to the surrounding highways would cost in the region of £100,000.</p> <p>Limiting the development on this site to a smaller amount would mean the impact on the surrounding highways through increase of traffic would be minimal.</p>		

SHLAA Ref	GE07	Source	Local Service Centre village
Area	2.68	Unconstrained Capacity	67
Current Use	The site is currently comprised of agricultural buildings to the East and arable land to the West		
Surrounding Use	The site is in the west of Great Ellingham, there are residential buildings both to the north and south of the site. To the west of the site is open arable farmland. To the east is the built up area of Great Ellingham, consisting mainly of residential properties. Directly to the east of the site is the town green, an area of protected open space.		
Highway Access (On-Site)	None	Penhill Road would probably be unsuitable for access to this site. Church Street access is possible, however the road this opens out onto is still not of a high quality and junction improvements would almost certainly be required, ranging at around £100,000.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 2 Constraint	Agricultural buildings on the East of the site may have contaminated the land and would need to be demolished.	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Grade 2 agricultural land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.9km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 3 Constraint	Just inside school buffer/ no access to doctor/ 0.2km to shop	
Access to Open Space	Level 1 Constraint	Adjacent to open space	
Access to Employment	Level 2 Constraint	On the Great Ellingham boundary.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has a frontage with Church Street, which would need improvements to its footways and the junction with Long Street/Glebe Meadow.</p> <p>This site is within a moderate sensitivity landscape.</p> <p>There are existing farming related properties on site which may have contaminated the land. Also these properties would need to be demolished to make this site developable.</p> <p>There is a general lack of facilities in Great Ellingham, and poor public transport links to higher order settlements. This effects accessibility to employment, which is limited in the village itself.</p> <p>Attleborough High, which serves Great Ellingham is over capacity.</p>		
Solutions to Constraints:	<p>With improvements to the off-site accessibility, mainly footways and safer junctions then there would be no major constraint to the access of the site. These works however may cost a considerable amount and constrain the site.</p> <p>As this site is within an existing built up area there would be little of no effect to the landscape.</p> <p>Potential contamination issues could be remedied fairly easy, but would slow potential development and add costs. If all the costs can be overcome, then this site would be viable.</p> <p>This site would be suitable for small amounts of development only; Great Ellingham on a whole is unsuitable for large scale development due to a lack of facilities and public transport. Also this site is remote from the facilities that are available and the public transport network. Improvements to the surrounding highways would cost in the region of £100,000.</p> <p>Great Ellingham Primary school can be expanded; with the addition of one more classroom this school could be a 210 place school which is a sensible size for their current site. Pupil catchment numbers are much lower than the number of children in the school which indicates that children do attend from outside of their catchment. An additional 50 children could be accommodated with modest investment in the school which equates to around 200 new dwellings.</p> <p>Capacity on site would have to be reduced to limit the impact upon highways and to take into consideration the existing character of the settlement.</p>		

SHLAA Ref	GE09	Source	Local Service Centre village
Area	0.41	Unconstrained Capacity	10
Current Use	The site is currently undeveloped land to the side and behind existing farm buildings.		
Surrounding Use	The site is to the north east of Great Ellingham and is surrounded by arable farmland. The site touches upon the Watton Road to the south. The site is part of the lands of a farm and directly to the south are buildings associated with this use. To the east is arable farmland, beyond which is protected open space. To the south west of the site are a few residential properties.		
Highway Access (On-Site)	None	The site has frontage with the Watton Road which should cause no access issues, although a footway to link the site to the village centre may be needed.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (Grade 2/3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.3km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 3 Constraint	Inside school buffer/ Access to shops/ No access to doctor	
Access to Open Space	Level 1 Constraint	0.1km to nearest open space	
Access to Employment	Level 2 Constraint	Just outside the Great Ellingham boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has a frontage with Church Street, which would need improvements to its footways and the junction with Long Street/Glebe Meadow.</p> <p>This site is within a moderate sensitivity landscape.</p> <p>There are existing farming related properties on site which may have contaminated the land. Also these properties would need to be demolished to make this site developable.</p> <p>There is a general lack of facilities in Great Ellingham, and poor public transport links to higher order settlements. This has an effect on accessibility to employment, which is limited in the village itself.</p> <p>Attleborough High, which serves Great Ellingham is over capacity.</p>		
Solutions to Constraints:	<p>Improved footways could remove any constraints with access, although would be costly for a small site such as this.</p> <p>The site is adjacent to existing development which should negate any adverse effects to the landscape.</p> <p>This site would be suitable for small amounts of development only; Great Ellingham on a whole is unsuitable for large scale development due to a lack of facilities and public transport. Also this site is remote from the facilities that are available and the public transport network. Improvements to the surrounding highways would cost in the region of £100,000.</p> <p>To limit highways impact and to reduce the impact upon the landscape, the constrained capacity would have to be reduced.</p>		

SHLAA Ref	GE10	Source	Local Service Centre village
Area	4.69	Unconstrained Capacity	117
Current Use	Arable farmland		
Surrounding Use	This site is to the west of Great Ellingham. To the east of the site is are residential buildings. The northern boundary of the site is formed by the Watton Road and the southern side by Mill Lane. To the west are open arable fields.		
Highway Access (On-Site)	None	The site has frontages onto the Watton Road and Mill Lane. The Watton Road is of sufficient quality to provide safe access onto the site, however Mill Lane is of sub-standard quality and would require significant improvements to bring it up to suitable quality.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 2)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.2km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 3 Constraint	Inside school buffer/ access to shops / NO access to doctor	
Access to Open Space	Level 1 Constraint	Open space adjacent to site	
Access to Employment	Level 2 Constraint	Just outside the Great Ellingham boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has frontages onto the Watton Road and Mill Lane. The Watton Road is of sufficient quality to provide safe access onto the site, however Mill Lane is of sub-standard quality and would require significant improvements to bring it up to suitable quality.</p> <p>There is a general lack of facilities in Great Ellingham, and poor public transport links to higher order settlements. This effects accessibility to employment, which is limited in the village itself.</p> <p>Attleborough High, which serves Great Ellingham is over capacity.</p>		
Solutions to Constraints:	<p>There is potentially access to the site from Chequers Green, which could negate the poor accessibility from Mill Lane.</p> <p>Footway improvements would also be needed to link the site to facilities in the village. Access could be gained via the Watton Road but is likely to require relatively significant improvements due to potential dwelling yield.</p> <p>Although the site is of grade 2 quality and is distant from facilities, it is deemed that the multiple access points and the proximity to the settlement boundary would unlock the potential of this site.</p> <p>Great Ellingham Primary school can be expanded; with the addition of one more classroom this school could be a 210 place school which is a sensible size for their current site. Pupil catchment numbers are much lower than the number of children in the school which indicates that children do attend from outside of their catchment. An additional 50 children could be accommodated with modest investment in the school which equates to around 200 new dwellings.</p> <p>A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP)</p> <p>Taking into account for open space and major service roads the constrained capacity has been reduced to 95.</p>		

SHLAA Ref	GE11	Source	Local Service Centre village
Area	3.89	Unconstrained Capacity	97
Current Use	The site is currently arable farmland.		
Surrounding Use	The site is situated to the west of Great Ellingham and there is open farmland stretching out to the west of the site. The site borders existing residential properties along its eastern boundary and there is also housing to the north west. To the south of the site is a patch of undeveloped land beyond which there is low density housing.		
Highway Access (On-Site)	Category A Constraint	The only road frontage the site has is onto Mill Lane, which is highly unsuitable in its current condition. The Mill Lane/Chequers Lane junction would also need upgrading to cope with any increase in traffic.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 2)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.2km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 3 Constraint	Inside school buffer/ access to shops / No access to doctor	
Access to Open Space	Level 1 Constraint	0.45km to nearest open space	
Access to Employment	Level 2 Constraint	Just outside Great Ellingham boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The only road frontage the site has is onto Mill Lane, which is highly unsuitable in its current condition. The Mill Lane/Chequers Lane junction would also need upgrading to cope with any increase in traffic.</p> <p>The site is in moderate sensitivity landscape.</p> <p>There is a general lack of facilities in Great Ellingham, and poor public transport links to higher order settlements. This affects accessibility to employment, which is limited in the village itself.</p> <p>Attleborough High, which serves Great Ellingham is over capacity.</p>		
Solutions to Constraints:	<p>Substantial improvements would need to be made to Mill Lane to cope with an increase in traffic. Improvements would also be needed to the footways and the junction between Mill Lane/Chequers Lane. Total improvement costs would come to around £100,000</p> <p>Great Ellingham Primary school can be expanded; with the addition of one more classroom this school could be a 210 place school which is a sensible size for their current site. Pupil catchment numbers are much lower than the number of children in the school which indicates that children do attend from outside of their catchment. An additional 50 children could be accommodated with modest investment in the school which equates to around 200 new dwellings.</p> <p>This site would be suitable for small amounts of development only due to highway concerns, however the whole site is unsuitable for large scale development due to access constraints.</p>		

SHLAA Ref	GE12	Source	Local Service Centre village
Area	6.82	Unconstrained Capacity	170
Current Use	Arable farmland		
Surrounding Use	This site is to the north of Great Ellingham. To the south the site has a frontage with Watton Road and Hingham Road to the west. The south of the site borders the village playing field which is protected open space, next to this is an area of residential properties. To the east, west and north of the site is arable farmland.		
Highway Access (On-Site)	None	The site has frontages with both Watton Road and Hingham Road which should both be acceptable for access. Footways would be required to connect the site to facilities.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate sensitivity / Northern part of the site is a key gateway into the town	
Existing Use in Operation	Level 3 Constraint	Agriculture (Grade 2/3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.3km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 3 Constraint	Inside school buffer/ Access to shops / NO access to doctor	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 2 Constraint	Just outside the Great Ellingham boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has frontages with both Watton Road and Hingham Road which should both be acceptable for access. Footways would be required to connect the site to facilities.</p> <p>The site is in a moderate sensitivity landscape area, but crucially the northern extent of the site is a key gateway into the village.</p> <p>There is a general lack of facilities in Great Ellingham, and poor public transport links to higher order settlements. This effects accessibility to employment, which is limited in the village itself.</p> <p>Attleborough High, which serves Great Ellingham is over capacity.</p>		
Solutions to Constraints:	<p>Provided safe access can be provided onto either the Watton or Hingham Road and improved footways then the site should be acceptable from an access point of view. Improvements to the surrounding highways would cost in the region of £100,000.</p> <p>Great Ellingham Primary school can be expanded; with the addition of one more classroom this school could be a 210 place school which is a sensible size for their current site. Pupil catchment numbers are much lower than the number of children in the school which indicates that children do attend from outside of their catchment. An additional 50 children could be accommodated with modest investment in the school which equates to around 200 new dwellings.</p> <p>The site is in a moderate sensitivity landscape area, but crucially the northern extent of the site is a key gateway into the village.</p> <p>The wider site is unsuitable for development in landscape terms and would harm a key gateway location in the village. However, small discrete parts of the site could come forward without harming landscape character.</p>		

SHLAA Ref	GE13	Source	Local Service Centre village
Area	0.41	Unconstrained Capacity	10
Current Use	Undeveloped land		
Surrounding Use	The site is located in the middle of Great Ellingham, although still outside the settlement boundary. To the north east is arable farmland, to the north west are residential properties. This site sits just to the north of several houses and the southern most part of the site borders on Chequers Street. To the west is undeveloped land.		
Highway Access (On-Site)	None	The site is accessible from either Chequers Lane or Glebe Meadow. Access to Glebe Meadow would be preferable as the site opens onto a corner of Chequers Lane.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land behind glebe meadow	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.5km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 3 Constraint	Inside school buffer/ access to shops / NO access to doctor	
Access to Open Space	Level 1 Constraint	<0.1km to nearest open space	
Access to Employment	Level 2 Constraint	Just outside Great Ellingham boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is accessible from either Chequers Lane or Glebe Meadow. Access to Glebe Meadow would be preferable as the site opens onto a corner of Chequers Lane.</p> <p>The landscape is of moderate sensitivity.</p> <p>There is a general lack of facilities in Great Ellingham, and poor public transport links to higher order settlements. This effects accessibility to employment, which is limited in the village itself.</p> <p>Attleborough High, which serves Great Ellingham is over capacity.</p>		
Solutions to Constraints:	<p>Safe access onto the site can be provided through Glebe Meadow. Improvements to the surrounding highways would cost in the region of £100,000.</p> <p>As the site is located between existing housing its effect upon the landscape would be minimal.</p> <p>This site would be suitable for small amounts of development only, Great Ellingham on a whole is unsuitable for large scale development due to a lack of facilities and public transport.</p>		

SHLAA Ref	GE14	Source	Local Service Centre village
Area	0.46	Unconstrained Capacity	11
Current Use	Undeveloped land		
Surrounding Use	Arable land to the North, East and South. The Old Queen's head Grade II listed building.		
Highway Access (On-Site)	None	The site has access onto the Attleborough road.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Grade II listed building adjacent	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	Flood Zone 2 to the East of the site (approx.10%)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 3 Constraint	Outside school buffer/ No access to doctor or shops	
Access to Open Space	Level 3 Constraint	1.5km to open space	
Access to Employment	Level 3 Constraint	Far outside the town boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is in a highly sensitive area and this is heightened by being so far outside of the settlement.</p> <p>Development could also have a detrimental affect on the Grade II listed building adjacent.</p> <p>The site is more than 1km away from any bus stops or public transport provisions and Great Ellingham has poor public transport with only three buses a day to Attleborough/Norwich.</p> <p>The site is more than 1km from Great Ellingham Primary school or a convenience store, there are no health care facilities within the village.</p> <p>Attleborough High School, which serves the village, is currently over capacity.</p>		
Solutions to Constraints:	<p>The site is situated in an area of high sensitivity and is situated far outside the town boundary, exacerbating the sensitivity further. Furthermore the site is adjacent to a Grade II listed building, which could also be affected by development on this site.</p> <p>The East of the site is designated flood zone 2 and therefore would not be able to be developed.</p> <p>The distance of the site from the town boundary would also increase the problems relating to access to facilities and public transport. As a result of this the use of the private car would increase.</p> <p>Due to the landscape issues and distance from the settlement of Great Ellingham the site is considered to be non-deliverable.</p>		

SHLAA Ref	GE15	Source	Local Service Centre village
Area	0.51	Unconstrained Capacity	12
Current Use	Agriculture		
Surrounding Use	Arable land to the south with dwellings to the North/East and West.		
Highway Access (On-Site)	None	Access onto Bow street	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1.2km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 3 Constraint	Just outside school buffer/ access to shops / NO access to doctor	
Access to Open Space	Level 2 Constraint	0.8km to the nearest open space	
Access to Employment	Level 3 Constraint	0.6km outside Great Ellingham boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is in an isolated location some distance from local services with insufficient provision in place to allow pedestrians to access such facilities, thus resulting on an over reliance on the private car.</p> <p>The site is in an area of moderate sensitivity, but is also distant from the settlement boundary.</p>		
Solutions to Constraints:	<p>Although the site is moderate in sensitivity and far removed from the settlement, there are residential properties to the East and west of the site.</p> <p>The distance of the site from facilities is something that cannot be mitigated against and would render this site non-deliverable.</p>		

SHLAA Ref	GE16	Source	Local Service Centre village
Area	0.38	Unconstrained Capacity	9
Current Use	Undeveloped land with what looks like agricultural buildings on site.		
Surrounding Use	Undeveloped land to the West and East of the site with arable land beyond that. A farmhouse lies to the South and dwellings to the North.		
Highway Access (On-Site)	None	The site has a frontage onto Long Street, but would require footway improvements to connect it with the services in the village.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agricultural buildings on site	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1.5km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 3 Constraint	1.1km to the nearest shop/ Outside school buffer / Outside doctor buffer	
Access to Open Space	Level 2 Constraint	0.8km to the nearest open space	
Access to Employment	Level 2 Constraint	Just outside Great Ellingham boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has a frontage onto Long Street, but would require footway improvements to connect it with the services in the village.</p> <p>The site is within moderate sensitive landscape.</p> <p>The site is more than 1km away from any bus stops of public transport provisions and Great Ellingham has poor public transport and cannot provide a commutable route to a higher order settlement.</p> <p>The site is more than 1km from Great Ellingham Primary school or a convenience store, there are no health care facilities within the village.</p>		
Solutions to Constraints:	<p>The site has frontage and direct access onto Long Street, however improvements would be needed to footways linking the site to the village centre. Improvements to the surrounding highways would cost in the region of £100,000.</p> <p>As the site is next to existing development there should be no issues with the landscape.</p> <p>The remoteness of the site to the rest of Great Ellingham, and the limited facilities available would probably deem this site unsuitable from a sustainability point of view, but doesn't rule it out from development.</p> <p>From a suitability point of view Great Ellingham is unsuitable for all but small developments, and due to the remoteness of this site from the limited facilities it is probably unviable for development.</p> <p>Limiting the development on this site to a smaller amount would mean the impact on the surrounding highways through increase of traffic would be minimal.</p> <p>If the site were developed in conjunction with GE1 and/or GE18 there is potential for development.</p> <p>Taking into consideration provision for major service roads the constrained capacity would be reduced to 8.</p>		

SHLAA Ref	GE17	Source	Local Service Centre village
Area	0.59	Unconstrained Capacity	14
Current Use	Undeveloped land on the edge of the town boundary		
Surrounding Use	Residential development to the North and the West with agricultural land to the South and the East. The site adjoins the settlement boundary to the North.		
Highway Access (On-Site)	None	Access onto the Attleborough road and Church street.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Grade II listed buildings nearby	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.2km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 2 Constraint	Inside school buffer/ access to shops / NO access to doctor	
Access to Open Space	Level 2 Constraint	0.3km to open space	
Access to Employment	Level 2 Constraint	Just outside the Great Ellingham boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site sits within an area of moderate sensitivity, but development of the site could have a detrimental affect on the nearby grade II listed buildings.</p> <p>There is a lack of public transport in Great Ellingham and any development that doesn't create the critical mass needed to generate better transport. As a result the use of the private car will increase.</p> <p>Great Ellingham has poor public transport and lacks employment opportunities.</p>		
Solutions to Constraints:	<p>The major constraint to this site is the landscape sensitivity. If capacity was limited and the design quality was high it could be possible to develop this site.</p>		

SHLAA Ref	GE18	Source	Local Service Centre village
Area	0.25	Unconstrained Capacity	6
Current Use	Undeveloped land		
Surrounding Use	The settlement boundary of Great Ellingham adjoins to the North. Arable land surrounds the site to the South, West and East.		
Highway Access (On-Site)	None	The site has a frontage onto Long Street, but would require footway improvements to connect it with the services in the village.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1.5km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 3 Constraint	1.1km to the nearest shop/ Outside school buffer / Outside doctor buffer	
Access to Open Space	Level 2 Constraint	0.8km to the nearest open space	
Access to Employment	Level 2 Constraint	Just outside Great Ellingham boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has a frontage onto Long Street, but would require footway improvements to connect it with the services in the village.</p> <p>The site is within moderate sensitive landscape.</p> <p>The site is more than 1km away from any bus stops of public transport provisions and Great Ellingham has poor public transport and cannot provide a commutable route to a higher order settlement.</p> <p>The site is more than 1km from Great Ellingham Primary school or a convenience store, there is no health care facility within the village.</p> <p>Great Ellingham has poor public transport and lacks employment opportunities.</p>		
Solutions to Constraints:	<p>The site has frontage and direct access onto Long Street, however improvements would be needed to footways linking the site to the village centre. Improvements to the surrounding highways would cost in the region of £100,000.</p> <p>As the site is next to existing development there should be no issues with the landscape.</p> <p>The remoteness of the site to the rest of Great Ellingham, and the limited facilities available would probably deem this site unsuitable from a sustainability point of view, but doesn't rule it out from development.</p> <p>From a suitability point of view Great Ellingham is unsuitable for all but small developments, and due to the remoteness of this site from the limited facilities it is probably unviable for development.</p> <p>Limiting the development on this site to a smaller amount would mean the impact on the surrounding highways through increase of traffic would be minimal.</p> <p>The site could be potentially unlocked with the adjoining site(s) GE16 and/or GE1.</p>		

SHLAA Ref	GE19	Source	Local Service Centre village
Area	0.30	Unconstrained Capacity	7
Current Use	Town Green		
Surrounding Use	Residential properties surround the town green.		
Highway Access (On-Site)	None	Access to Long street and town green.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Amenity green space	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Amenity green space	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	Possible noise pollution from having roads on both sides.	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.5km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 3 Constraint	Inside school buffer/ access to shops / NO access to doctor	
Access to Open Space	Level 1 Constraint	Open space would adjoin	
Access to Employment	Level 2 Constraint	Just outside Great Ellingham boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site proposes development on the town green, which is classified as amenity green space.</p> <p>Great Ellingham has poor public transport and lacks employment opportunities.</p> <p>The site is distant from facilities.</p>		
Solutions to Constraints:	The site proposes development on the town green, which is classified as amenity green space. As such development would not be acceptable for this site.		

SHLAA Ref	GE20	Source	Local Service Centre village
Area	0.21	Unconstrained Capacity	5
Current Use	Dwelling and associated grounds		
Surrounding Use	Residential development to the West. Agricultural land to the North, South and East.		
Highway Access (On-Site)	None	Access opposite another junction	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Residential	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.2km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 2 Constraint	Inside school buffer/ access to shops / NO access to doctor	
Access to Open Space	Level 1 Constraint	0.3km to nearest open space	
Access to Employment	Level 2 Constraint	Just outside Great Ellingham settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Access opposite an existing junction could be an issue with the development of this site.</p> <p>The site is situated within an area of moderate sensitivity.</p>		
Solutions to Constraints:	<p>The biggest constraint to the deliverability of this site would be the access; however, it is deemed that the size of the development proposed would not make this less severe.</p> <p>There are no other constraints in terms of this site.</p>		

SHLAA Ref	GE21	Source	Local Service Centre village
Area	0.64	Unconstrained Capacity	15
Current Use	Undeveloped land with agricultural buildings to the NW of the site.		
Surrounding Use	Bury Hall to the North, Agricultural land to the East and West, and residential properties to the South of the site.		
Highway Access (On-Site)	None	Access onto the Deopham Road wouldn't be desirable due to the sub-standard quality of the road and the junction with the Attleborough Road. Would require upgrading the road.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Development could have a detrimental effect on Bury Hall (Grade II listed building) adjoining to the North	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	Adjacent to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 2 Constraint	Inside school buffer/ access to shops / NO access to doctor	
Access to Open Space	Level 1 Constraint	0.45km to the nearest open space	
Access to Employment	Level 2 Constraint	Just outside the Great Ellingham boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Access onto the Deopham Road wouldn't be desirable due to the sub-standard quality of the road and the junction with the Attleborough Road.</p> <p>Access to the site would also be on a bend and this could further limit the potential for access.</p> <p>Great Ellingham has poor public transport and lacks employment opportunities.</p>		
Solutions to Constraints:	<p>The biggest constraint in terms of this site would be the access; however, due to the scale of development proposed it wouldn't affect the deliverability of the site.</p> <p>Although the site is situated in an area of moderate landscape sensitivity this impact is limited by the small scale of development and due to the fact that existing development surrounds the site.</p> <p>Taking into account for major service roads capacity would be reduced to 13.</p>		

SHLAA Ref	GE22	Source	Local Service Centre village
Area	0.32	Unconstrained Capacity	8
Current Use	Appears to be agricultural units of some description.		
Surrounding Use	Residential properties surrounding the site		
Highway Access (On-Site)	Category A Constraint	No access	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agricultural units.	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.8km to the nearest bus stop with 3 outbound buses to Norwich M-F and 2 on weekends (27 minutes to Attleborough, 65 minutes to Norwich)	
Access to Facilities	Level 2 Constraint	Just inside school buffer/ access to shops / NO access to doctor	
Access to Open Space	Level 2 Constraint	0.1km to open space	
Access to Employment	Level 2 Constraint	Just outside the Great Ellingham boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There is a lack of access to the site. There appears to be a private lane that serves Old Hall farm, however it is unclear if this would provide access to the site.</p> <p>Great Ellingham has poor public transport and lacks employment opportunities.</p>		
Solutions to Constraints:	In this case the lack of access would cause the site to be non-deliverable.		

SHLAA Ref	LI01	Source	Local Service Centre village
Area	0.49	Unconstrained Capacity	12
Current Use	The site is currently used as allotments for Litcham and is designated public open space.		
Surrounding Use	The site is located south of Litcham. To the south of the site is an area designated as a local nature reserve and is made up of woodland areas. To the west and east of the site is open land, to the north are residential properties.		
Highway Access (On-Site)	None	Suitable access onto the Dunham Road	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Allotment Garden: Designated public open space. Would have a detrimental impact on the County Wildlife Site	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Allotment Garden: Designated public open space	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	Northern part of the site is designated flood risk zone 2	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.2km to nearest bus stop- daily service to Easton college	
Access to Facilities	Level 3 Constraint	Inside school buffer/ no access to doctor / Access to shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 3 Constraint	Lack of public transport would encourage car use to seek further employment opportunities.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is designated as public open space, and is used as the allotment gardens for Litcham, it would be highly unsuitable to redevelop this area for housing.</p> <p>Part of the site is made up of zone 2 flood risk, which would rule out development in this area.</p> <p>There is a severe lack of public transport and employment within Litcham, which would promote journeys using the private car.</p>		
Solutions to Constraints:	The site is designated open space, in a village with no public transport and few employment opportunities. There are no real solutions to such severe constraints and the site is undevelopable.		

SHLAA Ref	LI02	Source	Local Service Centre village
Area	1.13	Unconstrained Capacity	28
Current Use	The site is currently used as allotments for Litcham and is designated public open space.		
Surrounding Use	The site is located south of Litcham. To the south of the site is an area designated as a local nature reserve and is made up of woodland areas. To the west and east of the site is open land, to the north is are residential properties.		
Highway Access (On-Site)	None	Suitable access onto the Dunham Road	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Allotment Garden: Designated public open space. Adjoining CWS	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Allotment Garden: Designated public open space	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.2km to nearest bus stop- daily service to Easton college	
Access to Facilities	Level 3 Constraint	Inside school buffer/ no access to doctor / Access to shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 3 Constraint	Lack of public transport would encourage car use to seek further employment opportunities.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is designated as public open space, and is used as the allotment gardens for Litcham, it would be highly unsuitable to redevelop this area for housing.</p> <p>Part of the site is made up of zone 2 flood risk, which would rule out development in this area.</p> <p>The site adjoins a County Wildlife Site; any development would have to take this into consideration.</p> <p>There is a severe lack of public transport and employment within Litcham, which would promote journeys using the private car.</p>		
Solutions to Constraints:	The site is on designated open space, in a village with no public transport and few employment opportunities. There are no real solutions to such severe constraints and the site is undevelopable.		

SHLAA Ref	LI03	Source	Local Service Centre village
Area	0.48	Unconstrained Capacity	11
Current Use	The site is currently used as a scrap yard.		
Surrounding Use	The eastern boundary of the site is made up of the Weasenham Road, beyond which is residential development. To the north and west of the site are arable fields, directly to the south of the site is Litcham Primary School.		
Highway Access (On-Site)	None	Localised Highway improvements required	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 2 Constraint	Contamination from use as a scrap yard	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Scrap Yard	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.6km to the nearest bus stop (which has a very limited service)	
Access to Facilities	Level 2 Constraint	Inside school buffer/ No access to doctor / 0.6km to shops	
Access to Open Space	Level 1 Constraint	0.3km to open space	
Access to Employment	Level 3 Constraint	Lack of public transport would encourage car use to seek further employment opportunities.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site's current use as a scrap yard would have more than likely contaminated the site which would require remedying before any development could take place.</p> <p>There is a severe lack of public transport and employment within Litcham, which would promote journeys using the private car.</p>		
Solutions to Constraints:	<p>The site would require £100,000 worth of improvements to access.</p> <p>The contamination issues with the soil can be overcome, although it may take a considerable amount of time to solve.</p> <p>Litcham Primary school's catchment pupil numbers over the next 10 years are fairly static and this school sits on a relatively large site for a school of this size. With additional housing a desktop exercise would indicate that this school could easily expand to a 210 place school and maybe larger. 500 new dwellings could be accommodated.</p> <p>Although there is a lack of employment and public transport in Litcham, it doesn't rule out development altogether.</p> <p>Taking into account for major service roads constrained capacity would be reduced to 9.</p>		

SHLAA Ref	LI04	Source	Local Service Centre village
Area	1.75	Unconstrained Capacity	43
Current Use	The site is currently undeveloped open land.		
Surrounding Use	To the East, South and West of the site are existing residential developments. To the North of the site is arable farmland.		
Highway Access (On-Site)	None	Access to the Wellingham road and the Weasenham road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped open land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.8km to the nearest bus stop (Very limited service)	
Access to Facilities	Level 3 Constraint	0.8km to the nearest shop / Inside school buffer/ No access to doctor	
Access to Open Space	Level 1 Constraint	0.5km to open space	
Access to Employment	Level 3 Constraint	Lack of public transport would encourage car use to seek further employment opportunities.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is remotely located to the north of Litcham and over 800m from most of the services in the village.</p> <p>There is a severe lack of public transport and employment within Litcham, which would promote journeys using the private car.</p>		
Solutions to Constraints:	<p>The site would require £100,000 worth of improvements to access.</p> <p>Although there is a lack of employment and public transport in Litcham, it doesn't rule out development altogether.</p> <p>Litcham Primary school's catchment pupil numbers over the next 10 years are fairly static and this school sits on a relatively large site for a school of this size. With additional housing a desktop exercise would indicate that this school could easily expand to a 210 place school and maybe larger. 500 new dwellings could be accommodated.</p> <p>Limiting the amount of development on site would reduce the impact on the surrounding highways.</p> <p>In this case development would have to take into account the density of the surrounding houses and issues of overlooking and amenity. As a result of this constrained capacity would have to be reduced.</p> <p>A development of this size would require a minimum of 1 local area for play (LAP)</p> <p>Taking into account for open space and Major Service roads the constrained capacity would have to be reduced to 24.</p>		

SHLAA Ref	LI05	Source	Local Service Centre village
Area	0.36	Unconstrained Capacity	8
Current Use	The site is currently undeveloped land.		
Surrounding Use	the site sits just outside the settlement boundary of Litcham and is just north of existing residential developments. To the north of the site is arable farmland, the western boundary of the site is formed by Pound Lane. To the east of the site is arable farmland and residential developments.		
Highway Access (On-Site)	None	Localised Highway improvements required	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.2km to public transport (Very limited service)	
Access to Facilities	Level 3 Constraint	0.2km to shop/ In school buffer/ no access to doctor	
Access to Open Space	Level 1 Constraint	0.15km to open space	
Access to Employment	Level 3 Constraint	Lack of public transport would encourage car use to seek further employment opportunities.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	There is a severe lack of public transport and employment within Litcham, which would promote journeys using the private car.		
Solutions to Constraints:	<p>The site would require £100,000 worth of improvements to access.</p> <p>Although there is a lack of employment and public transport in Litcham, it doesn't rule out development altogether.</p> <p>Litcham Primary school's catchment pupil numbers over the next 10 years are fairly static and this school sits on a relatively large site for a school of this size. With additional housing a desktop exercise would indicate that this school could easily expand to a 210 place school and maybe larger. 500 new dwellings could be accommodated.</p> <p>Limiting the amount of development on site would reduce the impact on the surrounding highways.</p> <p>Development here would have to take into consideration the landscape impact and surrounding density levels. Considerations of form and character would reduce the constrained capacity to 6.</p>		

SHLAA Ref	LI06	Source	Local Service Centre village
Area	7.19	Unconstrained Capacity	179
Current Use	The site is currently arable farmland.		
Surrounding Use	The Eastern boundary of the site is Pound Lane, beyond this is further open arable farmland, towards the south of the site there are residential properties to the east of the site. To the west of the site is open arable farmland. North of the site is Litcham Primary School, while south of the site are residential properties.		
Highway Access (On-Site)	None	Localised Highway improvements required	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (Grade 2)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.3km to public transport (Very limited service)	
Access to Facilities	Level 3 Constraint	0.3km to shop/ In school buffer/ no access to doctor	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 3 Constraint	Lack of public transport would encourage car use to seek further employment opportunities.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	There is a severe lack of public transport and employment within Litcham, which would promote journeys using the private car.		
Solutions to Constraints:	<p>The site would require £100,000 worth of improvements to access.</p> <p>Although there is a lack of employment and public transport in Litcham, it doesn't rule out development altogether.</p> <p>Limiting the amount of development on site would reduce the impact on the surrounding highways.</p> <p>Litcham Primary school's catchment pupil numbers over the next 10 years are fairly static and this school sits on a relatively large site for a school of this size. With additional housing a desktop exercise would indicate that this school could easily expand to a 210 place school and maybe larger. 500 new dwellings could be accommodated.</p> <p>It could be possible that smaller areas of the site could be deliverable, but in this case development on this scale would be non-deliverable at present due to the size and scale of the site and the impact on the landscape of the area.</p>		

SHLAA Ref	LI07	Source	Local Service Centre village
Area	0.29	Unconstrained Capacity	7
Current Use	The site is currently garden land of Number 10 Church Street.		
Surrounding Use	The site sits to the south of existing residential development, to the east of the site are further residential properties. South and west of the site is undeveloped land.		
Highway Access (On-Site)	None	Localised Highway improvements required	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Garden	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.15km to the nearest bus stop (very limited service)	
Access to Facilities	Level 3 Constraint	0.15km to shops / In school buffer/ No access to Doctor	
Access to Open Space	Level 1 Constraint	<0.1km to open space	
Access to Employment	Level 3 Constraint	Lack of public transport would encourage car use to seek further employment opportunities.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There is a severe lack of public transport and employment within Litcham, which would promote journeys using the private car.</p> <p>Access appears constrained and is likely to require onsite and offsite improvements to allow development.</p> <p>The existing dwelling on site will also affect development. If demolished this would affect viability, and if retained will limit developable area.</p>		
Solutions to Constraints:	<p>The site would require £100,000 worth of improvements to the access.</p> <p>Although there is a lack of employment and public transport in Litcham, it doesn't rule out development altogether.</p> <p>Litcham Primary school's catchment pupil numbers over the next 10 years are fairly static and this school sits on a relatively large site for a school of this size. With additional housing a desktop exercise would indicate that this school could easily expand to a 210 place school and maybe larger. 500 new dwellings could be accommodated.</p> <p>Limiting the amount of development on site would reduce the impact on the surrounding highways.</p> <p>The biggest constraint would be the amount of off-site access, but if this could be overcome the site would be deliverable.</p>		

SHLAA Ref	MA01	Source	Local Service Centre village
Area	2.38	Unconstrained Capacity	59
Current Use	The site is currently used as arable farmland.		
Surrounding Use	To the western side of the site is open arable farmland, this stretches round from the south to the north. East of the site is residential properties.		
Highway Access (On-Site)	None	The site has accessibility issues, with access having to come from either Hunters Avenue or Thynnes Lane. There are however, wider accessibility issues with Mill Street and the junction with the Dereham Road.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (Grade 3)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside Doctor buffer/ Inside school buffer/ Access to shops	
Access to Open Space	Level 1 Constraint	0.3km to nearest open space	
Access to Employment	Level 2 Constraint	Just outside Mattishall settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has accessibility issues, with access having to come from either Hunters Avenue or Thynnes Lane. There are however, wider accessibility issues with Mill Street and the junction with the Dereham Road.</p> <p>The site is an area of moderate - high landscape sensitivity</p> <p>Mattishall does not offer a large range in employment options.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The main issue for this site is the poor quality of off-site access. Mill Street is narrow and poorly aligned in places, but the main concern is the junction with Dereham Road which is highly dangerous and possibilities of improvements seem remote.</p> <p>The site would require £100,000 worth of improvements to the access.</p> <p>As the site is adjacent to existing properties it is likely the landscape issues could be overcome.</p> <p>Due to off-site access issues this site would probably only be suitable for small scale development.</p> <p>Mattishall Primary school sits on a relatively large site for a school of this size. With additional housing a desktop exercise would indicate that this school could easily expand to a 420 place school. 800 new dwellings could be accommodated.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	MA02	Source	Local Service Centre village
Area	0.36	Unconstrained Capacity	8
Current Use	Undeveloped land		
Surrounding Use	The site is in between two residential properties to the east and west. The northern boundary is made up of Thynnes Lane beyond which is arable farmland. To the south of the site is undeveloped land, leading back to a collection of farm buildings.		
Highway Access (On-Site)	None	The site has direct access onto Thynees Lane, which is considered unsuitable for further traffic due to its narrow width and poor alignment.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Inside doctor buffer/ inside school buffer/ access to shops	
Access to Open Space	Level 1 Constraint	0.2km to open space	
Access to Employment	Level 2 Constraint	Just outside Mattishall settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has direct access onto Thynees Lane, which is considered unsuitable for further traffic due to its narrow width and poor alignment.</p> <p>There is also a problem over the junction from Mill Lane to the Dereham road, which is sub-standard.</p> <p>The site is in an area of moderate-high sensitivity.</p> <p>The site is remote and detached from the services and public transport available in Mattishall.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Improvements would be needed to Thynnes Lane to make this site suitable. Footways would be needed and the whole road widened, this can partially be achieved using land from the site.</p> <p>The junction between Mill Lane/Dereham road is highly unsuitable for an increase in traffic, and makes this site unsuitable for development.</p>		

SHLAA Ref	MA03	Source	Local Service Centre village
Area	2.16	Unconstrained Capacity	53
Current Use	Arable farmland		
Surrounding Use	The site is to the north of Mattishall and sits to the east of existing residential properties. To the south and east of the site is open farmland. To the north are further residential properties.		
Highway Access (On-Site)	Category A Constraint	The site has major access issues, the site has a frontage onto Folly Lane, which is an un-adopted track and unsuitable for any traffic in its current condition.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Arable farmland (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.4km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside school buffer/ inside doctor buffer/ access to shops	
Access to Open Space	Level 1 Constraint	Nearest open space 0.2km	
Access to Employment	Level 2 Constraint	Just outside settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site is severely constrained by the poor access, both on and off-site, making it unsuitable for development.</p> <p>The site has major access issues, the site has frontage onto Folly Lane, which is an un-adopted track and unsuitable for any traffic in its current condition. There are also off site access issues with concerns over the quality of the visibility onto the Dereham Road from Burgh Lane is severely substandard and cannot be improved upon due to close proximity of dwellings to the junction making this point unsuitable to cope with an increase in vehicle movements.</p> <p>There is limited employment within Mattishall, although public transport is available to high order settlements.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The site is severely constrained by the poor access, both on and off-site, making it unsuitable for development.</p> <p>Mattishall Primary school sits on a relatively large site for a school of this size. With additional housing a desktop exercise would indicate that this school could easily expand to a 420 place school. 800 new dwellings could be accommodated.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	MA04	Source	Local Service Centre village
Area	0.82	Unconstrained Capacity	20
Current Use	The site is currently undeveloped land		
Surrounding Use	The site is situated in the west of Mattishall. Sitting next to the main built up area of the village the site has residential properties to the east and north. To the west is Rayners Farm, beyond which is arable farmland. To the south of the site is open arable farmland.		
Highway Access (On-Site)	None	Land from the site would probably be required to improve the visibility of the Rayners Way/Dereham Road junction.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	TPOs along the Eastern boundary	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	adjacent to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Outside school buffer/ outside doctor buffer/ access to shops	
Access to Open Space	Level 1 Constraint	Nearest open space 0.5km	
Access to Employment	Level 2 Constraint	Just outside the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has frontage onto Rayners Way and the Dereham Road. Due to the proximity of the site to existing junctions direct access onto Dereham Road is not suitable, but access onto Rayners Way would be sufficient. Land from the site would probably be required to improve the visibility of the Rayners Way/Dereham Road junction.</p> <p>The site is of moderate-high landscape sensitivity and there are several protected trees on the edge of the site bordering Rayners Way.</p> <p>There are limited employment opportunities in Mattishall.</p>		
Solutions to Constraints:	<p>If access could be provided onto Rayners Way, without detrimental effect on the protected trees then this site is viable for development. This would have an effect on the capacity of the site however.</p> <p>The site would require £100,000 worth of improvements to the access.</p> <p>As the site neighbours existing development the effect on the landscape should be minimal.</p> <p>This site, and Mattishall in general, is suitable for small scale development.</p> <p>Taking into account the TPOs and the shape of the site capacity would be reduced to 12.</p> <p>Allowing for the provision of major service roads capacity would be further reduced to 11.</p>		

SHLAA Ref	MA05	Source	Local Service Centre village
Area	1.78	Unconstrained Capacity	44
Current Use	Agricultural buildings and adjoining land		
Surrounding Use	Residential dwellings adjoin the site to the North and the East. Mattishall sports club adjoins the site to the South and arable land lies to the West.		
Highway Access (On-Site)	Category A Constraint	The only available access to the site is via a private drive, which is highly unsuitable for large amounts of traffic, even with improvements the driveway has poor visibility with Burgh Lane.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Existing farm	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.8km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Just inside doctor buffer/ just inside school buffer/access to shops	
Access to Open Space	Level 1 Constraint	0.7km to the nearest public open space - adjoining Mattishall bowls club	
Access to Employment	Level 2 Constraint	Partially inside the settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The only available access to the site is via a private drive, which is highly unsuitable for large amounts of traffic, even with improvements the driveway has poor visibility with Burgh Lane.</p> <p>As mentioned in other sites, the junction between Burgh Lane and Dereham Road is of sub-standard quality and has poor visibility due to the listed church building.</p> <p>The site is in an area of moderate-high sensitivity.</p> <p>There is an existing farm on the site which would need to be removed to reach the full potential of the site.</p> <p>The site is remote from Mattishall centre and more than 800m to the closest service or public transport, Mattishall Primary School is more than 1km away. The remoteness of the site would potentially cause more car journeys, something highly undesirable on poor quality roads.</p> <p>There are poor employment opportunities with Mattishall, and public transport to high order settlements is remote from the site.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>Improvements could be made to the private driveway access, but improving the visibility onto Burgh Lane, and of the Burgh Lane/Dereham Road junction would be impossible due existing buildings blocking the visibility splays.</p> <p>The remoteness of the site cannot be changed obviously, but improved footways to the services in the village may promote walking over driving. The narrowness of Burgh Lane may prevent drastic improvements to any footways.</p> <p>Mattishall Primary school sits on a relatively large site for a school of this size. With additional housing a desktop exercise would indicate that this school could easily expand to a 420 place school. 800 new dwellings could be accommodated.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	MA06	Source	Local Service Centre village
Area	13.81	Unconstrained Capacity	345
Current Use	Arable farmland.		
Surrounding Use	The site is located in the south west of Mattishall and is surrounded by arable farmland to all sides apart from the north. North of the site is residential development leading up to the main body of Mattishall.		
Highway Access (On-Site)	None	The site has access from two routes, Garvestone Road and Thynnes Lane which can provide on-site access. However, these routes are both sub-standard in width and alignment and would be unsuitable for large increases in traffic.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Arable farmland (Grade 3)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.6km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Partially within school buffer/partially within doctor buffer/ access to shops	
Access to Open Space	Level 2 Constraint	0.6km to nearest open space	
Access to Employment	Level 2 Constraint	Just outside the settlement boundary	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The site has access from two routes, Garvestone Road and Thynnes Lane which can provide on-site access. However, these routes are both sub-standard in width and alignment and would be unsuitable for large increases in traffic.</p> <p>The site is in a moderate-high sensitive landscape area.</p> <p>Services within the village are all located over 1km from the site, and there are poor footway links. Public transport is within 800m but again suffers from a lack of footways.</p> <p>There are poor employment opportunities within Mattishall and limited public transport to higher order settlements with greater opportunities.</p> <p>Social infrastructure would require significant improvement.</p>		
Solutions to Constraints:	<p>Although off-site highway access is very poor, there is enough frontage from the site to provide land for road widening and footways.</p> <p>A further constraint for this site is its remote location within Mattishall, located in the west of the village, while most facilities are in the east of the village. There are few services with walking distance, and the poor quality of the footways would only exacerbate the situation. £100,000 worth of improvements would be needed to make the site deliverable.</p> <p>Highway constraints could be mitigated to an extent by significantly reducing the scale of development so as not to cause unacceptable harm to the local highways.</p> <p>Mattishall Primary school sits on a relatively large site for a school of this size. With additional housing a desktop exercise would indicate that this school could easily expand to a 420 place school. 800 new dwellings could be accommodated.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	MA07	Source	Local Service Centre village
Area	1.01	Unconstrained Capacity	25
Current Use	Arable farmland		
Surrounding Use	The site is situated to the east of Mattishall and is surrounded by arable farmland on all but its western boundary, this is next to existing residential properties.		
Highway Access (On-Site)	None	New Lane isn't suitable for an increase in traffic that a larger development may cause due to inadequate width, poor alignment and a 60mph speed limit.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.8km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Inside doctor buffer/ inside school buffer/ access to shops	
Access to Open Space	Level 2 Constraint	1.3km to open space (0.4km to bowls club)	
Access to Employment	Level 2 Constraint	Just outside settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has frontage onto New Lane which could provide sufficient on-site access. However, New Lane isn't suitable for an increase in traffic that a larger development may cause due to inadequate width, poor alignment and a 60mph speed limit. There is also access issues with Mill Lane which New Lane feeds onto, the junction is sub-standard and has visibility issues the same is also true for the Mill Lane/Dereham Road junction.</p> <p>The site is within moderate sensitive landscape.</p> <p>The site is remote from the facilities within Mattishall, health care facilities and the primary school are both over 800m away and along roads with poor footways. Shops are closer, but access is still reliant on the same poor footways.</p> <p>Public transport is located more than 800m away and provides a poor service to high order settlements.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	New Lane is unsuitable due to poor width and alignment to cater for any further traffic, Highways deem this to be unsolvable and the makes the site non deliverable.		

SHLAA Ref	MA08	Source	Local Service Centre village
Area	1.63	Unconstrained Capacity	40
Current Use	The site is arable farmland.		
Surrounding Use	<p>The site is in the south west of Mattishall, situated south of existing housing developments.</p> <p>To the west of the site are arable fields, to the south is also arable farmland with farm buildings. To the north and west are residential developments.</p>		
Highway Access (On-Site)	Category A Constraint	This site has no frontage with any roads, and no obvious means of access.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable farmland (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.2km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Inside school buffer/ Partially inside employment site/ access to shops	
Access to Open Space	Level 2 Constraint	0.4km to open space	
Access to Employment	Level 2 Constraint	Just outside the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>This site has no frontage with any roads, and no obvious means of access. Depending on where the on-site access is provided, off-site access will need improvements will be needed to either Thynnes Lane, Ivy Way or Rayners Way.</p> <p>The landscape is of moderate-high sensitivity.</p> <p>The site is not within 800m of facilities but is within 800m of public transport, however this is of poor quality offering limited daily services.</p> <p>There are few employment options in Mattishall.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	Dedicated on-site access would be needed to make this site viable and there seem few options at the moment. The only gap in housing on Thynnes Lane is narrow and blocked by protected trees.		

SHLAA Ref	MA09	Source	Local Service Centre village
Area	4.63	Unconstrained Capacity	115
Current Use	Arable land		
Surrounding Use	Surrounded by arable land		
Highway Access (On-Site)	None	Site has access onto Mattishall Road, which appears to be unsuitable for the increased traffic proposed.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Arable farmland (Grade 3)	
Source Protection	Level 3 Constraint	Groundwater source protection zone 1	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1.7km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Outside doctor buffer/ outside school buffer/ distance to shops	
Access to Open Space	Level 3 Constraint	0.7km to bowls club, 0.3km to golf club, 1.6km to allotments	
Access to Employment	Level 3 Constraint	Far outside settlement boundary, would increase use of the private car	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site sits within an area of moderate-high landscape sensitivity and is far outside the settlement of Mattishall.</p> <p>The site is also situated within an area of groundwater source protection zone 1 and this could have an impact on the work that is carried out on site.</p> <p>The distance from the settlement would increase the use of the private car, which would be undesirable in the context of 'sustainable development'.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The impact of a site of this scale in an area of Moderate-high landscape sensitivity that is so far removed from the settlement boundary would have a hugely detrimental affect on the landscape.</p> <p>The distance from the settlement and facilities would increase use of the private car and would be undesirable.</p> <p>For these reasons the site is considered 'non deliverable'.</p> <p>Mattishall Primary school sits on a relatively large site for a school of this size. With additional housing a desktop exercise would indicate that this school could easily expand to a 420 place school. 800 new dwellings could be accommodated.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	MA10	Source	Local Service Centre village
Area	0.86	Unconstrained Capacity	21
Current Use	Golf course		
Surrounding Use	Golf club to the East, Golf club car park to the south, Residential properties to the West and South Green farm to the North		
Highway Access (On-Site)	None	The site has access onto South Green	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Golf course	
Landscape Impact	Level 3 Constraint	Moderate sensitivity, but far outside settlement boundary.	
Existing Use in Operation	Level 3 Constraint	Golf course	
Source Protection	Level 3 Constraint	Groundwater source protection zone 1	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1.2km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Outside doctor buffer/ outside school buffer/ Distance from shops	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 3 Constraint	0.5km to the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is designated open space.</p> <p>The distance from the settlement of Mattishall would restrict access to public transport, facilities and services. As a result the use of the private car would increase.</p> <p>The site is in an area of moderate sensitivity, but due to the distance from the settlement boundary this impact would become more severe.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	The site proposed is designated open space and is therefore non-deliverable.		

SHLAA Ref	MA11	Source	Local Service Centre village
Area	0.16	Unconstrained Capacity	4
Current Use	Golf course		
Surrounding Use	Golf course to the North, Dwellings to the East and West, Arable land to the South.		
Highway Access (On-Site)	None	The site has access onto South Green	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Golf course	
Landscape Impact	Level 3 Constraint	Moderate sensitivity, but far outside settlement boundary.	
Existing Use in Operation	Level 3 Constraint	Golf course	
Source Protection	Level 3 Constraint	Groundwater source protection zone 1	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1.6km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Outside doctor buffer/ outside school buffer/ Distance from shops	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 3 Constraint	0.5km to the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is designated open space.</p> <p>The distance from the settlement of Mattishall would restrict access to public transport, facilities and services. As a result the use of the private car would increase.</p> <p>The site is in an area of moderate sensitivity, but due to the distance from the settlement boundary this impact would become more severe.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	The site proposed is designated open space and is therefore non-deliverable.		

SHLAA Ref	MA12	Source	Local Service Centre village
Area	0.61	Unconstrained Capacity	15
Current Use	Arable land		
Surrounding Use	Residential to the South and the East, Agricultural land to the North and the West		
Highway Access (On-Site)	Category A Constraint	The access proposed would be too narrow to support development on this scale	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Agriculture (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 2 Constraint	Possible noise pollution from the Dereham road	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.2km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Outside doctor buffer/outside school buffer/ access to shops	
Access to Open Space	Level 2 Constraint	0.7km to nearest open space	
Access to Employment	Level 2 Constraint	Just outside settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is situated just outside the Mattishall settlement boundary, but is distant from facilities.</p> <p>The site is situated in an area of moderate-high landscape sensitivity.</p> <p>The biggest constraint to this site would be the access to the site. Off-site improvements would be constrained by the existing dwellings.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The biggest constraint to this site would be the access to the site. Off-site improvements would be constrained by the existing dwellings.</p> <p>Issues of access and landscape sensitivity would make this site non-deliverable for the purposes of this study.</p>		

SHLAA Ref	MA13	Source	Local Service Centre village
Area	1.57	Unconstrained Capacity	39
Current Use	Agriculture with one agricultural unit located on the West of the site.		
Surrounding Use	Arable land to the North and South, Residential dwellings to the East and farms to the West.		
Highway Access (On-Site)	None	The site has access onto the Dereham road.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	Possible contamination from the agricultural building	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 2 Constraint	Possible noise pollution from the Dereham road	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.4km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Outside school buffer/Outside doctor buffer/ Access to shops	
Access to Open Space	Level 2 Constraint	Nearest open space 0.8km to the East	
Access to Employment	Level 2 Constraint	Just outside the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is in an area of moderate-high sensitivity.</p> <p>The site is distant from facilities, but is situated just outside the Mattishall settlement boundary.</p> <p>The site is agricultural land grade 3, which should be protected.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The sensitivity of the area would be the largest constraint to this site. Although there is development to the East of the site it is low in density and has less impact when entering the town. Development on this scale would have a severe affect on the landscape.</p> <p>The site is distant from facilities, but this wouldn't necessarily limit development of the site.</p> <p>The site has access onto the Dereham Road, but visibility to the West is very poor due to the bend in the road. This could further limit the desirability of this site.</p> <p>Due to landscape impact and the scale of development proposed the site would be deemed non-deliverable.</p>		

SHLAA Ref	MA14	Source	Local Service Centre village
Area	0.89	Unconstrained Capacity	22
Current Use	Garden for adjoining farmhouse		
Surrounding Use	Agriculture to the North, East and South. Farmhouses to the West.		
Highway Access (On-Site)	Category A Constraint	The site has access onto Howes Lane, which would be undesirable.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Garden	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 2 Constraint	Possible noise pollution from the Dereham Road	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.6km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Outside doctor buffer/outside school buffer/ quite a distance from shops	
Access to Open Space	Level 3 Constraint	Nearest open space 0.9km to the East	
Access to Employment	Level 2 Constraint	Just outside the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Howes lane is undesirable for development on this scale.</p> <p>The site is within an area of moderate-high landscape sensitivity.</p> <p>The site is distant from open space and facilities.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	The landscape sensitivity of the site combined with the unsuitability of Howes lane to provide access would render the site non-deliverable.		

SHLAA Ref	MA15	Source	Local Service Centre village
Area	0.29	Unconstrained Capacity	7
Current Use	Agricultural development and undeveloped land.		
Surrounding Use	Residential development to the South with arable land beyond. A wooded area directly to the North of the site with arable land beyond. Arable land to the West and the East of the site.		
Highway Access (On-Site)	Category A Constraint	No access. Possible via MA16 or MA14	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Agricultural development and undeveloped land.	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.8km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Outside doctor buffer/outside school buffer/ quite a distance from shops	
Access to Open Space	Level 3 Constraint	1km to nearest open space	
Access to Employment	Level 2 Constraint	Just outside the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The key constraint to this site is the lack of access.</p> <p>The site is within an area of moderate-high landscape sensitivity.</p> <p>The site is also distant from facilities and open space.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>At this moment in time there is no access to the site which would be a severe constraint that cannot be overcome.</p> <p>In the future there may be potential to access the site through MA14 or MA16; however at present the site would be non-deliverable.</p>		

SHLAA Ref	MA16	Source	Local Service Centre village
Area	0.74	Unconstrained Capacity	18
Current Use	Dwelling and associated garden (Glenthorne)		
Surrounding Use	Agricultural land to the North, West and South. Farm houses to the East.		
Highway Access (On-Site)	None	Access onto Dereham Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	TPO to the South-East of the site.	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Garden	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 2 Constraint	Possible noise pollution from the Dereham Road	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.8km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Outside doctor buffer/outside school buffer/ quite a distance from shops	
Access to Open Space	Level 3 Constraint	1km to nearest open space	
Access to Employment	Level 3 Constraint	Outside the settlement boundary, would encourage use of the car	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is distant from open space, public transport and facilities. There is also no footways to the site and these would have to be provided.</p> <p>Access can be provided onto the Dereham road, but due to the national speed limit and narrow nature of the road it could be dangerous to increase traffic in this area.</p> <p>The site lies within an area of moderate-high landscape sensitivity, which is further exacerbated by the distance of the site from the settlement boundary.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>One of the biggest constraints to this site is the distance of the site from key services and facilities.</p> <p>Another key constraint is the landscape impact of the site. The site lies within an area of moderate-high landscape sensitivity and is distant from the settlement boundary.</p> <p>Due to the distance of the site from the settlement boundary of Mattishall and the landscape sensitivity of the site it is deemed to be non-deliverable.</p>		

SHLAA Ref	MA17	Source	Local Service Centre village
Area	0.80	Unconstrained Capacity	19
Current Use	Arable land		
Surrounding Use	Agriculture to the North, residential /farmhouses to the East, South and West.		
Highway Access (On-Site)	None	Access onto Dereham Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture Grade 3	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 2 Constraint	Possible noise pollution from the Dereham Rd.	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Outside doctor buffer/outside school buffer/ quite a distance from shops	
Access to Open Space	Level 3 Constraint	>1km to nearest open space	
Access to Employment	Level 3 Constraint	Outside the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is distant from open space, public transport and facilities. There is also no footways to the site and these would have to be provided.</p> <p>Access can be provided onto the Dereham road, but due to the national speed limit and narrow nature of the road it could be dangerous to increase traffic in this area.</p> <p>The site lies within an area of moderate-high landscape sensitivity, which is further exacerbated by the distance of the site from the settlement boundary.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>One of the biggest constraints to this site is the distance of the site from key services and facilities.</p> <p>Another key constraint is the landscape impact of the site. The site lies within an area of moderate-high landscape sensitivity and is distant from the settlement boundary.</p> <p>Due to the distance of the site from the settlement boundary of Mattishall and the landscape sensitivity of the site it is deemed to be non-deliverable.</p>		

SHLAA Ref	MA18	Source	Local Service Centre village
Area	1.03	Unconstrained Capacity	25
Current Use	Agriculture (grade 3)		
Surrounding Use	Agriculture to the East, Residential to the West and North, Enterprise centre to the South.		
Highway Access (On-Site)	None	The site has access onto South Green	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Agriculture (grade 3)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.8km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Outside doctor buffer/ Outside school buffer/ distance from shops	
Access to Open Space	Level 1 Constraint	Adjacent to Bowling green.	
Access to Employment	Level 2 Constraint	Just outside the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has access onto South Green</p> <p>As mentioned in other sites, the junction between Burgh Lane and Dereham Road is of sub-standard quality and has poor visibility due to the listed church building.</p> <p>The site is far removed from key facilities</p> <p>The site is within an area of moderate-high landscape sensitivity.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Access onto the site would be possible, but would require improvement to make it acceptable.</p> <p>The landscape impact is moderate-high in this area; however, this is minimised by the existing development to the South and the North and could be further mitigated by high quality design.</p> <p>Although the site is distant from facilities it lies just outside the settlement boundary of Mattishall.</p> <p>A development of this size would require a minimum of 1 local area for play (LAP)</p> <p>Taking into account provision for open space and major service roads capacity has been reduced to 20.</p>		

SHLAA Ref	MU01	Source	Local Service Centre village
Area	0.19	Unconstrained Capacity	4
Current Use	Undeveloped land		
Surrounding Use	Undeveloped land to the North with dwellings to the South, East and West.		
Highway Access (On-Site)	None	The site has access onto Green lane	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Lies within a Stone Curlew buffer (SPA with Stonies). Close to County Wildlife Sites relating to the River Wissey	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	NW tip lies in Flood Zone 2	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.5km to nearest bus stop with Limited service to Thetford (18 mins) and Kings Lynn (60 minutes)	
Access to Facilities	Level 3 Constraint	Outside school buffer/ No access to doctor / 0.5km to nearest shop	
Access to Open Space	Level 1 Constraint	0.5km from the nearest open space	
Access to Employment	Level 3 Constraint	Limited job opportunities	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Mundford has a limited public transport infrastructure with only 5 trips daily to Thetford and Kings Lynn. Coupled with the lack of employment opportunities in the town it can be assumed that any development would lead to increased private car use.</p> <p>The site is situated within an area of high landscape sensitivity.</p> <p>The site lies within a Stone Curlew Buffer (SPA).</p> <p>Green lane not be suitable to take a further increase in traffic. The lane is relatively narrow and already supports a number of dwellings.</p>		
Solutions to Constraints:	<p>Although the site is within an area of high sensitivity, it is not considered a severe constraint in this case due to the site being surrounded by existing development.</p> <p>Mundford VC Primary School's catchment pupil numbers over the next 10 years are fairly static and this school sits on a relatively large site for a school of this size. With additional housing this school could easily expand to a 210 place school and maybe even larger. At least 250 new dwellings could be accommodated.</p> <p>The access onto Green lane could be mitigated if development was kept to a minimum.</p> <p>The key constraint is that the site lies within an SPA buffer. Any development would have to demonstrate that there would be no adverse affect on the integrity of the SPA.</p> <p>Therefore for the purposes of this study the site is considered non-deliverable.</p>		

SHLAA Ref	MU02	Source	Local Service Centre village
Area	4.27	Unconstrained Capacity	106
Current Use	Undeveloped land		
Surrounding Use	Agriculture to the North and West and residential to the South and East		
Highway Access (On-Site)	None	Access onto Westhall drive.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	NA	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Lies within a Stone Curlew buffer (SPA with Stonies). Located within 0.2km of an SSI - adjacent to a Grade II* listed building	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 3 Constraint	Possible noise/air pollution from Mundford poultry	
Flood Risk	Level 1 Constraint	NA	
Designated Employment Site	Level 1 Constraint	NA	
Access to Public Transport	Level 3 Constraint	0.6km to nearest bus stop- Limited service to Thetford (18 mins), Kings Lynn (60 minutes)	
Access to Facilities	Level 3 Constraint	Inside school buffer/ no access to doctor/ 0.6km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjacent to Open space	
Access to Employment	Level 3 Constraint	Limited job opportunities	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Mundford has a limited public transport infrastructure with only 5 trips daily to Thetford and Kings Lynn. Coupled with the lack of employment opportunities in the town it can be assumed that any development would lead to increased private car use. This is further exacerbated by the</p> <p>The site has access onto Westhall drive which would be unsuitable for development on this scale.</p> <p>The site lies within an area of high sensitivity; the natural meandering course of the river Wissey is especially sensitive to river engineering and changes in water quality and water flows. As a result a development of this size, in an area of Groundwater source protection zone 3, would have a detrimental affect on the river. The site is also within a Stone Curlew buffer and is in very close proximity to an SSI, which again could be affected by any development.</p> <p>The proximity to Mundford poultry could also cause air/noise pollution and would have to be taken into consideration in the design phase.</p>		
Solutions to Constraints:	<p>Mundford VC Primary School's catchment pupil numbers over the next 10 years are fairly static and this school sits on a relatively large site for a school of this size. With additional housing this school could easily expand to a 210 place school and maybe even larger. At least 250 new dwellings could be accommodated.</p> <p>The key constraint is that the site lies within an SPA buffer. Any development would have to demonstrate that there would be no adverse affect on the integrity of the SPA.</p> <p>A further constraint would be the landscape sensitivity and the impact that development would have on the nearby SSI and the listed building.</p> <p>For these reasons the site would be undeliverable.</p>		

SHLAA Ref	NA01	Source	Local Service Centre village
Area	12.24	Unconstrained Capacity	305
Current Use	The site is currently a mix of residential and commercial use.		
Surrounding Use	The site is to the east of Narborough, and situated west of a wooded area. To the south the site has access onto the Swaffham Road. West of the site is open arable farmland, and a strip of protected trees running off towards the west. North of the site is further arable farmland.		
Highway Access (On-Site)	None	The site would require minor improvements to the local road network	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Commercial and residential	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from the Swaffham Road	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	Limited employment in Narborough, but good links to Norwich, Dereham, Swaffham etc.	
Access to Facilities	Level 2 Constraint	Outside school buffer/outside doctor buffer/ 0.6km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.2km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited employment in Narborough, but good links to Norwich, Dereham, Swaffham etc.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The site is currently used as a distribution yard for commercial vehicles plus a large area of undeveloped land. The site provides employment for the local area, there would also be costs associated with removing the buildings and making the site suitable for development.</p> <p>The site is remote from Narborough village centre and the services provided within. The site is in a moderate sensitive landscape. There are limited employment opportunities with Narborough which would be exacerbated by the loss of the current employer on site.</p> <p>Hamonds High School in nearby Swaffham serves Narborough and has no capacity issues, however Narborough Primary is currently slightly over-capacity.</p>		
Solutions to Constraints:	<p>None of the constraints call into question the suitability of the site, and should be fairly easily overcome.</p> <p>A development of this size would require a minimum of 2 Local Equipped Area for Play (LEAPs) and an outdoor sports area.</p> <p>Taking into account provision for open space and major service roads the constrained capacity would be 244.</p> <p>Narborough CE VC Primary School sits on a fairly small site but could take a small amount of additional children. To be on the cautious side, no more than 200 houses would be acceptable.</p>		

SHLAA Ref	NA02	Source	Local Service Centre village
Area	6.70	Unconstrained Capacity	167
Current Use	The site is currently used for arable farmland.		
Surrounding Use	The site is to the south of Narborough and is surrounded by open farmland to the south, east and west. To the north east of the site is a community centre and playing fields. The western border of the site is made up by a dismantled railway with a large amount of trees. The eastern boundary is formed by Chalk Lane. To the north are residential properties, which back onto the site forming the northern boundary. Just to the south of the site is a SSSI.		
Highway Access (On-Site)	None	The site has no major constraints and would only require minimal work to create a safe access onto Chalk Lane. Improved footways and cycle facilities would help promote local trips without the need for a car.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	TPO along the Eastern boundary of the site	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture Grade 3	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.5km to the nearest bus stop (regular service to Dereham, Swaffham, Norwich, Kings Lynn etc.)	
Access to Facilities	Level 2 Constraint	Within school buffer/ Outside doctor buffer / 0.5km to the nearest shops	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 2 Constraint	Limited employment in Narborough, but good links to Norwich, Dereham, Swaffham etc.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has frontage onto Chalk Lane which can provide safe access, as long as the 30mph speed limit is extended to include the site.</p> <p>The site is within walking distance of the local school, public transport, shops and open space. However, local health care facilities which are located in the north of the village are further than 1km from the site and suffer from poor pedestrian access.</p> <p>The site is in a moderate sensitive landscape.</p> <p>There are limited employment opportunities with Narborough.</p> <p>Swaffham High School serves Narborough and has no capacity issues; however Narborough Primary is currently slightly over capacity.</p>		
Solutions to Constraints:	<p>The site has no major constraints and would only require minimal work to create a safe access onto Chalk Lane. Improved footways and cycle facilities would help promote local trips without the need for a car. This would cost around £50,000.</p> <p>Although there is limited employment in Narborough, a regular public transport system connects the village with higher order settlements with greater employment opportunities.</p> <p>Narborough CE VC Primary School sits on a fairly small site but could take a small amount of additional children. To be on the cautious side, no more than 200 houses would be acceptable.</p> <p>This site has no major constraint and could reasonably begin development in the short term.</p> <p>The remaining 3.9 hectares would generate an unconstrained capacity of 97.5. Taking into account for the provision of open space and major service roads the constrained capacity for the remainder of the site would be 78.</p>		

SHLAA Ref	NA03	Source	Local Service Centre village
Area	0.83	Unconstrained Capacity	20
Current Use	The site is the current location of Narborough vicarage. There are also several trees on the site.		
Surrounding Use	The site sits between Narborough's two settlement boundaries. The southern boundary of the site is made up by existing residential properties. To the north of the property is Narborough church, a listed building, and a cemetery. The eastern boundary is formed by Main Road beyond which is open space, including a cricket field.		
Highway Access (On-Site)	Category A Constraint	The site being situated on a bend of Main Road brings into question the ability to provide both safe access and sufficient visibility.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None, but could have a detrimental affect on the church, which is a Grade I listed building	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Undeveloped land- Located near the church-	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from the Main road	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop (regular service to Dereham, Swaffham, Norwich, Kings Lynn etc.)	
Access to Facilities	Level 1 Constraint	Within school buffer/Within doctor buffer/0.3km to nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 2 Constraint	Limited opportunities in Narborough, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site being situated on a bend of Main Road brings into question the ability to provide both safe access and sufficient visibility.</p> <p>The site is in an area of moderate landscape sensitivity</p> <p>The land is currently used as Narborough vicarage and grounds and there is currently a large amount of trees on the site.</p> <p>There are generally limited employment opportunities within the village of Narborough.</p> <p>Narborough Primary School is currently slightly over capacity.</p>		
Solutions to Constraints:	<p>This site has frontage onto a bend of the Main Road, reducing its capacity to provide safe access.</p> <p>Contributions to improve access would be require and could cost up to £50,000</p> <p>To gain the full capacity out of the site, the existing building and trees would need to be removed; however a drop in the density of the site may allow the trees to be incorporated into the design.</p> <p>There is limited employment with Narborough but due to regular public transport links to higher order settlements this should have no effect on the viability of the site.</p> <p>For this site to be suitable for development, it would need to demonstrate that it can provide safe access, which at present it cannot.</p>		

SHLAA Ref	NA04	Source	Local Service Centre village
Area	1.23	Unconstrained Capacity	30
Current Use	The site is currently used for arable farmland		
Surrounding Use	The site sits to the south of Narborough, and the neighbouring area is predominantly open farm land to the south and east. To the north of the sit is the Swaffham Road which forms the northern boundary, beyond this is a row of protected trees. To the north east of the site is an area of commercial land. To the west of the site is the village of Narborough and residential properties.		
Highway Access (On-Site)	None	The site would require minor improvements to the local road network	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	Possible noise / air pollution from the Swaffham Road	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.5km to the nearest bus stop (regular service to Dereham, Swaffham, Norwich, Kings Lynn etc.)	
Access to Facilities	Level 2 Constraint	Within school buffer/outside doctor buffer/ 0.5km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining playing field	
Access to Employment	Level 2 Constraint	Limited opportunities in Narborough, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site sits within a moderate sensitivity landscape.</p> <p>The site is within 800m of local shops, public transport and the primary school. It is however over 1km to the health care facilities located in the north of the village.</p> <p>There are limited employment opportunities within Narborough.</p> <p>The primary school is currently slightly over capacity.</p>		
Solutions to Constraints:	<p>The site would require minor improvements to the local road network, costing in the region of £50,000.</p> <p>Narborough CE VC Primary School sits on a fairly small site but could take a small amount of additional children. To be on the cautious side, no more than 200 houses would be acceptable.</p> <p>A regular public transport system from the village to higher order settlements makes up for the lack of employment within Narborough itself.</p> <p>A development of this size would require a minimum of 1 local area for play (LAP).</p> <p>Taking into account provision for open space and major service roads capacity would be 24.</p>		

SHLAA Ref	NA05	Source	Local Service Centre village
Area	0.48	Unconstrained Capacity	11
Current Use	Allotment land held in private trust.		
Surrounding Use	The site is located to the rear of an existing residential development to its eastern aspect, whilst the western aspect is further smallholding/ agricultural land.		
Highway Access (On-Site)	None	Highway Access is a key constraint to development on this site. Meadow Lane is narrow and unsuitable for additional traffic.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Designated open space	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Allotments	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 3 Constraint	Just outside the cordon sanitaire for the Waste water treatment works	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.5km to the nearest bus stop (regular service to Dereham, Swaffham, Norwich, Kings Lynn etc.)	
Access to Facilities	Level 2 Constraint	Inside doctor buffer/inside school buffer/ 0.5km from shops	
Access to Open Space	Level 1 Constraint	Adjoining allotments	
Access to Employment	Level 2 Constraint	Limited opportunities in Narborough, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Highway Access is a key constraint to development on this site. Meadow Lane is narrow and unsuitable for additional traffic. Further, the junction with Meadow lane and Denny's Walk would require upgrading should residential development go forward which, based on the site size, would harm viability.</p> <p>The landscape character of this area of the village is also sensitive, and there is a clear change in character as Meadow Road is entered. This would be difficult to overcome without causing harm.</p> <p>There is also an amenity concern as a result of the site being just outside the 400m cordon sanitaire from Narborough WWTW.</p> <p>The allotment gardens are designated open space and are the only allotments within Narborough.</p>		
Solutions to Constraints:	The highway access arrangements would be difficult to overcome as would landscape issues. The site is within the cordon sanitaire around the WWTW which would result in harm to residential amenity. The site is therefore undeliverable.		

SHLAA Ref	NA06	Source	Local Service Centre village
Area	3.55	Unconstrained Capacity	88
Current Use	Undeveloped land		
Surrounding Use	To the East lie allotment garden with residential development beyond. To the West lies sewage works. Agricultural land and undeveloped fields lie to the South and North.		
Highway Access (On-Site)	None	Highway Access is a key constraint to development on this site. Meadow Lane is narrow and unsuitable for additional traffic.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Lies within Cordon sanitaire around Waste Water Treatment Works	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 3 Constraint	Part of the site lies within groundwater source protection zone 1	
Pollutant Sources	Level 3 Constraint	Within the cordon sanitaire around the WWTW	
Flood Risk	Level 2 Constraint	Western edge of the site is designated flood Zone 2	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.7km to the nearest bus stop (regular service to Dereham, Swaffham, Norwich, Kings Lynn etc.)	
Access to Facilities	Level 2 Constraint	Inside doctor buffer/inside school buffer/ 0.7km to the nearest shops	
Access to Open Space	Level 1 Constraint	Adjoining allotments	
Access to Employment	Level 2 Constraint	Limited opportunities in Narborough, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>Highway Access is a key constraint to development on this site. Meadow Lane is narrow and unsuitable for additional traffic. Further, the junction with Meadow lane and Denny's Walk would require upgrading should residential development go forward which, based on the site size, would harm viability.</p> <p>The landscape character of this area of the village is also sensitive, and there is a clear change in character as Meadow Road is entered. This would be difficult to overcome without causing harm.</p> <p>There is also an amenity concern as a result of the site being partly within 400m cordon sanitaire from Narborough WWTW.</p>		
Solutions to Constraints:	<p>Narborough CE VC Primary School sits on a fairly small site but could take a small amount of additional children. To be on the cautious side, no more than 200 houses would be acceptable.</p> <p>The highway access arrangements would be difficult to overcome as would landscape issues. The site is partly within the cordon sanitaire around the WWTW which would result in harm to residential amenity. The site is therefore undeliverable.</p>		

SHLAA Ref	NA07	Source	Local Service Centre village
Area	0.61	Unconstrained Capacity	15
Current Use	Undeveloped land behind 'All Saint's Church'		
Surrounding Use	Agriculture to the North and West. All saint's church to the East and residential properties to the South.		
Highway Access (On-Site)	Category A Constraint	Potential access to the site via Old Vicarage Park	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Lies just outside the Narborough conservation area surrounding the church (grade I), which could have a detrimental impact.	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.5km to the nearest bus stop (regular service to Dereham, Swaffham, Norwich, Kings Lynn etc.)	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ inside school buffer/ 0.5km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 1 Constraint	Limited opportunities in Narborough, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are potential ownership issues regarding the access.</p> <p>The site lies within an area of moderate sensitivity but due to the proximity of the site to the conservation area and the grade I listed church landscape sensitivity becomes a larger issue.</p>		
Solutions to Constraints:	<p>Assuming that access issues can be resolved the site would be deliverable in this regard.</p> <p>Narborough CE VC Primary School sits on a fairly small site but could take a small amount of additional children. To be on the cautious side, no more than 200 houses would be acceptable.</p> <p>Due to the proximity of the site to the conservation area and Grade I listed building the overall capacity of the site would have to be reduced.</p>		

SHLAA Ref	NA08	Source	Local Service Centre village
Area	3.77	Unconstrained Capacity	94
Current Use	Arable land		
Surrounding Use	The A47 runs along the Eastern boundary with arable land to the North, South and West.		
Highway Access (On-Site)	Category A Constraint	No possible access.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Agriculture (grade 4)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	Possible Noise/Air pollution from the A47	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.8km to the nearest bus stop (regular service to Dereham, Swaffham, Norwich, Kings Lynn etc.) but access to the bus stop might be quite difficult	
Access to Facilities	Level 3 Constraint	Outside doctor buffer/ Outside school buffer/ 0.8km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.6km to nearest open space	
Access to Employment	Level 3 Constraint	Limited opportunities in Narborough, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc. Distance from bus stop would increase dependance on private car use.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>Access directly onto the A47 wouldn't be possible due to the proximity to other junctions.</p> <p>The site is also distant from key facilities and services. This would increase the use of the private car and, as such, be wholly undesirable.</p> <p>There are limited opportunities in Narborough; however, Narborough offers good access to nearby market towns.</p>		
Solutions to Constraints:	<p>There is no clear means of access. Located in an unsustainable location with no footpath access. Access could only be solved if site NA1 were developed.</p> <p>There is potential for access to be provided from the A47 directly, but there would need vast highways improvements.</p> <p>Narborough CE VC Primary School sits on a fairly small site but could take a small amount of additional children. To be on the cautious side, no more than 200 houses would be acceptable.</p> <p>The site would be distant from the Narborough settlement boundary and the facilities that Narborough would offer.</p> <p>At the present moment in time access is considered a severe constraint rendering the site non deliverable.</p> <p>Potential for the site could be unlocked if SHLAA site NA1 were brought forward.</p>		

SHLAA Ref	NA09	Source	Local Service Centre village
Area	5.09	Unconstrained Capacity	127
Current Use	Arable land		
Surrounding Use	Agriculture to the South and West, Allotments to the North with agriculture beyond and the settlement adjoining to the East.		
Highway Access (On-Site)	None	Highway Access is a key constraint to development on this site. Meadow Lane is narrow and unsuitable for additional traffic.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 2 Constraint	NW tip of the site lies within the cordon sanitaire around the waste water treatment works.	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	The NW tip of the site lies within the cordon sanitaire around the WWTW.	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.5km to the nearest bus stop (regular service to Dereham, Swaffham, Norwich, Kings Lynn etc.)	
Access to Facilities	Level 2 Constraint	Inside the school buffer/ outside doctor buffer/ 0.5km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 2 Constraint	Limited opportunities in Narborough, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>Highway Access is a key constraint to development on this site. Meadow Lane is narrow and unsuitable for additional traffic. Further, the junction with Meadow lane and Denny's Walk would require upgrading should residential development go forward which, based on the site size, would harm viability.</p> <p>The NW tip of the site lies within the cordon sanitaire surrounding the WWTW, which could cause a source of air pollution.</p> <p>The site is grade 3 agricultural land should be protected.</p> <p>The site lies within an area of moderate sensitivity to change.</p>		
Solutions to Constraints:	<p>Narborough CE VC Primary School sits on a fairly small site but could take a small amount of additional children. To be on the cautious side, no more than 200 houses would be acceptable.</p> <p>Highway access is the biggest constraint to the site at present.</p> <p>This combined with landscape issues would cause the site to be non-deliverable.</p>		

SHLAA Ref	NA10	Source	Local Service Centre village
Area	9.35	Unconstrained Capacity	233
Current Use	The site is currently used for arable farmland		
Surrounding Use	The site sits to the south of Narborough, and the neighbouring area is predominantly open farm land to the south and east. To the north of the sit is the Swaffham Road which forms the northern boundary, beyond this is a row of protected trees. To the north east of the site is an area of commercial land. To the west of the site is the village of Narborough and residential properties.		
Highway Access (On-Site)	None	The site would require minor improvements to the local road network	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate sensitivity, but stretches far outside the settlement	
Existing Use in Operation	Level 3 Constraint	Agriculture (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from the Swaffham Road	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1km to the nearest bus stop (regular service to Dereham, Swaffham, Norwich, Kings Lynn etc.)	
Access to Facilities	Level 3 Constraint	Outside school buffer/outside doctor buffer/ 1km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.5km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited opportunities in Narborough, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The site lies within an area of moderate sensitivity.</p> <p>The shape of the site makes potential access very distant from the settlement boundary and the facilities that Narborough would provide.</p> <p>Access could be potentially delivered through SHLAA site NA4. Access where the site adjoins Swaffham road would be highly undesirable.</p> <p>The site is situated within an area of moderate sensitivity, but this would be exacerbated by the distance that the site stretches outside of the settlement.</p>		
Solutions to Constraints:	<p>The biggest constrain with this site would be that access would be limited to the East of the site, which would increase the distance of the site to the settlement boundary and the facilities that would be provided.</p> <p>Narborough CE VC Primary School sits on a fairly small site but could take a small amount of additional children. To be on the cautious side, no more than 200 houses would be acceptable.</p> <p>Landscape sensitivity would also be a severe constraint as the site stretches far outside the settlement boundary. The site is also situated along the Swaffham road, which forms the gateway to Narborough; this would again increase the landscape sensitivity of any development on this site.</p>		

SHLAA Ref	NC01	Source	Local Service Centre village
Area	76.64	Unconstrained Capacity	1916
Current Use	This large site is made up of three separate arable fields.		
Surrounding Use	The site sits to the north of Necton, and is more than double the size of the existing settlement boundary of Necton. Almost all the land north of the site is open farmland, there is a small patch of woodland to the north of the site, the other side of the A47. To the west of the site the boundary is formed by the A47, beyond this is further open land. To the east of the site are more arable fields, with a collection of buildings to the south west. South of the site is the village of Necton, the boundary is formed by St Andrews Lane and a row of terrace housing.		
Highway Access (On-Site)	None	Highways Authority state that access can only be provided onto the A47, however the Highways Agency would object to this due to the A47's status as a trunk road, making this site non-deliverable.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Agriculture (grade 3/2)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from the A47	
Flood Risk	Level 1 Constraint	Very small area of the Western boundary is designated Zone 2 Flood zone.	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.4km to public transport (regular service to Norwich, Dereham, Swaffham, Kings Lynn etc.)	
Access to Facilities	Level 2 Constraint	0.8km to the nearest shop / just outside the doctor buffer/ inside school buffer	
Access to Open Space	Level 2 Constraint	0.5km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in Necton, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The site has frontages onto the A47, Ivy Todd Road and St Andrews Lane. However, both Ivy Todd Road and St Andrews Lane are of insufficient quality to take any great increases in traffic. Access would need to come from the A47 which would impede on a trunk road with a high volume of traffic.</p> <p>The site is with a moderate sensitive landscape.</p> <p>The facilities within Necton are all about 1km from the very edge of the site. Due to the size of the site this would mean any development towards the north of the site would be up to 2km from existing facilities.</p>		
Solutions to Constraints:	<p>Safe access onto the site from the A47 would be possible, but would require traffic calming measures and dedicated right-hand turn lane. Although vehicle access onto St Andrews Lane and Ivy Todd Road would be undesirable, pedestrian/cycle access could be provided to link the site better with the village of Necton.</p> <p>Necton VA Primary School site is large and with agreement from the Diocese, could be expanded to 420 places. This would allow an additional 800 homes in the area.</p> <p>With suitable pedestrian access and improvements made to the local footways and cycle paths then residents may be more willing to make journeys without using their cars.</p> <p>Due to the remoteness of the site and potential access constraints this site would be more suitable for smaller scale development, it the south. Smaller development would also mean access straight onto St Andrews Lane could be possible.</p> <p>Highways Authority state that access can only be provided onto the A47, however the Highways Agency would object to this due to the A47's status as a trunk road, making this site non deliverable.</p>		

SHLAA Ref	NC02	Source	Local Service Centre village
Area	0.48	Unconstrained Capacity	12
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site sits to the east of Necton, and is between two roads which meet at the most westerly point of the site, creating a triangular shape. These roads are Ivy Todd Road to the north and Chapel Road to the south. The site is surrounded by arable farmland to the east, north and south, there is a single building south east of the site. To the west is the village of Necton and residential properties.		
Highway Access (On-Site)	None	The site can gain access from either Ivy Todd Road or Chapel Lane, however these roads are deemed unsuitable for any increase in vehicle movement due to the narrow width and poor alignment of both these roads.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate/high landscape sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.9 km to public transport (regular service to Norwich, Dereham, Swaffham, Kings Lynn etc.)	
Access to Facilities	Level 2 Constraint	0.8km to the nearest shop / Inside school buffer/ partially inside doctor buffer	
Access to Open Space	Level 2 Constraint	0.7km to the nearest open space	
Access to Employment	Level 1 Constraint	Limited employment opportunities in Necton, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site can gain access from either Ivy Todd Road or Chapel Lane, however these roads are deemed unsuitable for any increase in vehicle movement due to the narrow width and poor alignment of both these roads.</p> <p>The site is in an area of moderate/high landscape</p> <p>The site is remote from facilities and public transport, but is within walking distance of the primary school.</p>		
Solutions to Constraints:	<p>The issue of access is a major problem on this site and there is no real solution.</p> <p>There is also an issue with the sensitivity of the landscape, the site is deemed to be of high/moderate sensitivity and as it is detached from other development, the effect on the landscape makes this site unviable for developments.</p>		

SHLAA Ref	NC03	Source	Local Service Centre village
Area	0.54	Unconstrained Capacity	13
Current Use	There is currently an old peoples' home on the site, as well as several protected trees.		
Surrounding Use	The site is located to the North of Necton and is slightly detached from the main body of the village. The Northern boundary of the site is formed by St Andrews Lane, beyond which is open arable farmland. To the West of the site is further open space, before this is a row of protected trees. To the South is Necton Primary School. To the East is an arable field, beyond which are residential properties.		
Highway Access (On-Site)	None	There is suitable on-site access, via the frontage with St Andrews Lane. This road however, causes problems with off-site access. It is deemed unsuitable for an increase in traffic due to its narrow width and poor alignment.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	TPOs along the Western boundary	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Old peoples' home	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.4km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	0.6km to the nearest shop / Inside school buffer/ Inside doctor buffer	
Access to Open Space	Level 1 Constraint	0.2km to open space	
Access to Employment	Level 1 Constraint	Limited employment opportunities in Necton, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There is suitable on-site access, via the frontage with St Andrews Lane. This road however, causes problems with off-site access. It is deemed unsuitable for an increase in traffic due to its narrow width and poor alignment.</p> <p>The site is within an area of moderate landscape viability.</p> <p>On the site an old peoples' home is currently in use, there area also several protected trees within the site and neighbouring.</p> <p>The site is remote from services within the village, although Necton Primary is with walking distance.</p>		
Solutions to Constraints:	Although St Andrews Lane is of substandard quality, there is potential for improvements to be made to the road. This would require this site, NC05 and NC09 all coming forward for development. With no guarantee of this, the site in non deliverable for development.		

SHLAA Ref	NC04	Source	Local Service Centre village
Area	3.79	Unconstrained Capacity	94
Current Use	The site is currently used for arable farmland.		
Surrounding Use	The site is to the east of Necton and sits next to the existing settlement boundary. To the west of the site is existing residential development to the north and another arable field below this. To the south and east is mainly open arable farm land, there is single residential property that is adjacent to the eastern boundary of the site. To the north are further residential properties.		
Highway Access (On-Site)	None	The site has frontages onto both Ramms Lane and Chapel Lane which can feasibly provide access to the site. However neither road can provide off-site access as they are unsuitable for increases in traffic.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate/High landscape impact	
Existing Use in Operation	Level 1 Constraint	Arable farmland	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	1km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Inside school buffer/ inside doctor buffer/ 0.8km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.7km to the nearest open space	
Access to Employment	Level 1 Constraint	Limited employment opportunities in Necton, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has frontages onto both Ramms Lane and Chapel Lane which can feasibly provide access to the site. However neither road can provide off-site access as they are unsuitable for increases in traffic.</p> <p>The site sits within an area of moderate/high landscape sensitivity.</p> <p>The services available with Necton, including public transport, are mostly more than 800m from the site, with only the school within reasonable walking distance.</p>		
Solutions to Constraints:	<p>Necton VA Primary School site is large and with agreement from the Diocese, could be expanded to 420 places. This would allow an additional 800 homes in the area.</p> <p>The sites frontages are along Ramms Lane and Chapel Lane. Ramms Lane is highly unsuitable for further traffic use due to a lack of width and poor alignment, Chapel Lane also suffers from similar access issues. Due to poor access provision the site is unsuitable for development.</p>		

SHLAA Ref	NC05	Source	Local Service Centre village
Area	1.90	Unconstrained Capacity	47
Current Use	Arable farmland		
Surrounding Use	The site is adjacent to NC03 in the north of Necton. The northern boundary of the site is made up of St Andrews Lane, beyond which is open arable farmland. To the west of the site is NC03, which is currently an old peoples' home with several protected trees on the site. To the east of the site is NC09, an area of woodland. To the south is Necton, which is comprised mainly of residential properties.		
Highway Access (On-Site)	None	There is suitable on-site access, via the frontage with St Andrews Lane. This road however, causes problems with off-site access. It is deemed unsuitable for an increase in traffic due to its narrow width and poor alignment.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5 km to public transport (regular service to Norwich, Dereham, Swaffham, Kings Lynn etc.)	
Access to Facilities	Level 2 Constraint	0.5km to the nearest shop / Inside school buffer/ Inside doctor buffer	
Access to Open Space	Level 1 Constraint	0.3km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in Necton, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There is suitable on-site access, via the frontage with St Andrews Lane. This road however, causes problems with off-site access. It is deemed unsuitable for an increase in traffic due to its narrow width and poor alignment.</p> <p>The site is within an area of moderate landscape viability.</p> <p>The site is remote from services within the village, although Necton Primary is with walking distance.</p>		
Solutions to Constraints:	<p>Although St Andrews Lane is of substandard quality, there is potential for improvements to be made to the road. This would require this site, NC03 and NC09 all coming forward for development. There is no guarantee that these sites would come forward for development, meaning this site is non deliverable.</p> <p>Necton VA Primary School site is large and with agreement from the Diocese, could be expanded to 420 places. This would allow an additional 800 homes in the area.</p> <p>As the site is connected to existing development, and acting as infill it would not have a damaging effect on the local landscape.</p>		

SHLAA Ref	NC06	Source	Local Service Centre village
Area	0.37	Unconstrained Capacity	9
Current Use	The site is currently part of an arable field.		
Surrounding Use	The site is located in the northern part of Necton, and borders the settlement boundary. To the east of the site is Necton Primary School and to the west is All Saints' Church. To the North is arable farmland and open space. South of the site is Necton village consisting of mainly residential properties.		
Highway Access (On-Site)	None	The site has frontage with School Road and there should be no issues in providing safe access considering the small size of the site. The junction between School Road and Tuns Road is unsuitable for significant growth in traffic.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	Flood zone 2 to the east of the site (approx 25%)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest public transport (regular service to Norwich, Dereham, Swaffham, Kings Lynn etc.)	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ Inside school buffer / 0.4km to the nearest shop	
Access to Open Space	Level 1 Constraint	<0.1km to the nearest open space	
Access to Employment	Level 1 Constraint	Limited employment opportunities in Necton, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has frontage with School Road and there should be no issues in providing safe access considering the small size of the site. The junction between School Road and Tuns Road is unsuitable for significant growth in traffic.</p> <p>The site is arable land of Grade 3 quality.</p> <p>A strip of land to the east of the site is covered by flood risk zone 2.</p>		
Solutions to Constraints:	<p>Due to the small size of the site and existing footways there are no real issues with the access, improvements costs would be around £50,000.</p> <p>Discounting the area of flooding, the constrained capacity would be reduced to 6.</p> <p>Although the site is of moderate sensitivity and bordering a conservation area the severity of this is reduced by the existing development to the West, East and South of the site. This, combined with high quality design, would reduce the severity of these constraints.</p>		

SHLAA Ref	NC07	Source	Local Service Centre village
Area	2.37	Unconstrained Capacity	59
Current Use	Arable farmland		
Surrounding Use	The site is located to the east of Necton. To the east is arable farmland and one dwelling to the southeast of the site. To the west is Necton which is made up of residential properties. To the north is an area of undeveloped land, which has several protected trees, some of which are on the border with the site. South of the site is further arable farmland and a single dwelling.		
Highway Access (On-Site)	None	Localised improvements to the value of £10,000 - £50,000 would be needed to provide safe access.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	TPOs along the Northern boundary	
Landscape Impact	Level 2 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	1km to public transport (regular services to Norwich, Dereham, Swaffham, Kings Lynn etc.)	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ Inside school buffer / 0.4km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.6km to the nearest open space	
Access to Employment	Level 1 Constraint	Limited employment opportunities in Necton, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	As long as access is provided onto Brackenwoods only, there is no issue with access onto this site. The site is within an area of moderate sensitive landscape.		
Solutions to Constraints:	<p>There are no major constraints with the site, although Ramms Lane should be avoided in terms of access, improvements to the value of £10,000 - £50,000 would be needed to provide safe access.</p> <p>Necton VA Primary School site is large and with agreement from the Diocese, could be expanded to 420 places. This would allow an additional 800 homes in the area.</p> <p>As the site would be an extension of existing development it would have minimal impact on the landscape.</p> <p>A development of this size would require a minimum of 2 local areas for play (LAP).</p> <p>Taking into account provision for open space and major service roads constrained capacity would be around 47.</p>		

SHLAA Ref	NC08	Source	Local Service Centre village
Area	4.93	Unconstrained Capacity	123
Current Use	This site is currently arable farmland		
Surrounding Use	The site is located to the east of Necton, and sits behind existing residential properties. To the east and south of the site are arable fields. While to the north and east are residential properties. Along the southern boundary of the site are several protected trees.		
Highway Access (On-Site)	None	Localised improvements to the value of £10,000 - £50,000 would be needed to provide safe access.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	TPOs along the Southern boundary	
Landscape Impact	Level 2 Constraint	Moderate- high sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.9km to public transport (regular service to Norwich, Dereham, Swaffham, Kings Lynn etc.)	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Inside doctor buffer/ 0.5km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.6km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in Necton, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>Like site NC07 this site has access onto Brackenwoods and Ramms Lane. While Ramms Lane is unsuitable to cope with increases in vehicles, Brackenwoods can provide suitable access onto the site and can cope with an increase in traffic. The main issue comes from the fact there is only one suitable point of access onto the site from Brackenwoods which may not be suitable for a site of this size.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p>		
Solutions to Constraints:	<p>The site would need to have access only Brackenwoods to meet access requirements, improvements to the value of £10,000 - £50,000 would be needed to provide safe access.</p> <p>Necton VA Primary School site is large and with agreement from the Diocese, could be expanded to 420 places. This would allow an additional 800 homes in the area.</p> <p>As the site is linked to existing development on two sides, it would have little effect on the landscape of the area.</p> <p>A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP).</p> <p>Accounting for the provision of open space and major service roads on site constrained capacity would be reduced to 98.</p>		

SHLAA Ref	NC09	Source	Local Service Centre village
Area	0.86	Unconstrained Capacity	21
Current Use	This site is currently an area of woodland.		
Surrounding Use	The site is located to the north of Necton and is adjacent to the settlement boundary, one of the access routes into the site is within the settlement boundary. West of the site is an arable field, site NC05 and beyond that is an old peoples' home, site NC03. To the North is St Andrews Lane, which makes up the boundary, beyond this is open arable farmlands. To the South and East of the site are residential properties.		
Highway Access (On-Site)	None	The site has frontage onto St Andrews Lane, which is unsuitable for an increase in traffic due to the sub-standard nature of the road.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.5 km to public transport (regular service to Norwich, Dereham, Swaffham, Kings Lynn etc.)	
Access to Facilities	Level 2 Constraint	Within doctor buffer/ within school buffer/ 0.7km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.3km to the nearest open space	
Access to Employment	Level 1 Constraint	Limited employment opportunities in Necton, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has frontage onto St Andrews Lane, which is unsuitable for an increase in traffic due to the sub-standard nature of the road.</p> <p>The area is within an area of moderate sensitivity landscape, there is also a large amount of trees on the site which would have to be removed to develop site.</p> <p>The site is remote from the services available in Necton, including the public transport.</p>		
Solutions to Constraints:	<p>Although the access off-site is of a poor quality this could be mitigated if the site area was significantly reduced. If the site was built on a small scale it would have a minimal effect on the existing roads, improvements to the value of £10,000 - £50,000 would be needed to provide safe access.</p> <p>Necton VA Primary School site is large and with agreement from the Diocese, could be expanded to 420 places. This would allow an additional 800 homes in the area.</p> <p>A smaller part of the site is adjacent to existing development and development would have minimal effect on the landscape. Consideration would have to given to the existing trees and as many as possible could be integrated into the design of the site.</p> <p>The site is about 850m from facilities, which is just outside the 800m desired range. This would represent a 10 - 15 minute walk, which still seems feasible over using a car.</p> <p>Therefore, the site is currently undeliverable but a much smaller quantum of development could be acceptable.</p>		

SHLAA Ref	NC10	Source	Local Service Centre village
Area	0.99	Unconstrained Capacity	24
Current Use	The site is currently undeveloped land		
Surrounding Use	The site is located to the very North of Necton. To the East are arable fields. To the north is the A47, a major truck road, beyond this is further arable fields and undeveloped land. To the South is open farmland, beyond this in the main body of Necton. To the West is Necton garden centre and a mixture of commercial and residential properties.		
Highway Access (On-Site)	None	The site has frontage on Grove Lane which could adequately provide access. Grove Lane however is of inadequate width and poorly aligned.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 1 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from the A47	
Flood Risk	Level 1 Constraint	Flood zone 2 along the Eastern boundary (very small area approx 5%)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	<0.1km to public transport (regular service to Norwich, Dereham, Swaffham, Kings Lynn etc.)	
Access to Facilities	Level 2 Constraint	Outside doctor buffer/ inside school buffer/ 0.8km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.2km to the nearest open space	
Access to Employment	Level 1 Constraint	Limited employment opportunities in Necton, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has frontage on Grove Lane which could adequately provide access. Grove Lane however is of inadequate width and poorly aligned.</p> <p>The site has an area of flood risk to the east.</p> <p>The site is situated within an area of moderate-high sensitivity.</p> <p>The site is close to the A47 which would cause issues with noise pollution.</p> <p>The site is situated to the very north of Necton, making it remote from facilities and services.</p>		
Solutions to Constraints:	<p>Using the available frontage onto the site it would be able to improve Grove Lane. The junction with St Andrews Lane is of good quality and would not need improvements, improvements to the value of £50,000 - £100,000 would be needed to provide safe access.</p> <p>Necton VA Primary School site is large and with agreement from the Diocese, could be expanded to 420 places. This would allow an additional 800 homes in the area.</p> <p>The flood risk is level 2, and only slightly touches upon the site. Development could easily be designed to incorporate this area.</p> <p>A buffer between housing and the A47 could be introduced to reduce the impact of noise pollution.</p> <p>Although the site is remote from facilities in Necton this doesn't necessarily rule out development. The site is with 850m of the local schools and just over 1km from the village centre. If footways were introduced on St Andrews Lane and Grove Lane, then there would be a safe route for pedestrians to walk.</p> <p>Taking into account a buffer from the A47, flood risk areas and areas needed for road improvements it is viable that this site could provide enough area for 19 houses.</p>		

SHLAA Ref	NC11	Source	Local Service Centre village
Area	0.80	Unconstrained Capacity	17
Current Use	The site is currently used for a residential property		
Surrounding Use	The site is surrounded by arable farmland on all but its western side, where there are residential properties.		
Highway Access (On-Site)	Category A Constraint	There is no direct access onto this site from a public road, the site currently takes access from a private driveway, which isn't included within the promoted area.	
Highway Access (Off-Site)	Level 2 Constraint	Ownership of the driveway is unclear. The private driveway opens onto Chantry Lane, which can provide viability, but may be too narrow to provide both vehicle and pedestrian access.	
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Residential	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.3km to local bus stop / 1.2km km to main bus stop (regular service to Norwich, Dereham, Swaffham, Kings Lynn etc.)	
Access to Facilities	Level 1 Constraint	0.3km to the nearest shop / within doctor buffer/ within school buffer	
Access to Open Space	Level 1 Constraint	0.7km to the nearest open space	
Access to Employment	Level 1 Constraint	Limited employment opportunities in Necton, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There is no direct access onto this site from a public road; the site currently takes access from a private driveway, which isn't included within the promoted area. Ownership of the driveway is unclear. The private driveway opens onto Chantry Lane, which can provide viability, but may be too narrow to provide both vehicle and pedestrian access.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>There is an existing residential property on the site, ownership of which is unclear. It is also unclear if it is proposed to demolish the existing property and fully develop the site, or to retain the building and develop on the land in front.</p>		
Solutions to Constraints:	<p>If the access is owned by the landowner then it would be possible to improve the driveway and provide safe access onto the site. It might also be possible to provide access onto Brackenwoods, which would little improvements to make it suitable for further vehicle movements.</p> <p>The is adjacent to existing residential development, and there is an existing property on the site meaning any further development would have a minimal effect on the landscape.</p> <p>Necton VA Primary School site is large and with agreement from the Diocese, could be expanded to 420 places. This would allow an additional 800 homes in the area.</p> <p>If the existing property is to be retained it would reduce the capacity, but not rule the site out all together. If the property would need to be purchased by the developer of the site, then the additional cost would almost certainly make this site unviable.</p> <p>Given the issues with access and existing property and potential negotiations for additional purchases of land this site would not be developable.</p> <p>There is an opportunity for this site to be developed alongside NC07 if this site were brought forward in the future.</p>		

SHLAA Ref	NC12	Source	Local Service Centre village
Area	0.27	Unconstrained Capacity	6
Current Use	Farmhouse and what appears to be paddocks		
Surrounding Use	Arable land to the North and West. Farmholds and dwellings to the East and South.		
Highway Access (On-Site)	None	The site has access onto Chapel Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 1 Constraint	Farmhouse and paddocks	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1.2km to the nearest public transport (regular service to Norwich, Dereham, Swaffham, Kings Lynn etc.)	
Access to Facilities	Level 3 Constraint	1.2km to the nearest shop / Outside doctor buffer/ Outside school buffer	
Access to Open Space	Level 3 Constraint	1.1km from the nearest open space	
Access to Employment	Level 3 Constraint	Limited employment opportunities in Necton, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The proposed site sits far outside the Necton Settlement and as such is far removed from facilities and public transport. Development this far out of the settlement would increase reliance upon the private car.</p> <p>The site has access onto Chapel Road, which is unsuitable for further development due to the width of the road. The access that is currently present at Rose farm is very close to an existing junction.</p> <p>The site is situated within an area of moderate-high sensitivity.</p>		
Solutions to Constraints:	<p>The distance of the site from the facilities and services within the settlement of Necton is something that can not be overcome.</p> <p>Necton VA Primary School site is large and with agreement from the Diocese, could be expanded to 420 places. This would allow an additional 800 homes in the area.</p> <p>The landscape is of moderate-high sensitivity and further development this far out of the settlement would exacerbate this issue.</p> <p>Due to these reasons the site is non-deliverable.</p>		

SHLAA Ref	NC13	Source	Local Service Centre village
Area	0.64	Unconstrained Capacity	16
Current Use	Undeveloped land		
Surrounding Use	Arable land to the North, South and East. Residential properties to the West.		
Highway Access (On-Site)	None	Access onto Brackenwoods would require local improvements	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	8 TPOs on site - would limit construction	
Landscape Impact	Level 3 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.5km to the nearest local bus stop / 1.3km to the main bus stop (regular service to Norwich, Dereham, Swaffham, Kings Lynn etc.)	
Access to Facilities	Level 2 Constraint	Inside school buffer / inside doctor buffer/ 0.5km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.6km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in Necton, but good access to Swaffham, Dereham, Kings Lynn, Norwich etc.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is situated within an area of moderate-high sensitivity.</p> <p>The site has access onto Brackenwoods</p> <p>There are limited employment opportunities in Necton, but has good access to Swaffham, Dereham, Kings Lynn, Norwich etc.</p>		
Solutions to Constraints:	<p>There are no major constraints with the site, although Ramms Lane should be avoided in terms of access, improvements to the value of £10,000 - £50,000 would be needed to provide safe access.</p> <p>Necton VA Primary School site is large and with agreement from the Diocese, could be expanded to 420 places. This would allow an additional 800 homes in the area.</p> <p>As the site would be an extension of existing development it would have minimal impact on the landscape.</p> <p>The biggest constraint in terms of this site would be the TPOs on site. If development could protect these then capacity would be reduced to 10.</p> <p>This site has potential to be developed with the adjacent sites.</p>		

SHLAA Ref	NE01	Source	Local Service Centre village
Area	2.46	Unconstrained Capacity	61
Current Use	The site is currently undeveloped land		
Surrounding Use	The site sits behind a row of residential properties to the west and there is open arable farmland to the east. South of the site is further residential development and North Elmham Primary School to the south west. To the North of the site are allotment gardens, which are protected open land. Beyond this is North Elmham church.		
Highway Access (On-Site)	None	The site can gain access through the estate off Cathedral Drive. There may be need for access onto Holt Road if it is deemed necessary for a second point of access to be provided due to the cumulative numbers of additional housing. This could be problematic as there is no obvious way of linking the site to Holt Road.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Located just outside a conservation area	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	Flood Zone 2 along the SW part of the site (approx 10% of site)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.2km to the nearest bus stop (services to Dereham)	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ inside school buffer/ 0.5km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in North Elmham, but has regular bus services to Dereham.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site can gain access through the estate off Cathedral Drive. There may be need for access onto Holt Road if it is deemed necessary for a second point of access to be provided due to the cumulative numbers of additional housing. This could be problematic as there is no obvious way of linking the site to Holt Road.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>To the south west of the site is a small area of flood risk which could hamper development.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>If development numbers were significantly reduced, there should be no need to provide two access points onto the site. There is also potential to provide access to the school for traffic from Cathedral Drive, this could reduce current traffic on the Holt Road. Highways improvements would cost in the region of £10,000 - £500,000</p> <p>There is existing development on two sides of the site so further development to this site would have minimal effect on the landscape.</p> <p>The North Elmham VC primary school site does indicate that the school could expand with appropriate capital funding to a 210 place school. This would allow an additional 400 homes in the area.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>The flood risk accounts for a small area of the site.</p> <p>Due to access issues the site would be considered non-deliverable at present.</p>		

SHLAA Ref	NE02	Source	Local Service Centre village
Area	0.26	Unconstrained Capacity	6
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site sits to the South East of North Elmham, adjacent to the existing settlement boundary. To the west of the site is existing residential development. North of the site is the River Wensum, which is a SSSI and a SAC. To the East of the site is undeveloped lane for 500m, beyond which is a sparse development of commercial and residential properties. The southern boundary of the site is made up of the Billingford Road, beyond which is further undeveloped land.		
Highway Access (On-Site)	None	The site gains access onto the Billingford Road, and there are no significant off site access issues. Adjacent to Worthing Road junction.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	Northern area of the site is flood zone 2 (approx 10%)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.5km to the nearest shop/ outside school buffer/ outside doctor buffer	
Access to Open Space	Level 1 Constraint	1.5km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in North Elmham, but has regular bus services to Dereham.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site gains access onto the Billingford Road, and there are no significant off site access issues.</p> <p>A thin strip of the north of the site is covered by Zone 2 Flood Risk which would be undevelopable.</p> <p>The site is very remote from the village centre and is over 2km from the doctors and primary school; this would promote the use of the car for everyday journeys into North Elmham.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The site only has a small area under the flood risk zone, about .03 hectares. This area could be left undeveloped at the cost of 1 house reducing the capacity down to 5.</p> <p>The remoteness of the site from any services is the main constraint of this site and there is no real solution to this. It may be argued that a small site of 6 houses which is within 500m of public transport would have a minimal increase in traffic volume.</p>		

SHLAA Ref	NE03	Source	Local Service Centre village
Area	0.32	Unconstrained Capacity	7
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site sits to the South of North Elmham. The Northern boundary is formed by the Billingford Road, beyond which are residential properties that back onto the River Wensum, there are also residential properties to the West of the site. To the South and East of the site is open undeveloped land, or arable farmland.		
Highway Access (On-Site)	None	The site has frontage onto Billingford Road which is of a suitable standard to provide good on and off site access.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.5km to the nearest shop/ outside school buffer/ outside doctor buffer	
Access to Open Space	Level 3 Constraint	1.5km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in North Elmham, but has regular bus services to Dereham.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has frontage onto Billingford Road which is of a suitable standard to provide good on and off site access.</p> <p>The site is in an area of moderate landscape sensitivity.</p> <p>The site is very remote from services in North Elmham and is over 2km from the local schools and health care facilities. This would promote increased car usage and be unsustainable.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	The site only has one major constraint, this being its location within North Elmham. The site is in the south of the village while the services are located over 2km away to the north. This constraint has no real solution; however given the small size of the site and the proximity of public transport (within 500m) it is reasonable to assume only a small amount of additional traffic would be created.		

SHLAA Ref	NE05	Source	Local Service Centre village
Area	0.80	Unconstrained Capacity	20
Current Use	This site is currently undeveloped land.		
Surrounding Use	The site is directly south of NE03 and has no boundary with any roads. The northern boundary is formed by NE03, beyond which are residential properties that back onto the River Wensum, there are also residential properties to the west of the site. To the the south and east of the site is open undeveloped land, or arable farmland.		
Highway Access (On-Site)	Category A Constraint	The site has only has highway access from Worthing Road which is unsuitable for additional traffic and as such would require access through site NE03.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped laand	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.5km to the nearest shop/ outside school buffer/ outside doctor buffer	
Access to Open Space	Level 1 Constraint	1.5km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in North Elmham, but has regular bus services to Dereham.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has only has highway access from Worthing Road which is unsuitable for additional traffic and as such would require access through site NE03.</p> <p>The site is located within an area of moderate landscape sensitivity.</p> <p>The site is over 2km away from local services.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The site can gain access through site NE03, which has the same landowner so there are no issues with purchasing the land.</p> <p>Any development here would be adjacent to existing properties and have minimal effect on the landscape.</p> <p>Services are distant from the site and it is unlikely that residents would walk, thus creating further volume in traffic. However, the site is close to public transport with good links to Dereham and if kept to a minimum development would not have a major impact to traffic levels.</p> <p>Taking into account provision for major service roads the constrained capacity would be reduced to 18.</p> <p>Although schools are over capacity development on this scale would not have a huge impact.</p>		

SHLAA Ref	NE06	Source	Local Service Centre village
Area	0.45	Unconstrained Capacity	11
Current Use	The site is currently undeveloped land to the north, and there are a couple of existing buildings in the south western corner.		
Surrounding Use	The site sits to the North of existing residential properties. To the North of the site is arable farmland, this also stretches round to the east of the site. To the West of the site is at first woodland, but just beyond this is further residential development.		
Highway Access (On-Site)	Category A Constraint	The site has no obvious means of access, apart from an existing private driveway, which would be unsuitable for increased usage.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Just outside a conservation area	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 3 Constraint	30% of site flood zone 2	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Adjacent to bus stop	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ inside school buffer/ 0.6km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.35km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in North Elmham, but has regular bus services to Dereham.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has no obvious means of access, apart from an existing private driveway, which would be unsuitable for increased usage.</p> <p>The site is located within an area of moderate landscape sensitivity. Approximately half of the site is located in flood zone 2 and is adjacent flood zone 3a.</p> <p>The site is remotely located and over 1km from services within North Elmham.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Access could be achieved from the private driveway if improved to accommodate for increased traffic. However, the quality of the access would mean development on the site is limited.</p> <p>Any development here would be adjacent to existing properties and have minimal effect on the landscape.</p> <p>The site is over 1km from services, and would probably create further vehicular movement along Eastgate Street. However, as the site is located very close to public transport, which provides good links to Dereham, and keeping development to a minimal it would only have a small effect of traffic volume.</p> <p>However, the amount of the site at risk of flooding means that it is non-deliverable.</p>		

SHLAA Ref	NE07	Source	Local Service Centre village
Area	2.01	Unconstrained Capacity	50
Current Use	The Northern half of the site is made up of undeveloped land, the southern half has a mixture of buildings, including a residential property, farm buildings, kennels and stables.		
Surrounding Use	The is located to the south of North Elmham, and sits between residential properties to the south and the River Wensum to the North and East. To the West is arable farmland and undeveloped land, this is also to the North of the site.		
Highway Access (On-Site)	Category A Constraint	The access onto the site comes from a shared private driveway which is unsuitable for a large increase in traffic that development of the site would create. There are also visibility issues coming out onto the Roman Road.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Half of the site is made up of a mixture of buildings (Farm, residential property, kennels and stables)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 3 Constraint	North of the site is within Flood zone 2 (approx 50%)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.2km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	outside open space buffer/ outside school buffer/ 1.1km to the nearest shops	
Access to Open Space	Level 2 Constraint	0.8km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in North Elmham, but has regular bus services to Dereham.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The access onto the site comes from a shared private driveway which is unsuitable for a large increase in traffic that development of the site would create. There are also visibility issues coming out onto the Roman Road.</p> <p>The site is located within an area of moderate landscape sensitivity.</p> <p>The northern half of the site is covered by Flood Zone 2 and unsuitable for development.</p> <p>The site is currently commercial use, with stables, kennels and other buildings standing. This would have to be removed to reach full development potential and may have significant cost implications.</p> <p>The site is remote from services in North Elmham and is about 2km away fro the education and health care facilities.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The site has access through a shared private driveway, this would need improvements to make it suitable for the increase in usage any development would cause. There may be issues with ownership and access rights of the other properties that share the site, and this would need to be resolved before any development could take place. The junction with Roman Road would also need to be improved to provide safe visibility .</p> <p>Any development here would be adjacent to existing properties and have minimal effect on the landscape.</p> <p>The northern half of the site is within flood risk area, ruling it out for potential development, however the southern area of the site is still suitable as it has no flooding issues. This would reduce the potential capacity to 26 houses.</p> <p>Services are distant from the site and it is unlikely that residents would walk, thus creating further volume in traffic. However, the site is close to public transport with good links to Dereham and if kept to a minimum development would not have a major impact to traffic levels.</p> <p>The North Elmham VC primary school site does indicate that the school could expand with appropriate capital funding to a 210 place school. This would allow an additional 400 homes in the area.</p>		

Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.

SHLAA Ref	NE08	Source	Local Service Centre village
Area	0.31	Unconstrained Capacity	7
Current Use	The site is currently undeveloped land.		
Surrounding Use	To the North of the site is the River Wensum, beyond this is arable farmland. To the South and West of the site are existing residential properties To the East of the site is further undeveloped land and arable farmland.		
Highway Access (On-Site)	Category A Constraint	There is no obvious access onto the site without going through site NE02.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Just north of the site is the river Wensum, which is designated and SSSI.	
Landscape Impact	Level 3 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Pump station (Sewage works)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 3 Constraint	Flood zone 2 to the North of the site (approx 50%)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.5km to the nearest shop/ outside school buffer/ outside doctor buffer	
Access to Open Space	Level 3 Constraint	1.1km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in North Elmham, but has regular bus services to Dereham.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There is no obvious access onto the site without going through site NE02.</p> <p>The site is located within an area of moderate landscape sensitivity; however, just to the north of the site is the River Wensum, which is an SAC.</p> <p>More than half of the site is covered by zone 2 flood risk deeming it unsuitable for development.</p> <p>The site is remote from services in North Elmham and is about 2km away from the education and health care facilities.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>To gain access to this site a strip of land from a neighbouring field would be required. This may cause delays in any possible development and significantly increase the cost of development.</p> <p>The site is adjacent to existing development which would reduce the impact on the local landscape; however the proximity to the River Wensum SSSI is a constraint on the site.</p> <p>Services are distant from the site and it is unlikely that residents would walk, thus creating further volume in traffic. However, the site is close to public transport with good links to Dereham and if kept to a minimum development would not have a major impact to traffic levels.</p> <p>The associated costs with this site would almost certainly rule it out of development, considering the reduced capacity due distant facilities and flood zone.</p>		

SHLAA Ref	NE09	Source	Local Service Centre village
Area	0.37	Unconstrained Capacity	9
Current Use	The site is currently part of North Elmham playing field.		
Surrounding Use	The site sits within a build-up area of North Elmham, although sits outside the settlement boundary, which runs along its southern, western and northern boundary. The site is surrounded by residential properties on three sides, the north, south and west; to the east is the remaining area of North Elmham playing field.		
Highway Access (On-Site)	None	The site has access onto Spencers Close which should be suitable for the needs of the site, however access from Spencers Close onto Holt Road is more problematic.	
Highway Access (Off-Site)	Level 2 Constraint	The existing junction has poor visibility as it is impeded by a row of protected trees and the alignment of the road, further traffic would cause to exacerbate this issue.	
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Public open space, just outside a designated conservation area	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Public open space	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.2km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.2km to the nearest shop / within doctor buffer/ within school buffer	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in North Elmham, but has regular bus services to Dereham.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has access onto Spencers Close which should be suitable for the needs of the site, however access from Spencers Close onto Holt Road is more problematic. The existing junction has poor visibility as it is impeded by a row of protected trees and the alignment of the road, further traffic would cause to exacerbate this issue.</p> <p>The site is currently designated public open space and would not be suitable for development under any circumstance.</p> <p>The site is located within an area of moderate landscape sensitivity</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Although the junction between Spencers Close / Holt Road is currently sub-standard to cope with increased traffic, it would be possible to slightly alter the junction to make it safe.</p> <p>The main constraint to this site, which makes it unachievable for development, is the current designation as open public space.</p>		

SHLAA Ref	NE10	Source	Local Service Centre village
Area	1.05	Unconstrained Capacity	26
Current Use	Arable land		
Surrounding Use	The site is to the very north of North Elmham. To the west of the site are a few residential properties and Pump lane, beyond these is an area of protected historic park. To the north and east of the site is open arable farmland. To the south of the site is a patch of undeveloped land, beyond which are residential properties and an ancient monument site.		
Highway Access (On-Site)	None	The site has frontage with Pump Street which can provide on-site access but some of the site is back land development to the rear of existing dwellings. There are some off-site access issues due to the poor alignment of Pump Street and it is unsuitable for a large increase in traffic.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Lies adjacent to Elmham House (Historic Parks and Gardens)	
Landscape Impact	Level 3 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	>1km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Within school buffer/ outside doctor buffer / >1km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.2km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in North Elmham, but has regular bus services to Dereham.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has frontage with Pump Street which can provide on-site access but some of the site is back land development to the rear of existing dwellings. There are some off-site access issues due to the poor alignment of Pump Street and it is unsuitable for a large increase in traffic.</p> <p>The site is located within an area of moderate/high landscape sensitivity. The is also within a conservation area and directly opposite a protected Historic Park and Garden, which would have to be taken into account when developing the site.</p> <p>The site is located over 1km from public transport.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>Although Pump Street has poor alignment, it could be suitable road for a limited amount of growth and there would be little or no issues involved with creating access from the site onto the road.</p> <p>The site is connected to existing development in the north of North Elmham, which would limited the effect it has on the landscape. If a scheme was well designed it would be acceptable within the conservation area and not harm the views into and out of the Historic park, this would however limited the capacity of the site.</p> <p>The site is over 1km away from public transport, so deemed unsuitable for development on sustainability grounds.</p> <p>A significant reduction in housing numbers would resolve some of these issues and have a minimal impact on both the landscape and traffic levels within the village.</p> <p>The North Elmham VC primary school site does indicate that the school could expand with appropriate capital funding to a 210 place school. This would allow an additional 400 homes in the area.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	NE11	Source	Local Service Centre village
Area	0.32	Unconstrained Capacity	7
Current Use	The site is currently used as a rear car park for a public house and a caravan park.		
Surrounding Use	The site is located to the south of North Elmham and sits behind existing development. To the north of the site is the Railway Tavern which sits on Station Road. To the west of the site is land and buildings in commercial use. To the east is undeveloped land. South of the site is open land, and several sparsely located buildings.		
Highway Access (On-Site)	Category A Constraint	This site has no obvious access available from a public highway which would instantly rule out any development.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Used as a car park	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.2km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Outside doctor buffer/ outside school buffer / 1.2km to the nearest shops	
Access to Open Space	Level 3 Constraint	>1km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in North Elmham, but has regular bus services to Dereham.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>This site has no obvious access available from a public highway which would instantly rule out any development.</p> <p>The site is located within an area of moderate landscape sensitivity.</p> <p>The site is currently used as a caravan park, which would need to be wound down to allow development.</p> <p>The site is remote from any facilities, all of which are over 2km away.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	The site has no frontage with an existing public highway, and would require a costly link road. This is unfeasible for a site this size, rendering it impossible to develop.		

SHLAA Ref	NE12	Source	Local Service Centre village
Area	0.48	Unconstrained Capacity	12
Current Use	The Western part of the site is used for agricultural buildings, the Eastern part (2/3) is arable land.		
Surrounding Use	Arable land to the South, East and West. Settlement boundary to the north of the site.		
Highway Access (On-Site)	None	The site has access onto both the B1145 and the B1110	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Adjacent to a conservation area	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 2)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.3km to the nearest shops / within the school buffer / within the doctor buffer	
Access to Open Space	Level 1 Constraint	0.1km to the nearest open space	
Access to Employment	Level 2 Constraint	Limited employment opportunities in North Elmham, but has regular bus services to Dereham.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site would be deemed acceptable in terms of highways, subject to the demonstration of a suitable access onto the B1145 Back Lane</p> <p>The site is grade 2 agricultural land and should be protected.</p> <p>The site is of moderate sensitivity.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The site is within an area of moderate landscape sensitivity and is just outside a conservation zone. Therefore emphasis would have to be placed on design.</p> <p>The site would be deemed acceptable in terms of highways, subject to the demonstration of a suitable access onto the B1145 Back Lane.</p> <p>Being arable land of grade 2 quality it would be undesirable to develop the arable land.</p> <p>The main issues would be in terms of proximity to busy roads/junctions and the landscape impact that any development would have on the gateway to the town. Development could potentially have a detrimental impact on the conservation area and the character of the settlement. Therefore the site is deemed to be non-deliverable.</p>		

SHLAA Ref	OB01	Source	Local Service Centre village
Area	0.39	Unconstrained Capacity	9
Current Use	The site is currently used for arable farmland.		
Surrounding Use	The southern boundary of the site is formed by the Mill Road, beyond which is arable farmland, to the north and east of the site is existing residential development and west of the site is arable farmland.		
Highway Access (On-Site)	None	The site has frontage onto Mill Road, which is inadequate to provide for an increase in traffic, due to poor width and alignment. The site is also on a bend in the road, which could cause difficulties with visibility.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity- Borders a conservation area	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.6km to the nearest public transport	
Access to Facilities	Level 3 Constraint	Outside school buffer/ no access to doctor/ 0.6km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.2km to the nearest open space	
Access to Employment	Level 3 Constraint	Old Buckenham has a lack of employment opportunities	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has frontage onto Mill Road, which is inadequate to provide for an increase in traffic, due to poor width and alignment. The site is also on a bend in the road, which could cause difficulties with visibility.</p> <p>There are further concerns over the surrounding road networks to cater for additional traffic and provide safe access into Old Buckenham. This is especially true for pedestrians due to limited footway facilities.</p> <p>The site is in an area of high landscape sensitivity.</p> <p>Old Buckenham provides a very limited public transport service, meaning it is disconnect from employment opportunities.</p> <p>Old Buckenham High School is currently over capacity, and any further development would exacerbate the situation. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p>		
Solutions to Constraints:	<p>The site has access issues, with frontage onto Mill Road only. With suitable improvements to the local road network access could be achievable. Improvements would probably cost in the region of £100,000. Due to the poor access, development should be kept to a maximum of 5 units.</p> <p>Old Buckenham Primary School does pull children in from out of their catchment area so the school is showing as full and under pressure. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p> <p>The site is neighbouring existing development, and would therefore have a minimal effect on the landscape.</p> <p>There is a lack of facilities, public transport and employment in Old Buckenham; this doesn't bring the developability of the site into question however.</p>		

SHLAA Ref	OB02	Source	Local Service Centre village
Area	0.50	Unconstrained Capacity	12
Current Use	The site is currently used for arable farmland.		
Surrounding Use	The western boundary of this site is formed by Crown Road, beyond which is residential development which is also located north of the site. To the east and south of the site is arable farmland.		
Highway Access (On-Site)	None	The site has frontage onto Crown Road, which due to poor alignment and width is unsuitable for any increase in traffic volume	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.3km to the nearest public transport	
Access to Facilities	Level 3 Constraint	Outside school buffer/ no access to doctor /0.6km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.2km to the nearest open space	
Access to Employment	Level 3 Constraint	Old Buckenham has a lack of employment opportunities	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has frontage onto Crown Road, which due to poor alignment and width is unsuitable for any increase in traffic volume.</p> <p>There are further concerns over the surrounding road networks to cater for additional traffic and provide safe access into Old Buckenham. This is especially true for pedestrians due to limited footway facilities.</p> <p>The site is in an area of high landscape sensitivity.</p> <p>Old Buckenham provides a very limited public transport service, meaning it is disconnected from employment opportunities.</p> <p>Old Buckenham High School is currently over capacity, and any further development would exacerbate the situation. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p>		
Solutions to Constraints:	<p>Old Buckenham Primary School does pull children in from out of their catchment area so the school is showing as full and under pressure. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p> <p>The site suffers from several severe constraints, most notably around access, but also the services and facilities available within Old Buckenham. Due to the severity of these constraints this site is unsuitable for any development.</p>		

SHLAA Ref	OB03	Source	Local Service Centre village
Area	0.23	Unconstrained Capacity	5
Current Use	The site is currently used for arable farmland.		
Surrounding Use	To the south and east of the site is a farm, with associated buildings, north of the site is existing residential development, to the west is the B1077, beyond which is residential development set back from the road.		
Highway Access (On-Site)	None	The site is located on a bend in the B1077, which would impair visibility of any access provided.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	flood zone 2 covers North West of site	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.6km to the nearest public transport	
Access to Facilities	Level 3 Constraint	Outside school buffer/ no access to doctor / 1km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.6km to the nearest open space	
Access to Employment	Level 3 Constraint	Old Buckenham has a lack of employment opportunities	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site is located on a bend in the B1077, which would impair visibility of any access provided. Improvements would be required to the surrounding road network, including upgrading junctions and providing footways.</p> <p>There are further concerns over the surrounding road networks to cater for additional traffic and provide safe access into Old Buckenham. This is especially true for pedestrians due to limited footway facilities.</p> <p>The site is in an area of high landscape sensitivity.</p> <p>The site is remote from the centre of Old Buckenham, resulting in a lack of any services or facilities within walking distance of the site.</p> <p>Old Buckenham provides a very limited public transport service, meaning it is disconnect from employment opportunities.</p> <p>Old Buckenham High School is currently over capacity, and any further development would exacerbate the situation. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p> <p>A small portion of the site lies within flood zone 2.</p>		
Solutions to Constraints:	<p>Improvements to the surrounding road network would be required, and could cost is excess of £100,000 to complete.</p> <p>The site is neighbouring existing development, and would therefore have a minimal effect on the landscape.</p> <p>Old Buckenham Primary School does pull children in from out of their catchment area so the school is showing as full and under pressure. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p> <p>There is a lack of facilities, public transport and employment in Old Buckenham, this doesn't bring the developability of the site into question however.</p> <p>Due to poor access and the lack of facilities in Old Buckenham, capacity should be kept to 5 units at a maximum.</p> <p>The limited area of flood risk could be suitably mitigated through careful design.</p>		

SHLAA Ref	OB04	Source	Local Service Centre village
Area	0.84	Unconstrained Capacity	25
Current Use	The site is currently used for arable farmland.		
Surrounding Use	To the north of this site is open arable farm land, while to the south, east and west are residential developments.		
Highway Access (On-Site)	Category A Constraint	The site has frontage onto Fen Street, which is highly inadequate for any increase in traffic due to poor width and alignment.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 2 Constraint	Partially undeveloped land, partially agriculture (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	>1km to the nearest public transport	
Access to Facilities	Level 3 Constraint	Outside school buffer/ no access to doctor / 1km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.6km to the nearest open space	
Access to Employment	Level 3 Constraint	Old Buckenham has a lack of employment opportunities	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The site has frontage onto Fen Street, which is highly inadequate for any increase in traffic due to poor width and alignment.</p> <p>There are further concerns over the surrounding road networks to cater for additional traffic and provide safe access into Old Buckenham. This is especially true for pedestrians due to limited footway facilities.</p> <p>The site is in an area of high landscape sensitivity.</p> <p>The site is remote from services and would promote the use of the private car for local journeys.</p> <p>Old Buckenham provides a very limited public transport service, meaning it is disconnect from employment opportunities.</p> <p>Old Buckenham High School is currently over capacity, and any further development would exacerbate the situation. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p>		
Solutions to Constraints:	<p>Old Buckenham Primary School does pull children in from out of their catchment area so the school is showing as full and under pressure. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p> <p>Due to concerns with access, landscape and lack of services and facilities mean that this site is unsuitable for any development.</p>		

SHLAA Ref	OB05	Source	Local Service Centre village
Area	0.39	Unconstrained Capacity	11
Current Use	The site is currently used for arable farmland.		
Surrounding Use	To the north of this site is open arable farm land, while to the south, east and west are residential developments.		
Highway Access (On-Site)	Category A Constraint	The site has frontage onto Harlingwood Lane, which is highly inadequate for any increase in traffic due to poor width and alignment.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.2km to the nearest public transport	
Access to Facilities	Level 3 Constraint	Outside school buffer/ no access to doctor / 0.9km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.5km to the nearest open space	
Access to Employment	Level 3 Constraint	Old Buckenham has a lack of employment opportunities	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has frontage onto Harlingwood Lane, which is highly inadequate for any increase in traffic due to poor width and alignment.</p> <p>There are further concerns over the surrounding road networks to cater for additional traffic and provide safe access into Old Buckenham. This is especially true for pedestrians due to limited footway facilities.</p> <p>The site is in an area of high landscape sensitivity.</p> <p>The site is remote from services and would promote the use of the private car for local journeys.</p> <p>Old Buckenham provides a very limited public transport service, meaning it is disconnect from employment opportunities.</p> <p>Old Buckenham High School is currently over capacity, and any further development would exacerbate the situation. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p>		
Solutions to Constraints:	<p>Old Buckenham Primary School does pull children in from out of their catchment area so the school is showing as full and under pressure. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p> <p>Due to concerns with access, landscape and lack of services and facilities mean that this site is unsuitable for any development.</p>		

SHLAA Ref	OB06	Source	Local Service Centre village
Area	1.36	Unconstrained Capacity	34
Current Use	The site is currently used for arable farmland.		
Surrounding Use	To the north and east of the site are residential properties, to the south and west is open arable farmland.		
Highway Access (On-Site)	None	The site has frontage onto Hargham Road which would require improvements to the junctions with connecting roads and improved cycle and pedestrian facilities.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	high sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1km to the nearest public transport	
Access to Facilities	Level 3 Constraint	Outside school buffer/ no access to doctor / 0.8km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.5km to the nearest open space	
Access to Employment	Level 3 Constraint	Old Buckenham has a lack of employment opportunities	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The site has frontage onto Hargham Road which would require improvements to the junctions with connecting roads and improved cycle and pedestrian facilities.</p> <p>There are further concerns over the surrounding road networks to cater for additional traffic and provide safe access into Old Buckenham. This is especially true for pedestrians due to limited footway facilities.</p> <p>The site is in an area of high landscape sensitivity.</p> <p>The site is remote from services and would promote the use of the private car for local journeys.</p> <p>Old Buckenham provides a very limited public transport service, meaning it is disconnect from employment opportunities.</p> <p>Old Buckenham High School is currently over capacity, and any further development would exacerbate the situation. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p>		
Solutions to Constraints:	<p>Hargham Road would require significant improvements, which could cost up to £100,000.</p> <p>The site is neighbouring existing development, and would therefore have a minimal effect on the landscape.</p> <p>Old Buckenham Primary School does pull children in from out of their catchment area so the school is showing as full and under pressure. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p> <p>There is a lack of facilities, public transport and employment in Old Buckenham, this doesn't bring the developability of the site into question however.</p>		

SHLAA Ref	OB07	Source	Local Service Centre village
Area	0.34	Unconstrained Capacity	8
Current Use	The site is currently used for arable farmland.		
Surrounding Use	To the south and east of the site are residential properties, to the north and west are arable fields.		
Highway Access (On-Site)	None	There are concerns over the surrounding road networks ability to cater for additional traffic and provide safe access into Old Buckenham. This is especially true for pedestrians due to limited footway facilities.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 3 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.3km to the nearest public transport	
Access to Facilities	Level 2 Constraint	Inside school buffer/ no access to doctor /0.3km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.2km to the nearest open space	
Access to Employment	Level 3 Constraint	Old Buckenham has a lack of employment opportunities	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are concerns over the surrounding road networks ability to cater for additional traffic and provide safe access into Old Buckenham. This is especially true for pedestrians due to limited footway facilities.</p> <p>The site is in an area of high landscape sensitivity.</p> <p>Old Buckenham provides a very limited public transport service, meaning it is disconnect from employment opportunities.</p> <p>Old Buckenham High School is currently over capacity, and any further development would exacerbate the situation. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p>		
Solutions to Constraints:	<p>Improvements to the local road network would be required to bring the access up to an acceptable standard, this improvements could cost up to £100,000</p> <p>Old Buckenham Primary School does pull children in from out of their catchment area so the school is showing as full and under pressure. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p> <p>Although the site is neighbouring existing development, development would still affect landscape character.</p> <p>There is a lack of facilities, public transport and employment in Old Buckenham, this doesn't bring the developability of the site into question however.</p>		

SHLAA Ref	OB08	Source	Local Service Centre village
Area	0.63	Unconstrained Capacity	15
Current Use	The site is currently undeveloped land, and an existing residential property.		
Surrounding Use	The site is a thin strip of land which lies directly south of existing residential development. To the south and east of the site is open arable farmland, and further residential development to the west.		
Highway Access (On-Site)	Category A Constraint	The sites access comes through an existing property, onto a highly unsuitable road, which cannot take any further traffic use.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.2km to the nearest public transport	
Access to Facilities	Level 1 Constraint	Inside school buffer/ no access to doctor /0.2km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 3 Constraint	Old Buckenham has a lack of employment opportunities	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The sites access comes through an existing property, onto a highly unsuitable road, which cannot take any further traffic use.</p> <p>There are concerns over the surrounding road networks to cater for additional traffic and provide safe access into Old Buckenham. This is especially true for pedestrians due to limited footway facilities.</p> <p>The site is in an area of high landscape sensitivity.</p> <p>Old Buckenham provides a very limited public transport service, meaning it is disconnect from employment opportunities.</p> <p>Old Buckenham High School is currently over capacity, and any further development would exacerbate the situation. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p>		
Solutions to Constraints:	<p>Old Buckenham Primary School does pull children in from out of their catchment area so the school is showing as full and under pressure. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p> <p>Due to concerns with access, landscape and lack of services and facilities it means that this site is unsuitable for any development.</p>		

SHLAA Ref	OB09	Source	Local Service Centre village
Area	1.13	Unconstrained Capacity	28
Current Use	The site is currently used for arable farmland.		
Surrounding Use	The site is disconnected from the main part of Old Buckenham and is surrounded by arable farmland on all sides, apart from a farm to the south west.		
Highway Access (On-Site)	None	There are concerns over the surrounding road networks to cater for additional traffic and provide safe access into Old Buckenham. This is especially true for pedestrians due to limited footway facilities.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.8km to the nearest public transport	
Access to Facilities	Level 3 Constraint	Outside school buffer/ no access to doctor / 1km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.5km to the nearest open space	
Access to Employment	Level 3 Constraint	Old Buckenham has a lack of employment opportunities	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are concerns over the surrounding road networks to cater for additional traffic and provide safe access into Old Buckenham. This is especially true for pedestrians due to limited footway facilities.</p> <p>The site is in an area of high landscape sensitivity.</p> <p>The site is remote from services and would promote the use of the private car for local journeys.</p> <p>Old Buckenham provides a very limited public transport service, meaning it is disconnect from employment opportunities.</p> <p>Old Buckenham High School is currently over capacity, and any further development would exacerbate the situation. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p>		
Solutions to Constraints:	<p>The site isn't adjacent to any existing development and is remote from the Old Buckenham. This site would have a large impact onto the landscape and is non deliverable.</p> <p>Old Buckenham Primary School does pull children in from out of their catchment area so the school is showing as full and under pressure. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p> <p>There are also highway issues with significant improvements required to the surrounding road network with costs in excess of £100,000.</p>		

SHLAA Ref	OB10	Source	Local Service Centre village
Area	1.83	Unconstrained Capacity	45
Current Use	The site is currently used for arable farmland.		
Surrounding Use	To the north west of the site is open arable farmland, which stretches round to the north. North east of the site, round to the east is residential development, south east to south is open undeveloped land, and to the south west is residential development.		
Highway Access (On-Site)	Category A Constraint	There is no access onto this site through the existing road network.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Conservation area	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.5km to the nearest public transport	
Access to Facilities	Level 2 Constraint	Inside school buffer/ no access to doctor / 0.2km to the nearest shop	
Access to Open Space	Level 1 Constraint	adjoining open space	
Access to Employment	Level 3 Constraint	Old Buckenham has a lack of employment opportunities	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>There is no access onto this site through the existing road network.</p> <p>There are concerns over the surrounding road networks to cater for additional traffic and provide safe access into Old Buckenham. This is especially true for pedestrians due to limited footway facilities.</p> <p>The site is in an area of high landscape sensitivity. The site also sits within a conservation area which would require sensitive development.</p> <p>Old Buckenham provides a very limited public transport service, meaning it is disconnect from employment opportunities.</p> <p>Old Buckenham High School is currently over capacity, and any further development would exacerbate the situation. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p>		
Solutions to Constraints:	<p>Old Buckenham Primary School does pull children in from out of their catchment area so the school is showing as full and under pressure. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p> <p>Due to concerns with access, landscape and lack of services and facilities it means that this site is unsuitable for any development.</p>		

SHLAA Ref	OB11	Source	Local Service Centre village
Area	0.33	Unconstrained Capacity	8
Current Use	Undeveloped land		
Surrounding Use	There are dwellings to the West of the site with arable land surrounding the site.		
Highway Access (On-Site)	Category A Constraint	The site has frontage onto Harlingwood Lane, which is highly inadequate for any increase in traffic due to poor width and alignment.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.4km to the nearest public transport	
Access to Facilities	Level 3 Constraint	Outside school buffer/ no access to doctor / 1.1km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.7km to the nearest open space	
Access to Employment	Level 3 Constraint	Old Buckenham has a lack of employment opportunities	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has frontage onto Harlingwood Lane, which is highly inadequate for any increase in traffic due to poor width and alignment.</p> <p>There are further concerns over the surrounding road networks to cater for additional traffic and provide safe access into Old Buckenham. This is especially true for pedestrians due to limited footway facilities.</p> <p>The site is in an area of high landscape sensitivity.</p> <p>The site is remote from services and would promote the use of the private car for local journeys.</p> <p>Old Buckenham provides a very limited public transport service, meaning it is disconnect from employment opportunities.</p> <p>Old Buckenham High School is currently over capacity, and any further development would exacerbate the situation. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p>		
Solutions to Constraints:	<p>Old Buckenham Primary School does pull children in from out of their catchment area so the school is showing as full and under pressure. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p> <p>Due to concerns with access, landscape and lack of services and facilities mean that this site is unsuitable for any development.</p>		

SHLAA Ref	OB12	Source	Local Service Centre village
Area	1.09	Unconstrained Capacity	27
Current Use	Appears to be grazing land		
Surrounding Use	The settlement boundary lies to the North of the site. There are dwellings surrounding the site on all other sides with arable land beyond.		
Highway Access (On-Site)	None	The site has access onto the Ragmere road and onto Cake street	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Grazing land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 3 Constraint	2/3 of the site is flood zone level 2	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	adjacent to public transport	
Access to Facilities	Level 3 Constraint	Outside school buffer/ no access to doctor / 1.1 km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.7km to the nearest open space	
Access to Employment	Level 3 Constraint	Old Buckenham has a lack of employment opportunities	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has access onto Ragmere Road and Cake street.</p> <p>There are further concerns over the surrounding road networks to cater for additional traffic and provide safe access into Old Buckenham. This is especially true for pedestrians due to limited footway facilities.</p> <p>The site is in an area of high landscape sensitivity.</p> <p>The site is remote from services and would promote the use of the private car for local journeys.</p> <p>Old Buckenham provides a very limited public transport service, meaning it is disconnect from employment opportunities.</p> <p>Old Buckenham High School is currently over capacity, and any further development would exacerbate the situation. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p>		
Solutions to Constraints:	<p>Old Buckenham Primary School does pull children in from out of their catchment area so the school is showing as full and under pressure. A desktop exercise does indicate that the school could be expanded on its current site with capital investment and around 800 homes could be accommodated.</p> <p>Approximately 2/3 of the site is flood zone 2; this would have severe limitations on the developability of this site.</p>		

SHLAA Ref	S01	Source	Market Town Extension
Area	5.88	Unconstrained Capacity	176
Current Use	The site is currently in an agricultural use.		
Surrounding Use	The site is bordered principally by other agricultural uses, although there is an area of residential development to the north of the site.		
Highway Access (On-Site)	None	Access onto the Norwich Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Agricultural use (Grade 3/4)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from the Norwich road	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.75km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Partially inside school buffer/Inside doctor buffer/ 0.7km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.4km to the nearest open space	
Access to Employment	Level 1 Constraint	Adjoining Swaffham settlement boundary, which has links to other higher order settlements	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The council has no evidence that there will be any fundamental constraints in terms of highway access or any abnormal highway costs.</p> <p>The site appears to be agricultural land and therefore it is not expected that there will be any particular contamination issues.</p> <p>There are some known waste water issues in the town; however these are not expected to bring into question development on the scale capable on this site.</p> <p>There are no specific landscape designations that are relevant to the site although the site is adjacent to the grounds of a listed building and this may be an important design consideration for any development.</p> <p>The site is in an area identified as moderately sensitive to development and this will be an important consideration in the design process. However the impact upon the landscape is not expected to bring into question the developability of the site.</p> <p>The site is not identified as being within a flood envelope.</p> <p>There are no apparent proximate sources of pollution that bring into question the developability of the site.</p> <p>Although the land is in agricultural use it is not considered that this is going to have any significant effect on the development of the site.</p> <p>The site is not within 800m of a bus stop or train station and therefore cannot be considered particularly suitable for development in this regard. However there are stops within the town centre that have a regular service to higher order centres which means that although the constraint is relevant to the site it is not considered to bring into question the suitability of the site for development. Also, although the site is not within 800m of 2 key facilities, as defined for the assessment; Swaffham has a range of facilities so this constraint is not considered to bring into question the suitability of the site for development.</p> <p>The site is not within 800m of an area of open space, although there are two areas of open space slightly further away from the site. Overall, although access to open space is not ideal it is not considered to be a constraint that brings into question the suitability of the site for development.</p> <p>As the site is within a market town it is considered to be suitable for development in terms of access to employment.</p>		

There are no known social infrastructure constraints that bring into question the suitability of the site for development.

Social infrastructure would require some improvement.

Solutions to Constraints:

There are no significant constraints to development that would need to be overcome in relation to this site.

Swaffham CE VC infant school is currently showing pressure in their early year groups and this pressure will roll forward to the junior school in later years. Both schools have capacity on their current sites for expansion but Children's Services are unlikely to expand beyond an admission limit of 90 which would take the infant school to 270 places and the junior school to 360 places. It would be reasonable to assume that around 800 dwellings could be accommodated.

The High School in the Town is the Nicholas Hamond Academy. This school sits on a site that is large enough to accommodate a much larger school and the school as it currently stands has plenty of spare capacity. However, the school being an Academy, any expansion plans would need their approval. With approval, large scale growth could be accommodated.

Improvements to the local highway network are estimated to be in the range of £50-100,000.

SHLAA Ref	S02	Source	Market Town Extension
Area	19.42	Unconstrained Capacity	582
Current Use	The site is in an agricultural use.		
Surrounding Use	The land to the north and west of the site comprises relatively dense residential development. The land to the immediate south is a former industrial site that is now vacant and awaiting a S106 permission on an agreed permission for residential development. The land to the east is agricultural. Further away from the site the land to the south and north east and north west of the site is agricultural.		
Highway Access (On-Site)	None	Site adjoins the Watton Road/South Pickenham road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 3 Constraint	Agricultural land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop - Swaffham circular which provides access to other shops and buses to Dereham, Kings Lynn, etc.	
Access to Facilities	Level 2 Constraint	Inside school buffer/ Outside doctor buffer/ 0.6km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.2km to open space to the North and adjoining open space to the East	
Access to Employment	Level 1 Constraint	Adjoining Swaffham settlement boundary, which has links to other higher order settlements	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>There are no fundamental constraints to highway access and the site abuts the Brandon Road.</p> <p>It is likely that there would need to be some improvements made to the local highway network in order to accommodate development of the magnitude possible on site.</p> <p>The site is currently agricultural land and has no apparent history that may indicate any contamination problems; therefore the site is considered unconstrained in this regard.</p> <p>There are some known waste water constraints and these will have a bearing on the development of the site, however it is not considered that these constraints are likely to bring into question the suitability of the site for development.</p> <p>Nevertheless a new truck sewer would be required to accommodate development to the south of the town. There will also need to be some work to ensure adequate water supply.</p> <p>The land is not the subject of any environmental designations.</p> <p>The land lies between and already developed area and an ex-industrial site with an agreed permission for re-development, therefore although the land is identified as being moderately sensitive to development this constraint is not considered to bring into question the suitability of the site for development.</p> <p>The site is not within an identified flood envelope.</p> <p>The site does not appear to be close to any significant pollutant source.</p> <p>The site appears to be in an active agricultural use, however this is not considered to bring into question the suitability of the site for development.</p> <p>The site has not been designated for employment purposes.</p> <p>There is a bus stop directly adjacent to the site which indicates that the site is suitable for residential development in respect of access to public transport.</p> <p>The site is more than 800m from health care facilities and the town centre, although a primary school</p>		

and secondary school are close to the site. Therefore although the constraint is relevant to the site it is not considered to bring into question the suitability of the site for development.

There are some areas of open space in the surrounding area, although no significant area of recreational space within 800m, however the site is likely to provide open space up to the required standard and therefore this constraint is not considered to bring into question the suitability of the site for development.

The site is within a market town and therefore is considered suitable for development in terms of its access to employment.

Social infrastructure would require significant improvement.

Solutions to Constraints:

The key constraint that applies to this site is the necessity for the provision of a new trunk sewer. Although this will have a time and cost implication it is not considered to bring into question the developability of the site.

Water supply issues will need to be dealt with by upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million). This is not considered insurmountable.

The planning permission for the site accounts for about 50% of the SHLAA site and therefore capacity for 9.73 Hectares would allow a capacity of around 291 dwellings.

Swaffham CE VC infant school is currently showing pressure in their early year groups and this pressure will roll forward to the junior school in later years. Both schools have capacity on their current sites for expansion but Children's Services are unlikely to expand beyond an admission limit of 90 which would take the infant school to 270 places and the junior school to 360 places. It would be reasonable to assume that around 800 dwellings could be accommodated.

The High School in the Town is the Nicholas Hamond Academy. This school sits on a site that is large enough to accommodate a much larger school and the school as it currently stands has plenty of spare capacity. However, the school being an Academy, any expansion plans would need their approval. With approval, large scale growth could be accommodated.

Taking into consideration provision for open space and major service roads the constrained capacity would be reduced to 232.

SHLAA Ref	S03	Source	Market Town Extension
Area	12.58	Unconstrained Capacity	309
Current Use	The site is in an agricultural use.		
Surrounding Use	The land to the east of the site is and employment site containing the eco-tech centre, a supermarket, residential care home and surgery. The land to the south is residential. The land to the west is also agricultural. To the north is the A47 and beyond it further agricultural land.		
Highway Access (On-Site)	None	The local road network is not considered suitable to cater for additional traffic.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	None	TPOs line the Eastern boundary with the Ecotech park industrial estate	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 2 Constraint	Possible noise/Air pollution from the Ecotech park industrial estate. Possible noise/air pollution from the A47	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.5km to the nearest bus stop with links to Norwich, Dereham, Kings Lynn etc.	
Access to Facilities	Level 2 Constraint	outside school buffer/ inside doctor buffer/ 0.3km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.2km to small open space, 0.6km to a large area of open space	
Access to Employment	Level 1 Constraint	Adjoining employment site/ just outside the settlement boundary of Swaffham	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>There does not appear to be any fundamental issues that would prevent highway access to the site. However, the local road network is not considered suitable to cater for additional traffic.</p> <p>This view is informed by the lack of width of the roads, poor condition, lack of footway provision and personal injury accident record. Also it does not appear to be possible to upgrade the road nearest to the estate in its entirety without crossing land outside of the site; therefore the site is considered severely constrained in this regard.</p> <p>There may be the possibility of linking the roads in the employment designation adjacent but this appears again to be in a different ownership.</p> <p>There is no indication that the site is likely to be contaminated.</p> <p>Although there is no known constraint in terms of electricity or gas, there is no strategic sewer network to the west of the town that would be able to service this site. Also strengthening would be required to ensure water supply. Therefore the site is considered to be severely constrained in terms of utilities.</p> <p>Although the wider area surrounding the site is identified as being high to moderate in terms of the sensitivity of the landscape, the area between the A47 and Swaffham is noted as being of a lesser sensitivity and therefore can be considered moderate to low in terms of sensitivity. Therefore this constraint is relevant to the site but is unlikely to bring into question the suitability of the site for development.</p> <p>The site is not within an identified area that is at risk of flooding. The land to the immediate east of the site is designated employment land, although there do not appear to be a current uses on the site that would be incompatible with residential development there is potential for these uses to occur.</p> <p>Arguably it may also be inappropriate to constrain uses on the adjacent employment designation by putting sensitive uses in close proximity. In addition the site borders onto the A47 along its northern boundary, this is a significant source of noise pollution. This constraint is relevant to the site and may bring into question the suitability of the land immediately adjacent to the employment designation, although overall this constraint is not expected to prevent any development on the site.</p> <p>Although there may be an ongoing agricultural use it is not expected that this will be a particular constraint to development.</p>		

The site is not within 800m of a bus stop; although there may be some potential to forge a linkage through the adjacent employment site it is unlikely that this would be particularly compatible with potential employment uses on the site. However Swaffham has suitable public transport connections to higher order centres and therefore it is not considered that this constraint brings into question the suitability of the site for development.

Although there are no services within 800m of the site, Swaffham provides the full ranges of facilities accounted for in this assessment and therefore the site is not considered to be severely constrained in terms of this criteria.

The site does not have direct access to NPFA levels of open space; however Swaffham provides opportunities to access open space and therefore the area is not considered to be severely constrained in this regard. As the site is within a market town it is considered to be suitable for residential development in terms of access to employment.

Social infrastructure would require significant improvement.

Solutions to Constraints:

The key constraints to development on this site are highways, waste water disposal and water supply. Upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7-2.2 million).

The existing road network is not considered suitable to cater for additional traffic demands and there are ownership issues over the area where roads would need to be improved. Therefore the site is considered to be unsuitable in terms of the highway network.

Swaffham CE VC infant school is currently showing pressure in their early year groups and this pressure will roll forward to the junior school in later years. Both schools have capacity on their current sites for expansion but Children's Services are unlikely to expand beyond an admission limit of 90 which would take the infant school to 270 places and the junior school to 360 places. It would be reasonable to assume that around 800 dwellings could be accommodated.

The High School in the Town is the Nicholas Hamond Academy. This school sits on a site that is large enough to accommodate a much larger school and the school as it currently stands has plenty of spare capacity. However, the school being an Academy, any expansion plans would need their approval. With approval, large scale growth could be accommodated.

The provision of a strategic sewer network is more complex and is such a severe constraint that is considered to be insurmountable in relation to this site in isolation.

SHLAA Ref	S04	Source	Market Town Extension
Area	2.52	Unconstrained Capacity	76
Current Use	The site appears to be in an agricultural use (Check on site)		
Surrounding Use	Swaffham town football club and cricket ground lies to the North of the site. Residential development is to the South and East of the site. There is agricultural land to the West, with some industrial buildings to the South-West of the site (check on site).		
Highway Access (On-Site)	None	The site has access to shoemakers lane, which would require upgrading	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3) - Beech farm is also situated on the site	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 2 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside school buffer/ partially inside doctor buffer/ 0.3km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining allotments/ amenity space	
Access to Employment	Level 1 Constraint	Just outside the Swaffham settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There does not appear to be any fundamental issues that would prevent highway access to the site. However, the road to the site do appear to be relatively narrow in parts and may be in need of significant upgrading, upgrading to the nearest junction is unlikely to be achievable without using land in clearly different ownerships. Therefore off-site highway access in terms of the ability to upgrade is considered to be severely constrained.</p> <p>There is no indication that the site is likely to be contaminated.</p> <p>Although there is no known constraint in terms of electricity or gas, there is no strategic sewer network that would be able to service this site. Also strengthening would be required to ensure water supply. Therefore the site is considered to be severely constrained in terms of utilities.</p> <p>The site is within an area that has been identified as having a high-moderate sensitivity to change therefore the possible impact of development in this location is considered to bring into question the suitability of the site.</p> <p>The site has not been identified as being within an area of flood risk.</p> <p>Generally speaking the site is not close to any particular sources of pollutants although there are some apparent industrial buildings to the south-west of the site.</p> <p>Although the site appears to be in an agricultural use this is not considered to be a significant constraint to development.</p> <p>The site is within 800m of a bus stop and Swaffham has sufficient connections to higher order centres and this is considered to indicate that the site is suitable for development. The site is within 800 metres of the town centre and therefore is considered to be suitable for development in terms of access to facilities.</p> <p>There are large areas of open space to the immediate north of the site and this is considered to indicate that the site is suitable for development.</p> <p>As the site is within a market town it is considered suitable for development in terms of access to employment.</p> <p>Social infrastructure would require some improvement.</p>		

Solutions to Constraints:

The key constraints to development on this site are the highway network, waste water disposal, water supply and landscape impact. Upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million).

The local road network is not considered to be suitable to cater for additional traffic. Therefore the site is considered unsuitable in terms of the local highway network.

The provision of a strategic sewer network is more complex and is such a severe constraint that is considered to be insurmountable in relation to this site in isolation.

Swaffham CE VC infant school is currently showing pressure in their early year groups and this pressure will roll forward to the junior school in later years. Both schools have capacity on their current sites for expansion but Children's Services are unlikely to expand beyond an admission limit of 90 which would take the infant school to 270 places and the junior school to 360 places. It would be reasonable to assume that around 800 dwellings could be accommodated.

The High School in the Town is the Nicholas Hamond Academy. This school sits on a site that is large enough to accommodate a much larger school and the school as it currently stands has plenty of spare capacity. However, the school being an Academy, any expansion plans would need their approval. With approval, large scale growth could be accommodated.

SHLAA Ref	S05	Source	Market Town Extension
Area	1.06	Unconstrained Capacity	31
Current Use	The site is a un-farmed field		
Surrounding Use	The Eco-Tech Industrial Park lies to the east of the site. The site is separated from residential properties on the edge of Swaffham to the south by industrial buildings and an old railway line. To the North and West is agricultural land.		
Highway Access (On-Site)	None	The site has access onto Bear's lane	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 2 Constraint	Possible noise/Air pollution from the adjoining industrial park	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ outside school buffer/ 0.3km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.1km to a small area of open space, 0.5km to large area of open space	
Access to Employment	Level 1 Constraint	Adjoining Ecotech business park and just outside the Swaffham settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There could be issues with the wastewater network to the North of the town. The draft Water cycle Study suggests that there is room for limited capacity to the north east of the town but very little capacity to the west of the town.</p> <p>The Breckland Settlement Fringe Landscape Assessment identifies the landscape as having a moderate/high sensitivity.</p> <p>The site is disconnected from other residential areas of the town and therefore the suitability of residential development on the site is questionable.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The key constraints to development on this site are waste water disposal and water supply. Upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million). However, for a site of this small scale it may be that there is some leeway in the existing system.</p> <p>The provision of a strategic sewer network is more complex and is such a severe constraint that is considered to be insurmountable in relation to this site in isolation.</p>		

SHLAA Ref	S06	Source	Market Town Extension
Area	12.66	Unconstrained Capacity	379
Current Use	The site is a large arable field		
Surrounding Use	To the north east of the site is a recreation ground. To the east is a large residential estate. To the south east is part of a large residential estate. Arable land surrounds the rest of the site.		
Highway Access (On-Site)	None	Site has access to Cley road and Beachamwell Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.67km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside school buffer/ partially inside doctor buffer/ /0.3km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 1 Constraint	Just outside the Swaffham settlement boundary	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The Water Cycle Study identifies that there is no strategic sewer network that would be able to service this site. Also, strengthening would be required to ensure water supply. Therefore the site is considered to be severely constrained in terms of utilities. The landscape of the area has been identified as having a high to moderate sensitivity to change.</p> <p>Social infrastructure would require significant improvement.</p>		
Solutions to Constraints:	<p>The key constraints to development on this site are waste water disposal and water supply. Upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million).</p> <p>The provision of a strategic sewer network is more complex and is such a severe constraint that is considered to be insurmountable in relation to this site in isolation.</p> <p>Swaffham CE VC infant school is currently showing pressure in their early year groups and this pressure will roll forward to the junior school in later years. Both schools have capacity on their current sites for expansion but Children's Services are unlikely to expand beyond an admission limit of 90 which would take the infant school to 270 places and the junior school to 360 places. It would be reasonable to assume that around 800 dwellings could be accommodated.</p> <p>The High School in the Town is the Nicholas Hamond Academy. This school sits on a site that is large enough to accommodate a much larger school and the school as it currently stands has plenty of spare capacity. However, the school being an Academy, any expansion plans would need their approval. With approval, large scale growth could be accommodated.</p>		

SHLAA Ref	S07	Source	Market Town Extension
Area	65.84	Unconstrained Capacity	1580
Current Use	The site consists of a number of arable fields, some of which are tree-lined. There is a small area of coniferous woodland near the centre of the site		
Surrounding Use	There is a large residential estate to the north of the site. Across the Brandon Road from the eastern side of the site is an old industrial estate which now has permission for housing. To the south is coniferous woodland which is designated as a SPA. To the west is a golf course. Parts of the golf course are designated as County Wildlife Sites.		
Highway Access (On-Site)	None	Has access to Brandon Road and Cley Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	Category A Constraint	Approx 5% of the site lies within a designated stone curlew buffer. The site joins a CWS to the West and an SPA to the South.	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Outside the doctor buffer/ partially inside the school buffer/ 1km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.2km to the nearest open space (small), 0.7km to larger areas of open space	
Access to Employment	Level 1 Constraint	Just outside the Swaffham settlement boundary	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The site is adjacent to a SPA to the south. This could potentially rule out development on the entire site or at least part of the site.</p> <p>Utilities in the form of waste water disposal and water supply are a significant constraint, there is no strategic sewer network to the west of the town and development to the south would require the provision of a new trunk sewer. Also upgrading of the water supply would be required.</p> <p>Development of the site could have a significant impact upon the landscape. The area is identified as having a high to moderate sensitivity to development. Furthermore the site contains a number of features that are important to the landscape character of the area; these would need to be retained if the site was developed.</p> <p>The site is further than 800m from a shop and primary care trust. A site of this size is likely to require the construction of a new primary school, and pre-school provision and expansion of the high school. There is no evidence on the likely effect of this scale of growth on health care, policing or community facilities that would result from growth on this scale, although it is not expected that this effect would preclude development.</p> <p>Social infrastructure would require significant improvement.</p>		
Solutions to Constraints:	<p>The key constraint that applies to this site is the lack of a strategic sewer network to the west of the town and the need to provide a new trunk sewer for developments to the south of the town.</p> <p>The provision of a strategic sewer network to serve the development is likely to be a fundamental constraint and raises significant doubt about the developability of the site. Given this doubt it is considered that this site should be removed from the study at this juncture.</p> <p>Water supply issues will need to be dealt with by upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million). This is not considered insurmountable but may be a time constraint if paid for through the infrastructure providers development program (Post 2018).</p> <p>Landscape issues are a constraint. This part forms a continuation of the town although it does extend some way from the settlement. However, as part of a wider development framework it is not considered for the purposes of this study that this site should be considered undevelopable for these reasons.</p>		

Swaffham CE VC infant school is currently showing pressure in their early year groups and this pressure will roll forward to the junior school in later years. Both schools have capacity on their current sites for expansion but Children's Services are unlikely to expand beyond an admission limit of 90 which would take the infant school to 270 places and the junior school to 360 places. It would be reasonable to assume that around 800 dwellings could be accommodated.

The High School in the Town is the Nicholas Hamond Academy. This school sits on a site that is large enough to accommodate a much larger school and the school as it currently stands has plenty of spare capacity. However, the school being an Academy, any expansion plans would need their approval. With approval, large scale growth could be accommodated.

SHLAA Ref	S09	Source	Market Town Extension
Area	0.33	Unconstrained Capacity	8
Current Use	The site comprises a triangular treed area which is apparently within the curtilage of Stanfield House.		
Surrounding Use	To the North East are residential properties near to the centre of the town. To the North are some residential properties and agricultural land. To the East are allotments. The rest of the site is surrounded by agricultural fields.		
Highway Access (On-Site)	None	The site has direct access to Lynn Road and therefore it is not considered that there are any fundamental constraints in terms of highway access.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.7km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Outside the doctor buffer/ Outside the school buffer/ 0.6km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.5km to the nearest open space	
Access to Employment	Level 1 Constraint	Just outside the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has direct access to Lynn Road and therefore it is not considered that there are any fundamental constraints in terms of highway access. However, Low Road is not suited to further intensification and access to Lynn Road would be undesirable due to the proximity of existing access points.</p> <p>There is no strategic sewer network to the west of Swaffham and water supply is constrained, therefore utilities are considered to be severely constrained.</p> <p>There are issues in terms of access to public transport and facilities but as the site is on the edge of Swaffham this is not considered to be a severe constraint.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The key constraint that applies to this site are the highway network, the lack of a strategic sewer network to the west of the town and the need to provide a new trunk sewer for developments to the south of the town.</p> <p>Low road is not considered suitable to cater for additional traffic demands and another junction onto Lynn Road would be undesirable. Therefore the site is considered unsuitable in terms of highway access.</p> <p>The provision of a strategic sewer network to serve the development is likely to be a fundamental constraint and raises significant doubt about the developability of the site. Given this doubt it is considered that this site should be removed from the study at this juncture.</p> <p>Water supply issues will need to be dealt with by upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7- 2.2 million). This is not considered insurmountable and may not apply to a site of this size.</p> <p>Although the site is in an area identified as having a high to moderate sensitivity to change it is surrounded by development, therefore this constraint is not considered to rule out the developability of the site.</p>		

SHLAA Ref	S11	Source	Market Town Extension
Area	44.38	Unconstrained Capacity	1065
Current Use	The site is a large area of greenfield land consisting of a number of arable fields.		
Surrounding Use	To the North East are residential properties near to the centre of the town. To the North are some residential properties and agricultural land. To the East are allotments. The rest of the site is surrounded by agricultural fields.		
Highway Access (On-Site)	None	Has access to Lynn Road and Shouldham Lane	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	Category A Constraint	The West part of the site lies within a designated stone curlew buffer	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection Zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Outside doctor buffer/ outside school buffer/ 0.4km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 1 Constraint	Just outside the Swaffham settlement boundary	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The Water Cycle Study identifies that there is no strategic sewer network that would be able to service this site and strengthening would be required to ensure water supply. Therefore the site is considered to be severely constrained in terms of utilities.</p> <p>The Breckland Settlement Fringe Landscape assessment states that there is potential for expansion of the settlement into the landscape character area of this site.</p> <p>The site is further than 800m from PCT facilities and a school.</p> <p>Social infrastructure would require significant improvement.</p> <p>There is no evidence on the likely effect of this scale of growth on health care, policing or community facilities that would result from growth on this scale, although it is not expected that this effect would preclude development.</p>		
Solutions to Constraints:	<p>The key constraints that apply to this site are the lack of a strategic sewer network to the west of the town and the need to provide a new trunk sewer for developments to the south of the town.</p> <p>The provision of a strategic sewer network to serve the development is likely to be a fundamental constraint and raises significant doubt about the developability of the site. Given this doubt it is considered that this site should be removed from the study at this juncture.</p> <p>Water supply issues will need to be dealt with by upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million). This is not considered insurmountable but may be a time constraint if paid for through the infrastructure providers development program (Post 2018).</p> <p>Landscape issues are a constraint. This part forms a continuation of the town although it does extend some way from the settlement. However, as part of a wider development framework it is not considered for the purposes of this study that this site should be considered undevelopable for these reasons.</p> <p>Swaffham CE VC infant school is currently showing pressure in their early year groups and this pressure will roll forward to the junior school in later years. Both schools have capacity on their current sites for expansion but Children's Services are unlikely to expand beyond an admission limit of 90 which would take the infant school to 270 places and the junior school to 360 places. It would be reasonable to assume that around 800 dwellings could be accommodated.</p>		

The High School in the Town is the Nicholas Hamond Academy. This school sits on a site that is large enough to accommodate a much larger school and the school as it currently stands has plenty of spare capacity. However, the school being an Academy, any expansion plans would need their approval. With approval, large scale growth could be accommodated.

SHLAA Ref	S13	Source	Market Town Extension
Area	11.66	Unconstrained Capacity	279
Current Use	The site is a arable field		
Surrounding Use	To the North of the site are allotments. To the South East are a few residential properties. The rest of the site is surrounded by agricultural fields		
Highway Access (On-Site)	None	Site has access to Shoemaker's lane and Beachamwell Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.6km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Outside doctor buffer/ partially inside the school buffer/ 0.4km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining allotments	
Access to Employment	Level 1 Constraint	Just outside the Swaffham settlement boundary	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>Evidence from the Water Cycle Study identifies that there is no main trunk sewer that would be able to service this site and strengthening would be required to ensure water supply. Therefore the site is considered to be severely constrained in terms of utilities.</p> <p>The Breckland Settlement Fringe Landscape assessment states that there is potential for expansion of the settlement into the landscape character area of this site. The site is also quite detached from the town.</p> <p>The site further than 800m from PCT facilities and a school. A site of this size is likely to require the construction of a new primary school, and pre-school provision.</p>		
Solutions to Constraints:	<p>The key constraints that apply to this site are the lack of a strategic sewer network to the west of the town and the need to provide a new trunk sewer for developments to the south of the town.</p> <p>The provision of a strategic sewer network to serve the development is likely to be a fundamental constraint and raises significant doubt about the developability of the site. Given this doubt it is considered that this site should be removed from the study at this juncture.</p> <p>Water supply issues will need to be dealt with by upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million). This is not considered insurmountable but may be a time constraint if paid for through the infrastructure providers development program (Post 2018).</p> <p>Landscape issues are a constraint. This part forms a continuation of the town although it does extend some way from the settlement. However, as part of a wider development framework it is not considered for the purposes of this study that this site should be considered undevelopable for these reasons.</p>		

SHLAA Ref	S14	Source	Market Town Brownfield
Area	1.15	Unconstrained Capacity	34
Current Use	Currently Trident Vehicles group Ltd.		
Surrounding Use	The site is open countryside near the outskirts of Swaffham. There are a few residential properties across the Norwich Road to the South. The rest of the site is surrounded by agricultural fields.		
Highway Access (On-Site)	None	The site has access to the Norwich Road	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 3 Constraint	Brown field site	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Currently 'Trident Vehicles Group Ltd.'	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	1.2km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	0.8km to the nearest shop / outside the school buffer / partially inside the doctor buffer	
Access to Open Space	Level 2 Constraint	0.7km to the nearest open space	
Access to Employment	Level 1 Constraint	Just outside the Swaffham settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Due to the sites previous use there may be contamination issues.</p> <p>The site is in an area identified as moderately sensitive to development and this will be an important consideration in the design process. However the impact upon the landscape is not expected to bring into question the developability of the site.</p> <p>The site is not within 800m of a bus stop or train station and therefore cannot be considered particularly suitable for development in this regard. However there a stops within the town centre that have a regular service to higher order centres which means that although the constraint is relevant to the site it is not considered to bring into question the suitability of the site for development.</p> <p>Also, although the site is not within 800m of 2 key facilities, as defined for the assessment; Swaffham has a range of facilities so this constraint is not considered to bring into question the suitability of the site for development.</p> <p>The site is not within 800m of an area of open space, although there are two areas of open space slightly further away from the site. This site may provide some open space to help accommodate the needs of the development. Overall, although access to open space is not ideal it is not considered to be a constraint that brings into question the suitability of the site for development.</p> <p>As the site is within a market town it is considered to be suitable for development in terms of access to employment.</p> <p>As the site is detached from the town, the development would only be suitable if the adjacent site S01 is developed.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The key constraint to development will be the potential for contamination. There is no indication that this contamination will be insurmountable and therefore is not considered to impact upon the deliverability of the site.</p> <p>As the site is currently used for employment purposes there could be a delay in terms of the delivery timescale.</p> <p>A development of this size would require a minimum of 1 local area for play (LAP).</p> <p>Taking into consideration provision of open space and major service roads capacity would be reduced</p>		

SHLAA Ref	S15	Source	Market Town Extension
Area	7.51	Unconstrained Capacity	225
Current Use	The site is a large arable field and a small arable field		
Surrounding Use	The A11 borders the north and east of the site. Beyond the A11 is arable farmland. To the south are allotments. To the west is a residential estate.		
Highway Access (On-Site)	None	The site would have access onto the New Sporle Road, Tumbler Hill and the Sporle Road	
Highway Access (Off-Site)			
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from the A47	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.4km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Outside school buffer/ Inside doctor buffer/ 0.5km to the nearest shop	
Access to Open Space	Level 1 Constraint	adjoining open space	
Access to Employment	Level 1 Constraint	Just outside the Swaffham settlement boundary.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site is immediately adjacent to the A47 and there could be issues with noise pollution.</p> <p>Funding may be required to shield the development from unacceptable noise exposure from the road.</p> <p>The site is within a moderate sensitive landscape as defined in the Breckland Settlement Fringe Landscape Assessment.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The key constraints to development will be the proximity to the A47 and the issue of water supply.</p> <p>Water supply issues will need to be dealt with by upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million). This is not considered insurmountable but may be a time constraint if paid for through the infrastructure providers development program (Post 2018).</p> <p>The design of any development will need to incorporate mitigation measures to deal with any noise issues related to the sites proximity to the A47. This is not a constraint that is considered to bring into question the developability of the site.</p> <p>Swaffham CE VC infant school is currently showing pressure in their early year groups and this pressure will roll forward to the junior school in later years. Both schools have capacity on their current sites for expansion but Children's Services are unlikely to expand beyond an admission limit of 90 which would take the infant school to 270 places and the junior school to 360 places. It would be reasonable to assume that around 800 dwellings could be accommodated.</p> <p>The High School in the Town is the Nicholas Hamond Academy. This school sits on a site that is large enough to accommodate a much larger school and the school as it currently stands has plenty of spare capacity. However, the school being an Academy, any expansion plans would need their approval. With approval, large scale growth could be accommodated.</p> <p>A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP).</p> <p>Taking into consideration provision of open space and major service roads the constrained capacity would be further reduced to 180.</p>		

SHLAA Ref	S17	Source	Market Town Extension
Area	6.02	Unconstrained Capacity	180
Current Use	The site is a large tree-lined arable field		
Surrounding Use	To the West the site is bordered by a children's play area which separates the site from a nearby housing east. To the North of the site are allotments. The rest of the site is surrounded by arable fields.		
Highway Access (On-Site)	None	Has access to Sporle road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ outside school buffer/ 0.4km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 1 Constraint	Just outside the Swaffham settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site is within a moderate sensitive landscape as defined in the Breckland Settlement Fringe Landscape Assessment.</p> <p>Utilities would require some improvement for the scale of development proposed.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The key constraint to development is the availability of water supply.</p> <p>Water supply issues will need to be dealt with by upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million). This is not considered insurmountable but may be a time constraint if paid for through the infrastructure providers development program (Post 2018).</p> <p>Swaffham CE VC infant school is currently showing pressure in their early year groups and this pressure will roll forward to the junior school in later years. Both schools have capacity on their current sites for expansion but Children's Services are unlikely to expand beyond an admission limit of 90 which would take the infant school to 270 places and the junior school to 360 places. It would be reasonable to assume that around 800 dwellings could be accommodated.</p> <p>The High School in the Town is the Nicholas Hamond Academy. This school sits on a site that is large enough to accommodate a much larger school and the school as it currently stands has plenty of spare capacity. However, the school being an Academy, any expansion plans would need their approval. With approval, large scale growth could be accommodated.</p> <p>A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP).</p> <p>Taking into consideration provision of open space and major service roads the constrained capacity would be reduced to 144.</p>		

SHLAA Ref	S18	Source	Market Town Extension
Area	7.60	Unconstrained Capacity	182
Current Use	Listed Manor House and gardens		
Surrounding Use	To the South there is a small low density housing estate, to the West is a large house and gardens. To the north are the listed Manor Farm Barns and to the North is a large residential estate. To East are agricultural fields.		
Highway Access (On-Site)	None	The site has access onto Norwich road and Box's Lane	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	Category A Constraint	Half of the site is within a conservation zone. Manor house is a Grade II*. Many TPOs on the site	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Manor house	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Inside doctor buffer/ 0.4km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 1 Constraint	Just outside the Swaffham settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The whole site is possibly within the curtilage of the listed Manor House.</p> <p>The site is bordered by un-protected trees and there are a number of trees scattered over the site with Tree Preservation Orders.</p> <p>The west half of the site is in a conservation area.</p> <p>The surrounding landscape has been classified as having a moderate/ in the Breckland Settlement Fringe Landscape Assessment. However, the assessment identifies the area surrounding the Manor House as having the highest inherent sensitivity to change.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The key constraints to development will be fact that the site is the curtilage of the listed manor house and the restrictions in terms of water supply.</p> <p>The impact upon the listed building and its setting caused by the development of the site is considered to be so severe that the site could not be considered developable.</p> <p>Water supply issues will need to be dealt with by upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million). This is not considered insurmountable but may be a time constraint if paid for through the infrastructure providers development program (Post 2018).</p> <p>Swaffham CE VC infant school is currently showing pressure in their early year groups and this pressure will roll forward to the junior school in later years. Both schools have capacity on their current sites for expansion but Children's Services are unlikely to expand beyond an admission limit of 90 which would take the infant school to 270 places and the junior school to 360 places. It would be reasonable to assume that around 800 dwellings could be accommodated.</p> <p>The High School in the Town is the Nicholas Hamond Academy. This school sits on a site that is large enough to accommodate a much larger school and the school as it currently stands has plenty of spare capacity. However, the school being an Academy, any expansion plans would need their approval. With approval, large scale growth could be accommodated.</p>		

SHLAA Ref	S19	Source	Market Town Extension
Area	9.11	Unconstrained Capacity	218
Current Use	The site consists of a number of large arable fields.		
Surrounding Use	To the East and South the surrounding use is mainly arable farming. To the North across the Norwich Road there are some residential properties. There is a large residential estate to the west of the site.		
Highway Access (On-Site)	None	The site has access onto the Norwich Road	
Highway Access (Off-Site)			
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.8km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Inside school buffer/ outside doctor buffer/ 0.7km to the nearest shops	
Access to Open Space	Level 2 Constraint	0.3km to the nearest open space	
Access to Employment	Level 1 Constraint	Just outside the Swaffham settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are no clear fundamental constraints to highway access.</p> <p>There are no known contamination issues.</p> <p>There is a constraint on available water supply that is material to the site.</p> <p>The landscape is moderately sensitive to change and there is a listed building adjacent to the site. There are no flood risk issues.</p> <p>There are issues around access to public transport, facilities and open space. However, as the site is on the edge of Swaffham these constraints are not considered severe.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The key constraints to the development of this site will be the issue of water supply and the impact upon the adjacent listed building.</p> <p>Water supply issues will need to be dealt with by upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million). This is not considered insurmountable but may be a time constraint if paid for through the infrastructure providers development program (Post 2018).</p> <p>The design of any development will need to be sympathetic to the adjacent listed building but this is not considered to bring into question the developability of the site.</p> <p>Swaffham CE VC infant school is currently showing pressure in their early year groups and this pressure will roll forward to the junior school in later years. Both schools have capacity on their current sites for expansion but Children's Services are unlikely to expand beyond an admission limit of 90 which would take the infant school to 270 places and the junior school to 360 places. It would be reasonable to assume that around 800 dwellings could be accommodated.</p> <p>The High School in the Town is the Nicholas Hamond Academy. This school sits on a site that is large enough to accommodate a much larger school and the school as it currently stands has plenty of spare capacity. However, the school being an Academy, any expansion plans would need their approval. With approval, large scale growth could be accommodated.</p>		

SHLAA Ref	S20	Source	Market Town Extension
Area	1.15	Unconstrained Capacity	27
Current Use	Pasture field		
Surrounding Use	There is a residential property to the North of the site. A dismantled railway line separates the site from the west of the town to the South. To the East and West there are agricultural fields.		
Highway Access (On-Site)	None	The site has access onto West Acre Road, which isn't sufficient to take any further increases in traffic	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Pasture land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.6km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	0.4km to the nearest shops / inside school buffer/ outside doctor buffer	
Access to Open Space	Level 2 Constraint	0.3km to the nearest open space (small), 0.7km to the nearest large open space	
Access to Employment	Level 1 Constraint	Just outside the Swaffham settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are no fundamental constraints in terms of highway access as the site has a frontage onto West Acre Road. However, there are serious concerns about the suitability of this road to cater for additional traffic. These concerns stem from the road alignment, lack of footway beyond the railway bridge and the high personal injury rate at West Acre Roads junction with Lynn Road.</p> <p>There could be issues with the wastewater network to the North of the town. The draft Water cycle Study suggests that there is room for limited capacity to the north east of the town but very little capacity to the west of the town.</p> <p>The Breckland Settlement Fringe Landscape Assessment identifies the landscape as having a moderate/high sensitivity.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The key constraints to development on this site are the highway network, waste water disposal and water supply. Upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million). However, for a site of this small scale it may be that there is some leeway in the existing system.</p> <p>The highway network is considered unsuitable to cater for additional traffic and therefore the site is unsuitable in terms of highway safety.</p> <p>The provision of a strategic sewer network is more complex and is such a severe constraint that is considered to be insurmountable in relation to this site in isolation.</p> <p>Swaffham CE VC infant school is currently showing pressure in their early year groups and this pressure will roll forward to the junior school in later years. Both schools have capacity on their current sites for expansion but Children's Services are unlikely to expand beyond an admission limit of 90 which would take the infant school to 270 places and the junior school to 360 places. It would be reasonable to assume that around 800 dwellings could be accommodated.</p> <p>The High School in the Town is the Nicholas Hamond Academy. This school sits on a site that is large enough to accommodate a much larger school and the school as it currently stands has plenty of spare capacity. However, the school being an Academy, any expansion plans would need their approval. With approval, large scale growth could be accommodated.</p> <p>The north corner of the site was included in the previous SHLAA review and is considered to be able to delivered at an earlier phase than the rest of the site.</p>		

SHLAA Ref	S22	Source	Market Town Extension
Area	3.14	Unconstrained Capacity	94
Current Use	Arable field with access on to New Sporle Road		
Surrounding Use	To the West there is a large residential estate. There are allotments to the South and arable fields to the North and East.		
Highway Access (On-Site)	None	The site has access onto the New Sporle Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 1 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.6km to the nearest shop / Outside school buffer/ Inside doctor buffer	
Access to Open Space	Level 1 Constraint	0.3km to the nearest open space	
Access to Employment	Level 1 Constraint	Site just outside Swaffham settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale	
Constraint Analysis	No constraints identified that inhibit the sites developability.		
Solutions to Constraints:	<p>The key constraints to development will be the issue of water supply.</p> <p>Water supply issues will need to be dealt with by upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million). This is not considered insurmountable but may be a time constraint if paid for through the infrastructure providers development program (Post 2018).</p> <p>It is questionable whether development on this scale would be delayed by the waste water constraints. Therefore it has not in this instance been factored into the delivery timescale.</p>		

SHLAA Ref	S23	Source	Market Town Extension
Area	3.13	Unconstrained Capacity	75
Current Use	Agricultural field between Ecotech park and A47		
Surrounding Use	The A47 and associated land is to the north, east and west of the site and the Ecotech industrial estate is to the south.		
Highway Access (On-Site)	Category A Constraint	The sites only access at present is through the industrial estate, which brings into question the suitability of the site for residential use.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Agricultural field (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 3 Constraint	Possible noise/air pollution from the A47 and the ecotech industrial estate	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.8km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.8km to the nearest shop/ Inside doctor buffer/ Outside school buffer	
Access to Open Space	Level 1 Constraint	0.6km to the nearest open space (small)	
Access to Employment	Level 1 Constraint	Adjoining designated employment and inside the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is immediately adjacent to the A47 trunk road and this could bring noise and air pollution issues. To mitigate noise, funding may be needed and this could limit the capacity of the site. The sites only access at present is through the industrial estate, which brings into question the suitability of the site for residential use.</p> <p>The site is also adjacent to the wind turbine located at the EcoTech centre and would result in significant amenity concerns.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The key constraints in relation to the development of this site will be the proximity to the A47 and the water supply issue.</p> <p>Water supply issues will need to be dealt with by upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million). This is not considered insurmountable but may be a time constraint if paid for through the infrastructure providers development program (Post 2018).</p> <p>It is questionable whether development on this scale would be delayed by the waste water constraints. Therefore it has not in this instance been factored into the delivery timescale.</p> <p>The design of any development will need to incorporate mitigation measures to deal with any noise issues related to the sites proximity to the A47. This is not a constraint that is considered to bring into question the developability of the site.</p> <p>The proximity of the site to the wind turbine at the EcoTech centre would result in significant amenity concerns for any residential development in this location. As such, it is considered that the site is undeliverable for residential development.</p>		

SHLAA Ref	S24	Source	Market Town Extension
Area	16.38	Unconstrained Capacity	491
Current Use	Arable field		
Surrounding Use	To the North is a residential estate on the edge of the town. To the West is a rugby club. To the South and West are agricultural fields and farm buildings.		
Highway Access (On-Site)	None	The site has access onto Dulgata lane and North pickenham Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.5km to the nearest shop / Partially inside the doctor buffer / Inside school buffer	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 1 Constraint	Just outside the Swaffham settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are no fundamental issues in terms of highway access as the site abuts North Pickenham Road.</p> <p>There are utilities constraints in Swaffham, particularly in terms of water supply.</p> <p>The site is identified as having a moderate sensitivity to development and there is an adjacent listed building.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The key constraints to the development of this site will be the issue of water supply and the impact upon the adjacent listed building.</p> <p>Water supply issues will need to be dealt with by upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million). This is not considered insurmountable but may be a time constraint if paid for through the infrastructure providers development program (Post 2018).</p> <p>It is considered that some part of the site can be brought forward earlier than the rest of the stie. Waste water capacity has also been factored into the delivery timescale of the overall delivery of the entire site. .</p> <p>The design of any development will need to be sympathetic to the adjacent listed building but this is not considered to bring into question the developability of the site.</p> <p>Swaffham CE VC infant school is currently showing pressure in their early year groups and this pressure will roll forward to the junior school in later years. Both schools have capacity on their current sites for expansion but Children's Services are unlikely to expand beyond an admission limit of 90 which would take the infant school to 270 places and the junior school to 360 places. It would be reasonable to assume that around 800 dwellings could be accommodated.</p> <p>The High School in the Town is the Nicholas Hamond Academy. This school sits on a site that is large enough to accommodate a much larger school and the school as it currently stands has plenty of spare capacity. However, the school being an Academy, any expansion plans would need their approval. With approval, large scale growth could be accommodated.</p> <p>Taking into consideration provision for open space and major service roads the constrained capacity would be reduced further to 95.</p>		

SHLAA Ref	S26	Source	Market Town Extension
Area	2.10	Unconstrained Capacity	73
Current Use	Allotment Gardens		
Surrounding Use	Arable land to the North with residential development surrounding the rest of the site.		
Highway Access (On-Site)	None	The site has access to the New Sporle Road and Tumbler Hill	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 1 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Allotment gardens, but not designated open space	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.8km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Outside school buffer/ Inside doctor buffer/ 0.5km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.2km to the nearest open space	
Access to Employment	Level 1 Constraint	Site just outside the Swaffham settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Access to the site shouldn't be a problem as it would have potential access to both the New Sporle road and Tumbler hill.</p> <p>The site is currently being used as allotment gardens, but is not designated as open space and therefore the constraint is not as severe.</p> <p>Swaffham has issues with utilities but a site on this scale wouldn't raise any fundamental issues.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The key constraints to development will be the issue of water supply.</p> <p>Water supply issues will need to be dealt with by upgrading the water supply from an existing bore hole or installing a new bore hole is possible (0.7 - 2.2 million). This is not considered insurmountable but may be a time constraint if paid for through the infrastructure providers development program (Post 2018).</p> <p>It is questionable whether development on this scale would be delayed by the waste water constraints. Therefore it has not in this instance been factored into the delivery timescale.</p> <p>A development of this size would require a minimum of 2 local areas for play (LAPs)</p> <p>Taking into consideration the provision of open space and major service roads the capacity would be reduced to 58.</p>		

SHLAA Ref	SH01	Source	Local Service Centre village
Area	1.93	Unconstrained Capacity	48
Current Use	The site is currently used as farmbuildings, nursery and arable farmland.		
Surrounding Use	The site is to the west of Shipdham and sits south of residential properties. To the east of the site is Old Post Office street, beyond which is further residential development. To the south of the site is designated public open space, made up of allotments. To the west of the site is arable farmland.		
Highway Access (On-Site)	None	The site has access onto the Old post office street, which lacks footways	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 2 Constraint	Possible contamination as a result of current use.	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	The site is currently used as farm buildings, nursery and arable land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	0.7km to the nearest shop / Outside doctor buffer/ Outside school buffer	
Access to Open Space	Level 1 Constraint	adjoining open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site is in an area of moderate-high landscape sensitivity.</p> <p>The site is currently occupied by farm buildings that would need to be removed to make the site developable; there is also possibility that the site might be contaminated.</p> <p>The site is remote and located more than 1km from any of the services located within Shipdham, and there are no existing walkways close to the site.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>With provision of suitable improvements to the footways, the access should be acceptable for the site. The improvements will cost in the region of £100,000.</p> <p>As the site is adjacent to existing development on two sides it would have minimal impact upon the landscape.</p> <p>Although there are buildings in existing use on the site, it would be plausible to demolish them to redevelop the site. Any contamination would be minimal from farm use, and rectifiable in time.</p> <p>The site is remote from facilities within the village but on its own this doesn't rule out development.</p> <p>Thomas Bullock CE VA Primary School sits on a large site and could be expanded to 420 places subject to Diocese approval. This would mean around 800 new homes could be accommodated in Shipdham.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>A development of this size would require a minimum of 1 local area for play (LAP),</p>		

Taking into consideration provision for open space and major service roads the constrained capacity would have to be reduced to 38.

SHLAA Ref	SH02	Source	Local Service Centre village
Area	1.70	Unconstrained Capacity	42
Current Use	The site is currently used for allotments, and is designated public open space.		
Surrounding Use	The site is to the west of Shipdham, and has arable farmland to the west and south. To the north of the site are commercial buildings, then residential properties. The western boundary is formed by the A1075, beyond which is undeveloped land.		
Highway Access (On-Site)	None	The site has access onto the Watton road, which wouldn't be a desirable access point.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Designated open space	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Allotments	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.2km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	0.8km to the nearest shop / outside school buffer / outside doctor buffer	
Access to Open Space	Level 1 Constraint	0.2km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site is currently used for allotment gardens and has been designated as public open space and thus unsuitable for development. The site is also in an area of high/moderate landscape sensitivity.</p> <p>The site is remotely located within the village and over 1km to any of the facilities, and more than 2km to the primary school.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	Due to the site being made up by designated public space as allotments which would require re-designation, there is no possible way of development.		

SHLAA Ref	SH03	Source	Local Service Centre village
Area	1.52	Unconstrained Capacity	38
Current Use	The site is currently used for agricultural nursery.		
Surrounding Use	The site sits just outside the settlement boundary to the east of Shipdham. To the north is residential development and south of the site is open arable farmland. To the eastern boundary is formed by Letton Road, while to the east a woodland area.		
Highway Access (On-Site)	None	There only access onto the site comes from Letton Road which is deemed to be unsuitable for any increase in traffic movements.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Agricultural nursery	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.2km to the nearest shop / Inside school buffer/ outside doctor buffer	
Access to Open Space	Level 3 Constraint	1.2km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There only access onto the site comes from Letton Road which is deemed to be unsuitable for any increase in traffic movements. There is also an issue with the junction between Letton Road and Market Road due to the substandard quality of the visibility.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>The site is remotely located within the village and over 2km to any of the facilities, and more than 1km to the primary school.</p> <p>The site is also over 1km from the nearest open space.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	There is no feasible solution to the access issues onto Letton Road as there is no way to improve the width and alignment. Due to this, the rest of the site (apart from the application site) is unsuitable for development.		

SHLAA Ref	SH04	Source	Local Service Centre village
Area	3.42	Unconstrained Capacity	85
Current Use	The site is currently made up of undeveloped land.		
Surrounding Use	The site sits amongst arable farmland to the north, west and east. To the south is a small patch of undeveloped land with residential properties beyond.		
Highway Access (On-Site)	Category A Constraint	The site has no frontage with any highways - Access would have to be achieved through the neighbouring SHLAA site (SH09)	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.25km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	0.7km to the nearest shop / Partially within the doctor buffer/ outside school buffer	
Access to Open Space	Level 2 Constraint	0.4km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has no frontage with any highways, public or private. Access would have to be achieved through neighbouring site SH09, however the access this site provides onto Bradenham Road is unsuitable and cannot be improved to a sufficient standard.</p> <p>The site is an area of moderate/high landscape sensitivity.</p> <p>The site is remote from the facilities located within Shipdham, especially the primary school which is over 2km away.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has less strong links with the main part of the village.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	There seems to be no feasible solution to the highway access issues with this site with the only option on Bradenham Road being too narrow and providing very poor visibility.		

SHLAA Ref	SH05	Source	Local Service Centre village
Area	0.88	Unconstrained Capacity	21
Current Use	The site is made up of a collection of back gardens and one existing residential property.		
Surrounding Use	The site is to the east of Shipdham, and sits behind a row of residential properties. To the south of the site is open arable farmland. To the east is a patch of woodland, beyond which is further residential development. To the west is the main body of Shipdham, made up of residential properties.		
Highway Access (On-Site)	None	The site would have access onto Market street	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Residential property and back gardens of 4 other properties- possible ownership issues.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	0.7km to the nearest shop / Just outside doctor buffer/ Inside school buffer	
Access to Open Space	Level 1 Constraint	0.8km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>This site is in an area of moderate/high landscape sensitivity.</p> <p>There is currently an existing residential property on this site which would need to be removed to create suitable access. The site appears to run over several different properties, and there may be land ownership issues.</p> <p>The site is slightly outside 800m to the local services within Shipdham but is within easy walking distance of the local primary school.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>As the site is adjacent to existing residential properties the effect any development might have on the landscape would be minimal.</p> <p>To enable the rest of the site to be developed, it is feasible for the existing property to be removed. The land ownership issues would need to be resolved, which is feasible, although may slow down development of the land.</p> <p>As the site is only just outside 800m from facilities and there are existing footways, it would still be easy to walk to facilities from the site.</p> <p>The major constraint with the development of this site would be the issues of ownership; if this constraint could be overcome then there is an opportunity to unlock the potential of the site. However, for the purposes of this study this is impossible to ascertain and would render the site non-deliverable.</p>		

SHLAA Ref	SH06	Source	Local Service Centre village
Area	0.51	Unconstrained Capacity	12
Current Use	The site is undeveloped land.		
Surrounding Use	The site is located north of Shipdham, and is surrounded by open land on three sides; north, east and west. To the south of the site is residential development and the main body of Shipdham village.		
Highway Access (On-Site)	Category A Constraint	Site has no access unless passes through SH26	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however may have a detrimental affect on the Grade II listed building	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	0.3km to the nearest shop / Inside doctor buffer/ outside school buffer	
Access to Open Space	Level 1 Constraint	0.2km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There is no on-site access to this site as it has no frontage with any roads.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The only possible access to this site could come from the neighbouring site, SH26. However the access of this site onto High Street is highly inadequate with no room for improvement.</p> <p>The site is in an area of sensitive landscape and any development would have a detrimental effect on this.</p> <p>Due to landscaping and access issues, this site is unsuitable for development.</p>		

SHLAA Ref	SH07	Source	Local Service Centre village
Area	8.26	Unconstrained Capacity	206
Current Use	The site is undeveloped land.		
Surrounding Use	The site is in the west of Shipdham, directly south of existing development. To the west of the site is Shipdham Primary School and the main body of the village, to the east are further residential properties, which are located just behind a small area of woodland. South of the site is further open space, either undeveloped land or arable farmland.		
Highway Access (On-Site)	None	The site only has one point of access onto pound green lane, which would be undesirable for a site on this scale	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	The land is undeveloped, but does include the bowling Green	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.4km to the nearest shop / Inside school buffer/ Inside doctor buffer	
Access to Open Space	Level 1 Constraint	0.5km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The site is with an area of moderate/high landscape sensitivity.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would require significant improvement.</p> <p>Highway access is a major concern, and it is unclear how two points of access would be achieved as would be required for a site of this size.</p>		
Solutions to Constraints:	<p>Other than access, the site has few constraints, although to be developed to full extent a further access would need to be obtained, potentially from SH05, the delivery of which is uncertain.</p> <p>The site could be made suitable for development if the development numbers were significantly reduced and would be deliverable from a single access.</p> <p>Thomas Bullock CE VA Primary School sits on a large site and could be expanded to 420 places subject to Diocese approval. This would mean around 800 new homes could be accommodated in Shipdham.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	SH08	Source	Local Service Centre village
Area	0.71	Unconstrained Capacity	17
Current Use	The site is currently undeveloped land.		
Surrounding Use	To the South of this site is the main body of Shipdham village and the associated residential properties. To the West of the site is arable farmland, which stretches round to the North of the site as well. To the East of the site is further residential development.		
Highway Access (On-Site)	Category A Constraint	The site has frontage with a private drive which has no existing footway provision. The drive way is highly inadequate for increased vehicle use and visibility with Chapel Street is severely substandard.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.3km to the nearest shop / Inside doctor buffer/ Inside school buffer	
Access to Open Space	Level 1 Constraint	0.5km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has frontage with a private drive which has no existing footway provision. The drive way is highly inadequate for increased vehicle use and visibility with Chapel Street is severely substandard.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	The access constraints on this site mean it is unsuitable for any residential development.		

SHLAA Ref	SH09	Source	Local Service Centre village
Area	1.25	Unconstrained Capacity	31
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site is to the east of Shipdham and sits north to a row of residential properties. To the north of the site is further undeveloped land and arable farmland. To the east and the west of the site are residential properties.		
Highway Access (On-Site)	None	The site suffers from poor access onto Bradenham Road. The access road is narrow and provides very poor visibility.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	0.7km to the nearest shop / Outside school buffer/ Partially inside doctor buffer	
Access to Open Space	Level 1 Constraint	0.2km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site suffers from poor access onto Bradenham Road. The access road is narrow and provides very poor visibility.</p> <p>The site is an area of moderate/high landscape sensitivity.</p> <p>The site is remote from existing facilities within Shipdham and is beyond easy walking distance. Especially from the primary school which is over 2km away.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Due to the nature of the site it would appear to be impossible to create suitable access without purchasing the two adjacent properties to the access road. This would allow for suitable improvements to be made.</p> <p>The site is directly next to existing residential developments and would therefore have limited impact on the local landscape.</p> <p>The site is remote from facilities and it is unlikely residents would make local trips on foot, increasing the amount of traffic within Shipdham and making the site unsuitable in terms of sustainability. Improvements to existing footways and cycleways may reduce the amount of car use.</p> <p>Due to issues of access and sustainability, this site is unsuitable for development.</p>		

SHLAA Ref	SH10	Source	Local Service Centre village
Area	13.60	Unconstrained Capacity	339
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site is to the very east of Shipdham and sits to the north of existing residential properties. Apart from the housing to the south, the site is completely surrounded by open space, made up of undeveloped land and arable farmland.		
Highway Access (On-Site)	None	The site has frontage along the Dereham Road and Swan Lane which can provide on-site access, although Swan Lane is unsuitable for a large increase in vehicle movement. For suitable off site access, improvements would be needed on Swan Lane and Dereham Road.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	0.8km to the nearest shop / Outside school buffer/ Partially inside doctor buffer	
Access to Open Space	Level 1 Constraint	0.9km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The site has frontage along the Dereham Road and Swan Lane which can provide on-site access, although Swan Lane is unsuitable for a large increase in vehicle movement. For suitable off site access, improvements would be needed on Swan Lane and Dereham Road.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>The site is fairly remote, and beyond easy walking distance of facilities within Shipdham.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would require significant improvement.</p>		
Solutions to Constraints:	<p>The frontage onto the Dereham Road can provide all the access needed for this site, however traffic calming measures would be needed, possibly a roundabout. This could cost in excess of £100,000.</p> <p>The western area of the site is adjacent to existing development and should have minimal effect on the landscape. The eastern side of the site is detached from existing development and would have a greater impact.</p> <p>The site is around 1km from facilities and the primary school; there is however good footway access from the site which would promote a reduction of car journeys. The site is however, one of the closest to the employment area at Shipdham airfield which would potentially reduce traffic.</p> <p>If there are suitable highway improvements and development is sensitive to the landscape the site could be suitable for development. However, the current size of the site is non-deliverable.</p> <p>Thomas Bullock CE VA Primary School sits on a large site and could be expanded to 420 places subject to Diocese approval. This would mean around 800 new homes could be accommodated in Shipdham.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	SH11	Source	Local Service Centre village
Area	0.37	Unconstrained Capacity	9
Current Use	The site is currently undeveloped land.		
Surrounding Use	To the North of the site is an area of undeveloped land, and arable farmland. To the West of the site is an area of woodland, beyond which is open land. To the South and East of the site are existing residential properties.		
Highway Access (On-Site)	Category A Constraint	The only access to the site is provided by an unadopted private track, which is highly unsuitable for an increase in traffic.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however the site would have a detrimental affect on the grade II listed cottages	
Landscape Impact	Level 3 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.5km to the nearest shop / Inside doctor buffer/ inside school buffer	
Access to Open Space	Level 2 Constraint	0.6km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The only access to the site is provided by an un-adopted private track, which is highly unsuitable for an increase in traffic. The private track opens out onto Swan Lane and offers very poor visibility due to a sharp bend in the road.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	The major issue with this site is the lack of suitable access. It is feasible that the private track could be improved to accommodate for increased traffic, but the issue of visibility onto Swan Lane would be a major issue due to the alignment of the road. Taking this into account the site is non-deliverable for development.		

SHLAA Ref	SH12	Source	Local Service Centre village
Area	0.75	Unconstrained Capacity	18
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site sits to the south of Shipdham, and south of an existing housing development. On the remaining 3 sides of the site is undeveloped land, and arable farmland to the south. To the north west of the site is a cemetery which is designated as public open space.		
Highway Access (On-Site)	None	The site has no on-site access issues, although there is some concern with the Mill Road/A1075 junction, this is unsuitable for any increase in traffic which sites to the south of Shipdham are likely to create.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.5km to the nearest shop / Inside doctor buffer / Inside school buffer	
Access to Open Space	Level 1 Constraint	0.1km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has no on-site access issues, although there is some concern with the Mill Road/A1075 junction, this is unsuitable for any increase in traffic which sites to the south of Shipdham are likely to create.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>From the site there are two routes to the A1075: either along Mill Road and through the troublesome junction or using Pound Green Lane. As both these routes are of roughly equal distance, it would share the traffic out between these two junctions minimising impact on both. Improvements to the local highways would cost in the region of £10,000 - £50,000.</p> <p>The site is adjacent to existing development which would reduce the impact on the landscape, however the site would potentially need to be landscaped to take the nature of the site into account.</p> <p>Taking into consideration provision for major service roads the constrained capacity would be reduced further to 16.</p>		

SHLAA Ref	SH13	Source	Local Service Centre village
Area	0.90	Unconstrained Capacity	22
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site is adjacent to existing residential properties on the northern, western and eastern boundaries. To the south of the site is open undeveloped land.		
Highway Access (On-Site)	None	The site has access onto Parklands Avenue	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.6km to the nearest shop / Inside doctor buffer/ Outside school buffer	
Access to Open Space	Level 1 Constraint	0.1km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is in an area of moderate/high landscape sensitivity.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>With localised highway improvements, costing in the region of £10,000 - £50,000 safe access can be provided on the site.</p> <p>The only major constraint for this site is its location within an area of high/moderate landscape sensitivity, however given the nature of the site, any effect would be minimal.</p> <p>The site has planning permission for 15 dwellings and has been removed from the study.</p>		

SHLAA Ref	SH14	Source	Local Service Centre village
Area	0.29	Unconstrained Capacity	7
Current Use	The site is currently part of an arable field.		
Surrounding Use	This site is located to the west of Shipdham. To the west of the site is open arable farmland which also stretches round to the north of the site. South and east of the site are residential properties. The southern boundary of the site is made up by the Bradenham Road.		
Highway Access (On-Site)	None	Site has access onto the Bradenham Road	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.6km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	>1km to the nearest shop / Outside school buffer/ Outside doctor buffer	
Access to Open Space	Level 2 Constraint	0.6km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is in an area of moderate/high landscape sensitivity.</p> <p>The site is remote from local facilities within Shipdham, located over 1km from health care and over 2km from the primary school.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>With localised highway improvements, costing in the region of £10,000 - £50,000 safe access can be provided on the site.</p> <p>The site is within an area of moderate/high landscape sensitivity, however due to the neighbouring development, the site would probably only have minimal effect on the landscape.</p> <p>The remoteness of the site from local facilities makes the site unsuitable for development in terms of sustainability. However small scale development on the site would have a minimal effect on local traffic volume and would probably be viable. As a result Constrained capacity has been reduced to 3.</p>		

SHLAA Ref	SH15	Source	Local Service Centre village
Area	1.74	Unconstrained Capacity	43
Current Use	The site is currently part of an arable field.		
Surrounding Use	The site is bordered by residential properties to the North and West with arable land to the South and East.		
Highway Access (On-Site)	Category A Constraint	The site has frontage with Mill Lane, which would provide the only route of access. Mill Lane is unsuitable to cater for an increase of traffic and the access point suffers from poor visibility.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	0.9km to the nearest shop / Outside school buffer / Outside doctor buffer	
Access to Open Space	Level 1 Constraint	0.3km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has frontage with Mill Lane, which would provide the only route of access. Mill Lane is unsuitable to cater for an increase of traffic and the access point suffers from poor visibility.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>The site is remote from local facilities within Shipdham, located over 1km from health care and over 2km from the primary school.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	The main constraint to this site is the access which is at an unsuitable point, on an unsuitable road. As there is no viable way of resolving this constraint, the site is undevelopable.		

SHLAA Ref	SH16	Source	Local Service Centre village
Area	3.02	Unconstrained Capacity	75
Current Use	The site is a mixture of uses, including a public house, garage, three dwellings, coal yard, a mixture of industrial buildings and part of an arable field.		
Surrounding Use	The southern part of the site is surrounded by dwellings to the East South and West. The northern part of the site is surrounded by arable land.		
Highway Access (On-Site)	None	The site has frontage with Chapel Street which can provide adequate and safe access to the site.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 2 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Mixture of uses: public house, garage, three dwellings, a coal yard, a mixture of industrial buildings and part of an arable field	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	adjoining the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.1km to the nearest shop / Inside school buffer/ Inside doctor buffer	
Access to Open Space	Level 1 Constraint	0.1km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has frontage with Chapel Street which can provide adequate and safe access to the site.</p> <p>Due to the current industrial uses, and the coal yard, there is a high potential there is contamination issues on this site that would need to be resolved. Also the existing properties and businesses on the site would cause issues with land ownership and potentially delay, if not halt development.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>With localised highway improvements, costing in the region of £50,000 - £100,000 safe access can be provided on the site.</p> <p>If the land contamination and ownership issues can be resolved this site would be highly suitable for development. The site is currently commercial use, so converting it to residential would probably reduce the impact on the local landscape.</p> <p>Thomas Bullock CE VA Primary School sits on a large site and could be expanded to 420 places subject to Diocese approval. This would mean around 800 new homes could be accommodated in Shipdham.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>A development of this size would require a minimum of 2 local areas for play (LAP).</p> <p>Taking into account provision for open space and major service roads capacity would have to be reduced further to 65.</p> <p>However, PP granted for 90 dwellings.</p>		

SHLAA Ref	SH18	Source	Local Service Centre village
Area	1.85	Unconstrained Capacity	46
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site is situated to the south of Shipdham and sits just south of the settlement boundary. To the south of the site is arable farmlands. To the west of the site is further arable farmland and Hall Farm, a collection of agricultural buildings. To the north and east of the site is a belt of woodland, beyond which is residential development.		
Highway Access (On-Site)	Category A Constraint	The site's only access comes from a private track which connects the site to Mill Road. The track passes through neighbouring fields to connect the site to a public highway, which would potentially cause ownership issues.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	None; however the adjacent field suffers from severe flooding (zone 2/3) and	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.6km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.5km to the nearest shop / Inside doctor buffer/ partially inside school buffer	
Access to Open Space	Level 1 Constraint	0.6km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site's only access comes from a private track which connects the site to Mill Road. The track passes through neighbouring fields to connect the site to a public highway, which would potentially cause ownership issues.</p> <p>The landscape is of moderate sensitivity.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The access to this site is the major cause of doubt to its developability. The track connecting the site would have to be widened, and as it appears to continue through at least two different ownerships, this could create significant costs and delays to the site. The point along Mill Road where the track accesses is unsuitable for an increase in traffic movements due to width and alignment issues, also the junction would have poor visibility.</p> <p>The combination of these constraints makes the site undevelopable.</p>		

SHLAA Ref	SH19	Source	Local Service Centre village
Area	2.95	Unconstrained Capacity	73
Current Use	The site is currently undeveloped land, predominatly covered in trees.		
Surrounding Use	To the north of this site are residential properties, which also spread out of the west of the site. South of the site is arable farmland. To the east of the site is Shipdham cemetery, which is also an area of protected open space.		
Highway Access (On-Site)	None	The site has frontage onto Mill Road, which is deemed to be unsuitable for any further increase in traffic due to width, alignment and visability issues. Mill Road would need improvements to its footways facilities.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.4km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.4km to the nearest shop / Inside doctor buffer/ Inside school buffer	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has frontage onto Mill Road, which is deemed to be unsuitable for any further increase in traffic due to width, alignment and visibility issues. Mill Road would need improvements to its footways facilities.</p> <p>The landscape is of moderate/high sensitivity.</p> <p>Although there is ample employment within Shipdham, most of it is based on Shipdham airfield which has poor links with the village.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The site has two separate frontages on Mill Road, a northern and southern area.</p> <p>The southern area is on a tight bend and would be dangerous for an access due to visibility issues, the northern frontage would be more appropriate, but still has substandard visibility, with little chance of improvement.</p> <p>Mill Road itself would require extensive improvements to make it suitable for an increase in traffic movements, improvements estimated to cost around £100,000.</p> <p>Thomas Bullock CE VA Primary School sits on a large site and could be expanded to 420 places subject to Diocese approval. This would mean around 800 new homes could be accommodated in Shipdham.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	SH20	Source	Local Service Centre village
Area	3.22	Unconstrained Capacity	80
Current Use	The site is currently used as arable farmland.		
Surrounding Use	The site is on the very eastern tip of Shipdham and is surrounded by arable farmland to the north, east and south. Directly to the west is an area of residential development.		
Highway Access (On-Site)	None	The site has no direct access to a public highway and can therefore not be accessed.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.2km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.2km to the nearest shop / Outside doctor buffer / Outside school buffer	
Access to Open Space	Level 1 Constraint	1.3km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has no direct access to a public highway and can therefore not be accessed.</p> <p>If an access could be provided onto either the Dereham Road or Letton Road, improvements would have to be made, costing up to an estimated £100,000.</p> <p>The landscape is of moderate/high sensitivity.</p> <p>Although there is ample employment within Shipdham, which although is physically close to this site, access issues means it is still over 1km away via the existing roads, all of which are highly unsuitable for pedestrians or cyclists.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The owner of this site is also promoting land to the north and south, both of which could be used to provide access onto the site. Due to the size of the site additional costs of up to £100,000 should be viable.</p> <p>The landscape impact could be mitigated by significantly reducing the site area.</p> <p>The site could only be developed if suitable access can be delivered which is unclear.</p> <p>Thomas Bullock CE VA Primary School sits on a large site and could be expanded to 420 places subject to Diocese approval. This would mean around 800 new homes could be accommodated in Shipdham.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	SH21	Source	Local Service Centre village
Area	1.35	Unconstrained Capacity	33
Current Use	The site is currently arable farmland.		
Surrounding Use	The northern boundary of the site is formed by the Dereham Road, beyond which is open arable farmland. There is also farmland to the east and south of the site. To the west of the site is residential development.		
Highway Access (On-Site)	None	Access onto the Dereham Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.2km to the nearest shop / Outside school buffer/ Outside doctor buffer	
Access to Open Space	Level 1 Constraint	1.3km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The local access would need improvements to the footways.</p> <p>The landscape is of moderate/high sensitivity.</p> <p>Although there is ample employment within Shipdham, which although is physically close to this site, access issues means it is still over 1km away via the existing roads, all of which are highly unsuitable for pedestrians or cyclists.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Footways could be provided for around £50,000.</p> <p>The site sits next to existing residential development, although would form a new edge to the settlement</p> <p>The location is remote to local services, and would promote increasing amounts of journeys using the private car. However, with improvements to footways and the proximity of the site to employment area and public transport, will have a reducing effect on vehicle use.</p> <p>Landscape issues would be difficult to resolve without significant structural landscaping.</p>		

SHLAA Ref	SH22	Source	Local Service Centre village
Area	24.89	Unconstrained Capacity	600
Current Use	The site is currently arable farmland.		
Surrounding Use	All land to the north and west of the site is made up of open farmland. Land to the east of the site also open farmland, beyond which is residential development. South of the site is residential development.		
Highway Access (On-Site)	None	Site has access to Brick land and Swan lane; both would need major improvement.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.3km to the nearest shop / Inside school buffer/ Inside doctor buffer	
Access to Open Space	Level 1 Constraint	0.5km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site's access comes from Brick Kiln Lane, this is a private driveway and in its current condition is unsuitable for use as a public highway without major improvements. Brick Kiln Lane also has poor visibility onto Chapel Street.</p> <p>The landscape is of moderate/high sensitivity.</p> <p>Although there is ample employment within Shipdham, which although is physically close to this site, access issues means it is still over 1km away via the existing roads, all of which are highly unsuitable for pedestrians or cyclists.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>There is potential to improve the quality of Brick Kiln Lane using land from this site and the neighbouring site SH08, there is also potential to access the site from site SH16 which is south west of the site. This would also solve the issues with visibility onto Chapel Street which would otherwise be unsolvable due to buildings on either side of the junction.</p> <p>Due to proximity to existing development the site would have a minimal effect on the landscape.</p> <p>Thomas Bullock CE VA Primary School sits on a large site and could be expanded to 420 places subject to Diocese approval. This would mean around 800 new homes could be accommodated in Shipdham.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>If development comes forward on site SH16, this site would also be a viable option. As no guarantee can be made that SH16 would be developed, this site is undevelopable.</p>		

SHLAA Ref	SH23	Source	Local Service Centre village
Area	0.80	Unconstrained Capacity	20
Current Use	The site is currently undeveloped land.		
Surrounding Use	The southern and eastern boundary of the site are formed by the Watton Road, beyond which is open undeveloped land. To the west of the site is arable farmland and allotments are located to the north, this is also an area of protected open space.		
Highway Access (On-Site)	Category A Constraint	The site has frontage onto the A1075 which can provide access, however along the length of the frontage there is no point with adequate visibility to make a safe access point.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however the field to the South suffers from 3a/3b flooding and development may exacerbate the situation	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1km to the nearest shop / Outside school buffer / Outside doctor buffer	
Access to Open Space	Level 1 Constraint	adjoining open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has frontage onto the A1075 which can provide access, however along the length of the frontage there is no point with adequate visibility to make a safe access point.</p> <p>The landscape is of moderate/high sensitivity.</p> <p>The site is remote from services, located over 1km from local shops and health care and about 2km from the local school.</p> <p>Although there is ample employment within Shipdham, which although is physically close to this site, access issues means it is still over 1km away via the existing roads, all of which are highly unsuitable for pedestrians or cyclists.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	This site is constrained in several areas, the most serious being access, sensitive landscape and location. The site is on a bend of the A1075 and no reasonable access can be provided along the length of the site. The site is also disconnected from the main village of Shipdham and would have an adverse on the local landscape. The site is remote from services, which makes it unsuitable from a sustainability point of view.		

<i>SHLAA Ref</i>	SH24	<i>Source</i>	Local Service Centre village
<i>Area</i>	3.58	<i>Unconstrained Capacity</i>	89
<i>Current Use</i>	The site is currently arable farmland.		
<i>Surrounding Use</i>	The western boundary of the site is formed by the Letton Road. On all sides the site is surrounded by open arable farmland. However, beyond the road to the west is agricultural building used for a nursery. To the north beyond an arable field is residential development.		
<i>Highway Access (On-Site)</i>	Category A Constraint	The site has frontage along Letton Road which would provide access, however Letton Road isn't considered suitable for any further traffic movement due to its substandard quality. Also it would be impossible to provide good visibility due to a series of s-bends in the road.	
<i>Highway Access (Off-Site)</i>	Level 2 Constraint		
<i>Contamination</i>	Level 1 Constraint	N/A	
<i>Utilities</i>	Level 1 Constraint	Utilities would be able to support development on this scale.	
<i>Designations</i>	None	N/A	
<i>Landscape Impact</i>	Level 3 Constraint	Moderate-High sensitivity	
<i>Existing Use in Operation</i>	Level 1 Constraint	N/A	
<i>Source Protection</i>	Level 1 Constraint	N/A	
<i>Pollutant Sources</i>	Level 1 Constraint	N/A	
<i>Flood Risk</i>	Level 1 Constraint	N/A	
<i>Designated Employment Site</i>	Level 1 Constraint	N/A	
<i>Access to Public Transport</i>	Level 1 Constraint	0.3km to the nearest bus stop	
<i>Access to Facilities</i>	Level 3 Constraint	1.4km to the nearest shop / Outside doctor buffer / Partially inside school buffer	
<i>Access to Open Space</i>	Level 1 Constraint	1.4km to the nearest open space	
<i>Access to Employment</i>	Level 1 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
<i>Social Infrastructure</i>	Level 2 Constraint	Social infrastructure would require some improvement.	
<i>Constraint Analysis</i>	<p>The site has frontage along Letton Road which would provide access, however Letton Road isn't considered suitable for any further traffic movement due to its substandard quality. Also it would be impossible to provide good visibility due to a series of s-bends in the road.</p> <p>The site is remote from services and facilities in Shipdham.</p> <p>The landscape is of moderate/high sensitivity.</p> <p>Social infrastructure would require some improvement.</p>		
<i>Solutions to Constraints:</i>	<p>The site cannot provide safe access onto a public highway alone, however in combination with neighbouring sites it would be possible to provide access. Improvements to Letton Road would also be required, most notably provisions for pedestrians and cyclists</p> <p>On its own, this site is detached from existing development and would have a large impact on the local landscape, rendering it unsuitable for development.</p> <p>Thomas Bullock CE VA Primary School sits on a large site and could be expanded to 420 places subject to Diocese approval. This would mean around 800 new homes could be accommodated in Shipdham.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>If this site can be developed in combination with neighbouring sites it would be developable, but alone it is undevelopable.</p>		

SHLAA Ref	SH25	Source	Local Service Centre village
Area	3.06	Unconstrained Capacity	76
Current Use	The site is currently Shipdham Recreational Ground and designated protected open space.		
Surrounding Use	The site sits south of existing residential development, and is surrounded by open arable farmland to the east, south and west.		
Highway Access (On-Site)	Category A Constraint	The site has a small area of frontage onto Mill Road which comes on onto a sharp bend impairing the visibility.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Recreation ground	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.5km to the nearest shop / Inside school buffer/ Inside doctor buffer	
Access to Open Space	Level 1 Constraint	0.3km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has a small area of frontage onto Mill Road which comes on onto a sharp bend impairing the visibility.</p> <p>The landscape is of moderate/high sensitivity.</p> <p>Although there is ample employment within Shipdham, which although is physically close to this site, access issues means it is still over 1km away via the existing roads, all of which are highly unsuitable for pedestrians or cyclists.</p> <p>Social infrastructure would require some improvement.</p> <p>Highway access is constrained by virtue of being accessed from a bend in the road. Further, the junction of Mill Road onto Market Street has exceptionally poor visibility which cannot be mitigated.</p>		
Solutions to Constraints:	<p>There are two principal constraints which are highway access and existing use. Alternative open space provision would need to be provided which would significantly affect viability. Highway issues area unlikely to be able to be resolved.</p> <p>Therefore, site is non-deliverable.</p>		

SHLAA Ref	SH26	Source	Local Service Centre village
Area	0.53	Unconstrained Capacity	13
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site is located north of Shipdham, and is surrounded by open land on three sides; north, east and west. To the south of the site is residential development and the main body of Shipdham village.		
Highway Access (On-Site)	Category A Constraint	The only access this site provides is highly unsuitable as there isn't sufficient width for two cars to pass.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however development would also have a detrimental affect upon the Grade II listed Cedar House	
Landscape Impact	Level 3 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.5km to the nearest shop / Inside doctor buffer / outside school buffer	
Access to Open Space	Level 1 Constraint	0.3km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The only access this site provides is highly unsuitable as there isn't sufficient width for two cars to pass.</p> <p>The landscape is of moderate/high sensitivity.</p> <p>Although there is ample employment within Shipdham, which although is physically close to this site, access issues means it is still over 1km away via the existing roads, all of which are highly unsuitable for pedestrians or cyclists.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	The site cannot provide safe access onto a public highway, and is therefore non deliverable.		

SHLAA Ref	SH27	Source	Local Service Centre village
Area	0.50	Unconstrained Capacity	12
Current Use	On the site is currently an existing property, which is a listed building, and the surrounding grounds.		
Surrounding Use	This site is located to the west of Shipdham. To the west of the site is open arable farmland which also stretches round to the north of the site. South and east of the site are residential properties. The southern boundary of the site is made up by the Bradenham Road.		
Highway Access (On-Site)	None	Site has access onto the Bradenham Road	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; However development would also have an impact on the grade II listed building	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Existing Grade II listed property	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	0.7km to the nearest shop / Outside school buffer / Outside doctor buffer	
Access to Open Space	Level 1 Constraint	0.6km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The landscape is of moderate/high sensitivity.</p> <p>There is currently a listed building on the site, that is protected against demolition.</p> <p>The site is remote from existing services and facilities with Shipdham. The closest services are over 1km away, and the primary school is located more than 2km away.</p> <p>Although there is ample employment within Shipdham, which although is physically close to this site, access issues means it is still over 1km away via the existing roads, all of which are highly unsuitable for pedestrians or cyclists.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>As there is a standing listed building on the site, any development would have to take this into account. This would hamper access onto the site, and reduce the amount of developable space.</p> <p>Taking this into account, and the distance from local services, this site is non-deliverable for development.</p>		

SHLAA Ref	SH28	Source	Local Service Centre village
Area	1.91	Unconstrained Capacity	47
Current Use	This site is currently undeveloped land.		
Surrounding Use	The site sits to the west of Shipdham, located just south of existing residential development. To the west and south of the site are arable farmland. The eastern boundary is formed by Little Hale Road.		
Highway Access (On-Site)	Category A Constraint	The site has frontage onto Little Hale Road, which is highly insufficient for increased traffic volume due to poor width and alignment.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.46km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.4km to the nearest shop / Outside doctor buffer / Outside school buffer	
Access to Open Space	Level 1 Constraint	1.2km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has frontage onto Little Hale Road, which is highly insufficient for increased traffic volume due to poor width and alignment.</p> <p>The landscape is of moderate/high sensitivity.</p> <p>Although there is ample employment within Shipdham, which although is physically close to this site, access issues means it is still over 1km away via the existing roads, all of which are highly unsuitable for pedestrians or cyclists.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>Thomas Bullock CE VA Primary School sits on a large site and could be expanded to 420 places subject to Diocese approval. This would mean around 800 new homes could be accommodated in Shipdham.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>Due to issues with highway access, which would only be solvable with significant improvements and the remoteness from services, this site is unsuitable for development.</p>		

SHLAA Ref	SH29	Source	Local Service Centre village
Area	0.81	Unconstrained Capacity	20
Current Use	The site is currently undeveloped land.		
Surrounding Use	The western boundary of the site is formed by the Letton Road. On all sides the site is surrounded by open arable farmland. However, beyond the road to the west is agricultural buildings used for a nursery. To the north is residential development.		
Highway Access (On-Site)	Category A Constraint	This site has access onto Letton Road, which is unsuitable for any increase in traffic due to its insufficient width and poor alignment. There are also concerns of the junction between Letton Road and Market Street, which would require improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.2km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.4km to the nearest shop / Outside doctor buffer/ Partially inside school buffer	
Access to Open Space	Level 1 Constraint	1.4km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>This site has access onto Letton Road, which is unsuitable for any increase in traffic due to its insufficient width and poor alignment. There are also concerns of the junction between Letton Road and Market Street, which would require improvements.</p> <p>The landscape is of moderate/high sensitivity.</p> <p>Although there is ample employment within Shipdham, which although is physically close to this site, access issues means it is still over 1km away via the existing roads, all of which are highly unsuitable for pedestrians or cyclists.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The site is unsuitable for development due to the access issues, as well as the remote location.</p> <p>If access could be provided through neighbouring sites, it is feasible to assume this site could become developable. However, as no guarantee can be made on the suitability of neighbouring sites, this site has to be regarded as undevelopable.</p>		

SHLAA Ref	SH30	Source	Local Service Centre village
Area	0.28	Unconstrained Capacity	6
Current Use	The site currently consists of existing residential development.		
Surrounding Use	The site is the end houses on a row, to the north is further residential development. South of the site are agricultural nursery buildings. To the east is open arable farmland and to the west is woodland area.		
Highway Access (On-Site)	Category A Constraint	This site has access onto Letton Road, which is unsuitable for any increase in traffic due to its insufficient width and poor alignment. There are also concerns of the junction between Letton Road and Market Street, which would require improvements.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Currently a residential development	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.2km to the nearest shop	
Access to Open Space	Level 1 Constraint	1.2km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>This site has access onto Letton Road, which is unsuitable for any increase in traffic due to its insufficient width and poor alignment. There are also concerns of the junction between Letton Road and Market Street, which would require improvements.</p> <p>The landscape is of moderate/high sensitivity.</p> <p>Although there is ample employment within Shipdham, which although is physically close to this site, access issues means it is still over 1km away via the existing roads, all of which are highly unsuitable for pedestrians or cyclists.</p> <p>Shipdham primary school is showing sustainable numbers for a 210 place school. The school sits on a large site and could be expanded to 420 places subject to Diocese approval. This would mean around 800 new homes could be accommodated in Shipdham. However the village is served by the high schools in Dereham which are severely over capacity.</p> <p>The landscape is of moderate/high sensitivity.</p> <p>Although there is ample employment within Shipdham, which although is physically close to this site, access issues means it is still over 1km away via the existing roads, all of which are highly unsuitable for pedestrians or cyclists.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The site suffers from severe constraints due to access onto the Letton Road, which is too narrow and has poor alignment. Also the access point would be very close to the access from Meadow Close on the opposite side of Letton Road.</p> <p>Due to the access issues this would cost in the range of £100,000 to resolve.</p> <p>Unclear if existing dwellings would be retained or demolished which will impact on viability. Site will not yield sufficient dwellings to be included within the scope of the study.</p>		

SHLAA Ref	SH31	Source	Local Service Centre village
Area	22.77	Unconstrained Capacity	569
Current Use	The site is currently arable farmland.		
Surrounding Use	This site is located to the West of Shipdham. To the West of the site is open arable farmland which also stretches round to the North and East of the site. South of the site are residential properties.		
Highway Access (On-Site)	Category A Constraint	This large site can only offer one access point onto the Bradenham Road, which is remote from Shipdham. Bradenham Road cannot offer sufficient access for a site of this size due to inadequate width and poor alignment.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.1km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.5km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>This large site can only offer one access point onto the Bradenham Road, which is remote from Shipdham. Bradenham Road cannot offer sufficient access for a site of this size due to inadequate width and poor alignment.</p> <p>The landscape is of moderate/high sensitivity.</p> <p>Although there is ample employment within Shipdham, which although is physically close to this site, access issues means it is still over 1km away via the existing roads, all of which are highly unsuitable for pedestrians or cyclists.</p> <p>Social infrastructure would require significant improvement.</p>		
Solutions to Constraints:	<p>This site cannot provide safe access onto a highway, and is therefore non deliverable.</p> <p>The site would also have a significant impact on landscape character which could only be mitigated by developing elsewhere.</p> <p>Thomas Bullock CE VA Primary School sits on a large site and could be expanded to 420 places subject to Diocese approval. This would mean around 800 new homes could be accommodated in Shipdham.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	SH32	Source	Local Service Centre village
Area	0.71	Unconstrained Capacity	15
Current Use	The site is currently underused greenfield land		
Surrounding Use	The site is bordered by agricultural land and low density residential development.		
Highway Access (On-Site)	None	Site would create a new edge of settlement and as a result would require careful design in order to avoid being obtrusive in the landscape.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.7km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	1.3km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.km to the nearest open space / Outside school buffer/ Outside doctor buffer	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Site would create a new edge of settlement and as a result would require careful design in order to avoid being obtrusive in the landscape.</p> <p>The site has road frontage and could achieve safe access.</p> <p>Although there is ample employment within Shipdham, which although is physically close to this site, access issues means it is still over 1km away via the existing roads, all of which are highly unsuitable for pedestrians or cyclists.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Sensitive design will be required to reflect edge of settlement location but this does not materially affect delivery.</p> <p>Taking into account provision for major service roads capacity would have to be reduced to 12.</p>		

SHLAA Ref	SH33	Source	Local Service Centre village
Area	1.81	Unconstrained Capacity	45
Current Use	Banham farm makes up approx. 50% of the site. The other 50% is made up undeveloped land		
Surrounding Use	Residential properties lie to the South of the site with arable land to the West, North and East.		
Highway Access (On-Site)	None	The site has access onto the Watton road	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Banham Farm and adjoining land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	Very close proximity to flood zone 3A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.1km to the nearest shop / Outside doctor buffer / Outside school buffer	
Access to Open Space	Level 2 Constraint	0.5km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site is removed from the settlement and therefore distant from the nearest shop, doctor and school. As a result the use of the private car would increase.</p> <p>There are no footways from the site to the Shipdham settlement.</p> <p>The site proposed has no footpaths. An access onto the A1075 would be inappropriate.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The site is remote from the settlement of Shipdham and the facilities that Shipdham offers.</p> <p>The site also lies within an area of moderate-high sensitivity and the distance from the settlement boundary would exacerbate this constraint.</p> <p>Thomas Bullock CE VA Primary School sits on a large site and could be expanded to 420 places subject to Diocese approval. This would mean around 800 new homes could be accommodated in Shipdham.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>The site proposed has no footpaths. An access onto the A1075 would be inappropriate.</p> <p>Due to distance from the settlement, highways concerns and landscape issues this would be considered non-deliverable.</p>		

SHLAA Ref	SH34	Source	Local Service Centre village
Area	0.26	Unconstrained Capacity	6
Current Use	An area of woodland between farm buildings		
Surrounding Use	The site is in an area surrounded by farm buildings with arable land beyond.		
Highway Access (On-Site)	None	Access onto Little Hale Road	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1.1km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.9km to the nearest shop / Outside doctor buffer/ outside school buffer	
Access to Open Space	Level 3 Constraint	1.1km to the nearest open space	
Access to Employment	Level 2 Constraint	Shipdham has access to higher order market towns and has employment opportunities on Shipdham airfield.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site would be in a highly unsuitable location from a highways perspective. There are no footpaths and the site is situated far outside the settlement boundary.</p> <p>The site is distant from the settlement of Swaffham and as such is over 1km from the nearest open space, doctor, school, bus stop etc. As a result any development would increase the use of the private car.</p> <p>The area is high in sensitivity due to its distance from the settlement.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The distance of the site from the settlement and facilities is an issue that is insurmountable; however due to the capacity of the site it wouldn't necessarily bring into question the deliverability of the site.</p> <p>The site is situated within an area of moderate- high sensitivity. Again this constraint wouldn't be deemed too severe as the site is surrounded by agricultural buildings.</p> <p>Due to the distance from the settlement and the lack of footways the site would be considered non-deliverable.</p>		

SHLAA Ref	ST01	Source	Local Service Centre village
Area	1.41	Unconstrained Capacity	35
Current Use	The site is currently undeveloped land, with a few commercial buildings on site.		
Surrounding Use	Cley Lane forms the eastern boundary of the site, beyond which are a few residential properties and open arable farmland. To the north of the site is Saham Toney village hall and existing residential properties, the village hall is surrounded by an area of protected open space which borders with the site. To the south of the site is undeveloped land, and Littleton Farm. West of the site are residential properties.		
Highway Access (On-Site)	None	Good access onto Cley Lane	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land with an agricultural building to the SE of the site.	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.8km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	0.9km to the nearest shop/ Partially inside school buffer/ outside doctor buffer	
Access to Open Space	Level 1 Constraint	Adjoining site	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>There is public transport provision in Saham Toney for a commutable route to Attleborough; the bus stop is however more than 800m from the site.</p> <p>There is a poor range of facilities on offer in the village, with no shop or health care services. The primary school is over 1km from this site and beyond reasonable walking distance.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>With localised highway improvements, costing in the region of £10,000 - £50,000 safe access can be provided on the site.</p> <p>This site sits in an area of high landscape sensitivity, however as it is neighbouring existing development on two sides, it would be feasible to develop the site without causing additional damage to the landscape.</p> <p>Saham Toney suffers from a lack of facilities in general and this site is located in a remote location in relation to the existing facilities, this doesn't rule out development altogether though as Saham Toney can provide at least two facilities within the village.</p> <p>This site has permission for 29 dwellings and has been excluded from the study.</p>		

SHLAA Ref	ST02	Source	Local Service Centre village
Area	2.19	Unconstrained Capacity	54
Current Use	The site is currently undeveloped land, with an existing residential property.		
Surrounding Use	The site is to the north of Saham Toney and to its south and east is arable farmland. The north of the site borders Hills Road and beyond this is residential properties, which are also located to the west of the site.		
Highway Access (On-Site)	None	Hills Road provides very poor opportunity for access, with poor width and alignment, the site is also located on a bend in the road and cannot provide suitable access.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Two TPOs to the South of the site	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.7km to the nearest shop / outside doctor buffer/ outside school buffer	
Access to Open Space	Level 2 Constraint	1.2km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Hills Road provides very poor opportunity for access, with poor width and alignment, the site is also located on a bend in the road and cannot provide suitable access.</p> <p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>There is public transport provision in Saham Toney for a commutable route to Attleborough, the bus stop is however more than 800m from the site.</p> <p>There is a poor range of facilities on offer in the village, with no shop or health care services. The primary school is over 1km from this site and beyond reasonable walking distance.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The location of the site on Hills Road would make it difficult to provide suitable, safe access due to the poor width and alignment of the road.</p> <p>Saham Toney suffers from a lack of facilities in general and this site is located in a remote location in relation to the existing facilities, this doesn't rule out development altogether though as Saham Toney can provide at least two facilities within the village.</p> <p>Off-site access issues make this site unsuitable for development.</p>		

SHLAA Ref	ST03	Source	Local Service Centre village
Area	0.34	Unconstrained Capacity	8
Current Use	The site is currently made up of piece of arable farmland, an existing residential property and a farm building.		
Surrounding Use	To the south of the site is open arable farmland, the Northern boundary of the site is made up by the Richmond Road, beyond which is open land and a collection of residential properties. East of the site is a residential property and to the west is open land used for arable farm land.		
Highway Access (On-Site)	None	The site has access onto the Richmond Road, which is unsuitable to provide access. There are also concerns with additional traffic using the junction with Pound Hill.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	0.3km to the nearest shop / outside school buffer / outside doctor buffer	
Access to Open Space	Level 1 Constraint	0.1km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has access onto the Richmond Road, which is unsuitable to provide access. There are also concerns with additional traffic using the junction with Pound Hill</p> <p>The site is in an area of high landscape sensitivity characterised by an enclosed parkland landscape of pasture, small woodland blocks and tree lined tributary watercourses.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>Planning permission to the west of the site, combined with existing dwellings only leaves an area of backland remaining. This is unsuitable for development in landscape terms.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Richmond Road provides limited scope for access, but there would potential be improvements that could make it safe. Due to the small size of the site, increase in traffic would be minimal and the existing road network should be able to cope.</p> <p>With localised highway improvements, costing in the region of £50,000 - £100,000 safe access can be provided on the site.</p> <p>The landscape is of high sensitivity, but as part of the site is in the existing settlement boundary, and neighbouring current properties, the effect could be kept to a minimum.</p> <p>Recent planning permission only leaves an area of backland and therefore is unsuitable for development.</p> <p>Saham Toney suffers from a lack of facilities in general and this site is located in a remote location in relation to the existing facilities, this doesn't rule out development altogether though as Saham Toney can provide at least two facilities within the village.</p>		

SHLAA Ref	ST04	Source	Local Service Centre village
Area	0.17	Unconstrained Capacity	4
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site sits behind existing development to three sides, the north, south and east. To the west of the site is undeveloped land.		
Highway Access (On-Site)	Category A Constraint	There is a thin access road from the site to Hills Road which is currently a private track. This would be highly unsuitable for use it is too narrow for two cars to pass and the visibility is impaired two existing properties.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.7km to the nearest shop / outside school buffer /outside doctor buffer	
Access to Open Space	Level 3 Constraint	1.6km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There is a thin access road from the site to Hills Road which is currently a private track. This would be highly unsuitable for use it is too narrow for two cars to pass and the visibility is impaired two existing properties.</p> <p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>The site is very remote in Saham Toney, and over 2km from the nearest service. There is a lack of facilities in the village, with no shop or health care provision.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>Site does not meet study size requirement.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	Poor access means this site is unsuitable for development, and there are no reasonable means to solve this issue.		

SHLAA Ref	ST05	Source	Local Service Centre village
Area	0.45	Unconstrained Capacity	11
Current Use	The site is currently undeveloped woodland.		
Surrounding Use	The site is to the very east of Saham Toney, to the north and south is open land, either undeveloped or arable fields, the southern boundary is formed by Ovington Road. To the west of the site are residential properties and to the east are a couple of larger properties.		
Highway Access (On-Site)	None	Site has access onto the Ovington Road	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1km to the nearest shop / Outside school buffer / outside doctor buffer	
Access to Open Space	Level 2 Constraint	0.4km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>The site is remotely located and not within walking distance of any public transport or facilities. In Saham Toney as a whole there are few services, with no shop or health care facilities.</p> <p>There are limited employment opportunities in the village, although nearby Watton has some employment.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>With localised highway improvements, costing in the region of £10,000 - £50,000 safe access can be provided on the site.</p> <p>This site sits in an area of high landscape sensitivity, however as it is neighbouring existing development on two sides, it would be feasible to develop the site without causing additional damage to the landscape.</p> <p>Saham Toney suffers from a lack of facilities in general and this site is located in a remote location in relation to the existing facilities, this doesn't rule out development altogether though as Saham Toney can provide at least two facilities within the village.</p> <p>Taking into consideration provision for major service roads the constrained capacity would have to be reduced to 10.</p>		

SHLAA Ref	ST06	Source	Local Service Centre village
Area	1.82	Unconstrained Capacity	45
Current Use	The site is currently arable farmland.		
Surrounding Use	The site is situated in the centre of Saham Toney, south of the Primary School. To the south of the site is a protected County Wildlife Site, east of the site is arable farmland. To the west the boundary is formed by Pound Lane and Richmond Road. Beyond which is residential development and St George's Church.		
Highway Access (On-Site)	Category A Constraint	The site is located on a busy junction and a series of s-bends, this means it would be impossible to provide safe access and visibility.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however a County Wildlife Site lies to the south of the site.	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	0.1km to the nearest shop / inside school buffer/ outside doctor buffer	
Access to Open Space	Level 1 Constraint	Site adjoins open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is located on a busy junction and a series of s-bends, this means it would be impossible to provide safe access and visibility.</p> <p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>The land is arable farmland of grade 3 quality, which should be protected.</p> <p>The site is also adjacent to St.George's church, which is a Grade I listed building; development could have a detrimental affect.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no health care centre.</p> <p>Planning permission for exceptions scheme leaves no suitable part of the site remaining.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Due to access issues and the unsustainable nature of the site it is non deliverable at the full capacity.</p> <p>Planning permission for exceptions scheme leaves no suitable part of the site remaining.</p>		

SHLAA Ref	ST07	Source	Local Service Centre village
Area	4.32	Unconstrained Capacity	107
Current Use	The site is currently undeveloped land and a livestock farm, with associated buildings.		
Surrounding Use	The site sits to the north of Saham Toney, south of it is open arable farmland. To the east is open land, then a small industrial area. The northern boundary is formed by Page's Lane, beyond which is residential development. To the west of the site is further arable farmland.		
Highway Access (On-Site)	None	The site has frontage with Chequers lane, which is unsuitable to provide access due to being on a bend and generally poor alignment. Significant Highway improvements would be needed to make the development acceptable.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however there are 4 TPOs to the North of the site	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 2 Constraint	Undeveloped land and a livestock farm with associated buildings	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.4km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	0.9km to the nearest shop / Inside school buffer / Outside doctor buffer	
Access to Open Space	Level 2 Constraint	0.6km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has frontage with Chequers Lane, which is unsuitable to provide access due to being on a bend and generally poor alignment. Significant Highway improvements would be needed to make the development acceptable.</p> <p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>Improvements could be made to Chequers Lane to allow suitable off-site access, however it is estimated that these costs could come to well over £100,000 due to the scale of improvements needed.</p> <p>Saham Toney suffers from a lack of facilities in general and this site is located in a remote location in relation to the existing facilities, this doesn't rule out development altogether though as Saham Toney can provide at least two facilities within the village.</p> <p>Parkers CE VC Primary School site looks like it could take a school of up to 210 places so housing around the 400 number could be accommodated with capital investment.</p> <p>Wayland Academy serves Watton Town and the surrounding villages. The school sits on a fairly large site which could accommodate a larger school. The school currently has some spare places and is not under pressure. Moderate scale growth could be considered but the school is an academy so any planned expansion must be agreed along with the school.</p> <p>Although this site sits within an area of high sensitivity it is deemed moderate due to its location just outside the settlement boundary with development to the North, East and West.</p> <p>Due to poor surrounding roads, development on this site should be kept to a minimum to avoid</p>		

exacerbating traffic problems on the road network.

SHLAA Ref	ST08	Source	Local Service Centre village
Area	0.50	Unconstrained Capacity	12
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site is situated south of currently development, to the west is Cley Lane, beyond which is undeveloped land. To the west of the site is arable farmland, south of the site is woodland area.		
Highway Access (On-Site)	None	The access for this site is onto Cley Lane, which is unsuitable due to poor alignment and width.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	20% of the site is located within flood zone 2	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1km to the nearest shop/ outside doctor buffer/ outside school buffer	
Access to Open Space	Level 2 Constraint	0.2km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The access for this site is onto Cley Lane, which is unsuitable due to poor alignment and width.</p> <p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>Part of the site to the east is in an area of 3b flood risk and unsuitable for development.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	With improvements to Cley Lane the site would become developable, however the improvements could cost up to £100,000. Landscape and flood risk issues render the site undeliverable.		

SHLAA Ref	ST09	Source	Local Service Centre village
Area	0.53	Unconstrained Capacity	12
Current Use	The site is currently arable farmland.		
Surrounding Use	Situated to the north of Saham Toney the site is located arable farmland. To the west of the site is residential development, which is also found to the south, as well as an area of woodland. To the north is land a site used for industrial purposes.		
Highway Access (On-Site)	None	Hills Road could provide suitable access, but improvements would be needed to the footways, this would cost up to £50,000.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1.6km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	2.2km to the nearest shop / outside school buffer / outside doctor buffer	
Access to Open Space	Level 2 Constraint	2km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Hills Road could provide suitable access, but improvements would be needed to the footways, this would cost up to £50,000.</p> <p>The site is situated within an area of high sensitivity; however the site is located just outside the settlement boundary and there is development to the South and the West of the site.</p> <p>Saham Toney suffers from a lack of facilities in general and this site is located in a remote location in relation to the existing facilities, this doesn't rule out development altogether though as Saham Toney can provide at least two facilities within the village.</p> <p>Taking into account provision for major service roads the constrained capacity would have to be reduced to 10.</p>		

SHLAA Ref	ST10	Source	Local Service Centre village
Area	1.08	Unconstrained Capacity	24
Current Use	The site is currently undeveloped land, including a single residential property.		
Surrounding Use	The site is surrounded by residential development on three sides, the north, east and west. To the south of the site is open undeveloped land.		
Highway Access (On-Site)	None	Hills Road could provide suitable access, but improvements would be needed to the footways, this would cost up to £50,000.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	The site is currently undeveloped land including a single residential property	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1.3km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.9km to the nearest shop / Outside school buffer / Outside doctor buffer	
Access to Open Space	Level 3 Constraint	1.7km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The site has frontages with Hills Road and Ploughboy Lane. Ploughboy Lane would be unsuitable to provide access due to poor alignment and width, it also has poor visibility with Hills Road. Hills Road could provide suitable access, but improvements would be needed to the footways, this would cost up to £50,000.</p> <p>Saham Toney suffers from a lack of facilities in general and this site is located in a remote location in relation to the existing facilities, this doesn't rule out development altogether though as Saham Toney can provide at least two facilities within the village.</p> <p>Taking into consideration the lack of facilities and the distance from services capacity would have to be reduced to limit private car use.</p> <p>Taking into account provision for major service roads the constrained capacity would have to be reduced to 21.</p> <p>Although the site is situated within an area of high sensitivity the site is surrounded by residential development to the North, East and West. As a result it is deemed that development of this site wouldn't have a severe impact on the landscape.</p>		

SHLAA Ref	ST11	Source	Local Service Centre village
Area	0.39	Unconstrained Capacity	9
Current Use	The site is currently split between residential property and undeveloped land.		
Surrounding Use	The site is half in and half out of the settlement boundary. There is residential development to the north, south and east, to the west is open arable farmland.		
Highway Access (On-Site)	Category A Constraint	The site has a very narrow frontage with White Horse Close which would be insufficient to provide access for this site.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Residential / Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.3km to the nearest open space	
Access to Facilities	Level 3 Constraint	0.3km to the nearest shop / Inside school buffer/ Outside doctor buffer	
Access to Open Space	Level 1 Constraint	0.16km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has a very narrow frontage with White Horse Close which would be insufficient to provide access for this site.</p> <p>The site is in an area of high landscape sensitivity characterised by an enclosed parkland landscape of pasture, small woodland blocks and tree lined tributary watercourses.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	White Horse Close cannot provide sufficient access to this site due to poor alignment and width, and there would be a lack of visibility.		

SHLAA Ref	ST12	Source	Local Service Centre village
Area	3.59	Unconstrained Capacity	72
Current Use	The site is currently used as arable farmland.		
Surrounding Use	The site is set to the west of Saham Toney, and west of the site is further arable farmland. To the south of the site is land for industrial use with several units currently standing. To the north of the site the boundary is formed by a narrow road, beyond which is arable farmland, to the east of the site the boundary is formed by the B1077, the other side of this is a playing field designated protected open space.		
Highway Access (On-Site)	None	Improvements to the surrounding road network would be required to make this site suitable for development, most notable the junction between the B1077 and Page's Lane. Improvements would cost up to £100,000.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	TPOs to the East of the site	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable farmland (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.3km to the nearest shop / inside school buffer/ outside doctor buffer	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>The site is remote from the settlement.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Improvements to the surrounding road network would be required to make this site suitable for development, most notable the junction between the B1077 and Page's Lane. Improvements would cost up to £100,000.</p> <p>Saham Toney suffers from a lack of facilities in general and this site is located in a remote location in relation to the existing facilities, this doesn't rule out development altogether though as Saham Toney can provide at least two facilities within the village.</p> <p>The above, combined with remoteness from existing development and impact on landscape character mean the site is non-deliverable.</p>		

SHLAA Ref	ST13	Source	Local Service Centre village
Area	1.45	Unconstrained Capacity	36
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site sits behind existing residential development to the south, to the west of the site is undeveloped land with a few residential properties along the western boundary towards the south. To the north is undeveloped land, to the west are residential properties.		
Highway Access (On-Site)	Category A Constraint	The site has one narrow access point which is insufficient for a site of this size, the access point would also have impaired visibility due to an existing residential property.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1.5km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	2km to the nearest shop / Outside school buffer / Outside doctor buffer	
Access to Open Space	Level 3 Constraint	1.7km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has one narrow access point which is insufficient for a site of this size, the access point would also have impaired visibility due to an existing residential property.</p> <p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	Due to issues with access, landscape and sustainability this site is non deliverable.		

SHLAA Ref	ST14	Source	Local Service Centre village
Area	0.68	Unconstrained Capacity	16
Current Use	The site is currently undeveloped land.		
Surrounding Use	To the north of this land is an existing residential property, beyond which is open arable farmland. To the west is undeveloped land, with residential properties to the south. To the south of the site is Saham Toney Village Hall and open public space, west of this is residential development, to the west of the site is a County Wildlife Site.		
Highway Access (On-Site)	None	The site has access onto Bell lane	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however, in very close proximity to a County Wildlife Site	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	0.5km to the nearest shop / Inside school buffer / Outside doctor buffer	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>The proximity to a CWS may be damaging.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Improvements to the surrounding road network, costing up to £50,000 would be required to make the site accessible.</p> <p>Although the site is within an area of high sensitivity it would appear that development of this site wouldn't have a hugely detrimental impact on the landscape. The site is very central in Saham Toney and adjoins the settlement boundary.</p> <p>To limit impact on the nearby CWS capacity should be reduced to 10.</p> <p>Saham Toney suffers from a lack of facilities in general and this site is located in a remote location in relation to the existing facilities, this doesn't rule out development altogether though as Saham Toney can provide at least two facilities within the village.</p>		

SHLAA Ref	ST15	Source	Local Service Centre village
Area	2.03	Unconstrained Capacity	50
Current Use	The site is currently arable farmland.		
Surrounding Use	To the west of the site is open arable farmland, to the north is further farmland to the western side and residential properties round to the east. On the east of the site the boundary is formed by Hills Road, beyond which is residential development, south of the site is further housing.		
Highway Access (On-Site)	None	Improvements would be needed to the surrounding road network, most notable the junction between Hills Road and Page's Lane, there would also need to be footways provided. Altogether the costs could be in excess of £100,000.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	0.8km to the nearest shop / Inside school buffer/ outside doctor buffer	
Access to Open Space	Level 2 Constraint	0.7km to the nearest open space	
Access to Employment	Level 1 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Improvements would be needed to the surrounding road network, most notable the junction between Hills Road and Page's Lane, there would also need to be footways provided. Altogether the costs could be in excess of £100,000.</p> <p>Due to issues with landscape and sustainability this site is non deliverable.</p>		

SHLAA Ref	ST16	Source	Local Service Centre village
Area	0.41	Unconstrained Capacity	9
Current Use	The site is currently undeveloped land.		
Surrounding Use	To the north of the site are residential properties, to the south of the site is arable farmland. East of the site is undeveloped land, and there are residential properties to the west.		
Highway Access (On-Site)	Category A Constraint	The site has one narrow access point which is insufficient for a site of this size, the access point would also have impaired visibility due to an existing residential property.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	1.1km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.8km to the nearest shop / outside school buffer / outside doctor buffer	
Access to Open Space	Level 2 Constraint	1.5km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has one narrow access point which is insufficient for a site of this size, the access point would also have impaired visibility due to an existing residential property.</p> <p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	Due to issues with access, landscape and sustainability this site is non deliverable.		

SHLAA Ref	ST17	Source	Local Service Centre village
Area	0.37	Unconstrained Capacity	9
Current Use	The site is currently used for industrial purpose.		
Surrounding Use	To the north of the site is open arable farmland, this stretches round to the east and west of the site as well. South of the site is residential development.		
Highway Access (On-Site)	Category A Constraint	The site has one narrow access point which is insufficient for a site of this size, the access point would also have impaired visibility due to an existing residential property.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 2 Constraint	Possible contamination from current industrial use	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Industrial use	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.9km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1.5km to the nearest shop / Outside school buffer / Outside Doctor buffer	
Access to Open Space	Level 3 Constraint	1.2km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has one narrow access point which is insufficient for a site of this size, the access point would also have impaired visibility due to an existing residential property.</p> <p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	Due to issues with access, landscape and sustainability this site is non deliverable.		

SHLAA Ref	ST18	Source	Local Service Centre village
Area	0.41	Unconstrained Capacity	9
Current Use	The site is currently undeveloped land and with a couple of residential properties.		
Surrounding Use	To the south of the site is open arable farmland, the northern boundary of the site is made up by the Richmond Road, beyond which is open land and a collection of residential properties. East of the site is a residential property and to the west is open land used for arable farm land.		
Highway Access (On-Site)	Category A Constraint	The site would require access very close to a sharp turn Richmond Road, this makes it impossible to provide safe access.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Two TPOs on site: One on the SE boundary and the other on the NW boundary	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 2 Constraint	Dwelling and garden	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.15km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	0.15km to the nearest shop / Inside school buffer/ Outside doctor buffer	
Access to Open Space	Level 2 Constraint	Adjoining open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has one narrow access point which is insufficient for a site of this size, the access point would also have impaired visibility due to an existing residential property.</p> <p>The site would require access very close to a sharp turn Richmond Road, this makes it impossible to provide safe access.</p> <p>Improvements to the surrounding road network would be required, especially the junction between Richmond Road and Pound Hill.</p> <p>The site is in an area of high landscape sensitivity characterised by an enclosed parkland landscape of pasture, small woodland blocks and tree lined tributary watercourses.</p> <p>There is an existing protected tree on the site which would need to be incorporated into and development.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	Due to there being no way of provided safe access onto the site, it is non deliverable.		

SHLAA Ref	ST19	Source	Local Service Centre village
Area	0.18	Unconstrained Capacity	4
Current Use	The site is currently undeveloped land		
Surrounding Use	To the north, south and west of the site are existing residential properties. To the East of the site is open undeveloped land.		
Highway Access (On-Site)	Category A Constraint	The site has no access onto any public highway and would require the purchase of adjacent land to gain and kind of frontage onto a road.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	0.5km to the nearest shop / Inside school buffer/ Outside doctor buffer	
Access to Open Space	Level 2 Constraint	0.4km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has no access onto any public highway and would require the purchase of adjacent land to gain and kind of frontage onto a road.</p> <p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>The site is also of insufficient size to be included within the scope of the study.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	Due to issues with access, landscape and sustainability this site is non deliverable.		

SHLAA Ref	ST21	Source	Local Service Centre village
Area	0.96	Unconstrained Capacity	25
Current Use	Undeveloped land		
Surrounding Use	Residential properties to the North and East. Undeveloped land to the South. Farmsteads and arable land to the West.		
Highway Access (On-Site)	None	Site has access onto Richmond Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however, there are three protected trees on site	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	0.5km to the nearest shop / Inside school buffer/ outside doctor buffer	
Access to Open Space	Level 1 Constraint	0.4km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is in an area of high landscape sensitivity characterised by an enclosed parkland landscape of pasture, small woodland blocks and tree lined tributary watercourses.</p> <p>There are three TPOs on site that would restrict potential access to the site.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	The site is small in size and has 3 TPOs on site. This combined with the High landscape sensitivity would render the site non-deliverable.		

SHLAA Ref	ST23	Source	Local Service Centre village
Area	0.14	Unconstrained Capacity	3
Current Use	Appears to be an agricultural storage building and surrounding land		
Surrounding Use	There is a farm house to the East and West of the site with arable land to the South. To the North is the settlement boundary with a row of residential dwellings and more arable land beyond.		
Highway Access (On-Site)	None	The site has frontage with Chequers Lane, which is unsuitable to provide access due to being on a bend and generally poor alignment. Significant Highway improvements would be needed to make the development acceptable.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 2 Constraint	Possible contamination as a result of previous use	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	High sensitivity	
Existing Use in Operation	Level 2 Constraint	Agricultural building	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	1km to the nearest shop / Outside doctor buffer / Outside school buffer	
Access to Open Space	Level 2 Constraint	0.8km to the nearest open space	
Access to Employment	Level 2 Constraint	There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has frontage with Chequers Lane, which is unsuitable to provide access due to being on a bend and generally poor alignment. Significant Highway improvements would be needed to make the development acceptable.</p> <p>The site is in an area of high landscape sensitivity characterised by predominantly pasture, enclosed by hedgerows with considerable areas of wet woodland, including the willow and poplar vegetation fringing Saham Mere.</p> <p>There are limited employment opportunities within Saham Toney itself, although nearby Watton offers more choices.</p> <p>There is very limited services and facilities provision in Saham Toney, with no shop or health care centre.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Improvements could be made to Chequers Lane to allow suitable off-site access, however it is estimated that these costs could come to well over £100,000 due to the scale of improvements needed.</p> <p>Saham Toney suffers from a lack of facilities in general and this site is located in a remote location in relation to the existing facilities, this doesn't rule out development altogether though as Saham Toney can provide at least two facilities within the village.</p> <p>Although this site sits within an area of high sensitivity it is deemed moderate due to its location just outside the settlement boundary with development to the North, East and West.</p> <p>Due to poor surrounding roads, development on this site should be kept to a minimum to avoid exacerbating traffic problems on the road network.</p>		

SHLAA Ref	SW01	Source	Local Service Centre village
Area	4.63	Unconstrained Capacity	93
Current Use	The site is split over two areas, to the west is arable farmland, while to the east is undeveloped land.		
Surrounding Use	The site sits to the south of Swanton Morley, south of the Swanton Morley GP surgery, and north of arable farmland. To the east of the site is further residential development, and to the west is open land.		
Highway Access (On-Site)	None	The site has major access issues, with access both on and off site. Woodgate Road, to which the site has frontage is unacceptable for any increase in traffic volumes, there are also concerns with the surrounding highway network and its ability to take further usage.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Two TPOs along the Eastern boundary	
Landscape Impact	Level 2 Constraint	Moderate and Moderate/High sensitivity	
Existing Use in Operation	Level 2 Constraint	Arable land (Grade 3) / Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Inside doctor buffer/ Outside school buffer/ 1.7km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.45km to the nearest open space	
Access to Employment	Level 2 Constraint	While Swanton Morley lacks opportunities it has easy access to Dereham.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>Highway Authority estimate it would cost in excess of £100,000 to complete improvements to the surrounding access, including improving junctions, road widths and providing pedestrian and cycle routes.</p> <p>If level of development is significantly reduced, this site would be able to deliver a quantum of development.</p> <p>The site has major access issues, with access both on and off site. Woodgate Road, to which the site has frontage is unacceptable for any increase in traffic volumes, there are also concerns with the surrounding highway network and its ability to take further usage.</p> <p>The site is in an area of moderate and moderate/high landscape sensitivity.</p> <p>The site is remote from the main body of Swanton Morley, with the school and shops over 1km from the site.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>Highway Authority estimate it would cost in excess of £100,000 to complete improvements to the surrounding access, including improving junctions, road widths and providing pedestrian and cycle routes.</p> <p>Swanton Morley Primary School sits on a very large site so does have scope to expand certainly to a 420 place school initially. Taking forecasts into account at least 800 new homes in the area could be accommodated with capital investment in the school.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>If level of development is significantly reduced, this site would be able to deliver a quantum of development.</p>		

SHLAA Ref	SW02	Source	Local Service Centre village
Area	1.01	Unconstrained Capacity	20
Current Use	Undeveloped land		
Surrounding Use	There are arable farms surrounding the site on three sides, to the north, west and south. To the east of the site are residential properties.		
Highway Access (On-Site)	None	The site has severe access issues, with Woodgate Road highly unsuitable for any increase in traffic due to poor width and alignment, the surrounding road network is also unsuitable for any further traffic movements.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Nine TPOs on the site	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.8km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Inside doctor buffer/ outside school buffer/1.8km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.6km to the nearest open space	
Access to Employment	Level 2 Constraint	While Swanton Morley lacks opportunities it has easy access to Dereham.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has severe access issues, with Woodgate Road highly unsuitable for any increase in traffic due to poor width and alignment, the surrounding road network is also unsuitable for any further traffic movements.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>The site is remote from local services and facilities, with shops and local school over 1km away, and the local bus stop outside of reasonable walking distance.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Highway Authority estimate it would cost in excess of £100,000 to complete improvements to the surrounding access, including improving junctions, road widths and providing pedestrian and cycle routes.</p> <p>If development kept to a minimal level, this site would be suitable for small-scale development.</p> <p>Due to access issues, distance from facilities and the sensitivity of the site it would be deemed non-deliverable.</p>		

SHLAA Ref	SW03	Source	Local Service Centre village
Area	0.28	Unconstrained Capacity	6
Current Use	The site is currently part of an arable field.		
Surrounding Use	To the north of the site is the remaining arable field the site is part of, the east and west are existing residential properties. To the south of the site are further residential properties.		
Highway Access (On-Site)	None	The site has severe access issues, with Woodgate Road highly unsuitable for any increase in traffic due to poor width and alignment, the surrounding road network is also unsuitable for any further traffic movements.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Part of an arable field (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	1km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Inside doctor buffer/ outside school buffer/ 2km to the nearest shop	
Access to Open Space	Level 2 Constraint	1km to the nearest open space	
Access to Employment	Level 2 Constraint	While Swanton Morley lacks opportunities it has easy access to Dereham.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has severe access issues, with Woodgate Road highly unsuitable for any increase in traffic due to poor width and alignment, the surrounding road network is also unsuitable for any further traffic movements.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>The site is remote from local services and facilities, with shops and local school over 1km away, and the local bus stop outside of reasonable walking distance.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Highway Authority estimate it would cost in excess of £100,000 to complete improvements to the surrounding access, including improving junctions, road widths and providing pedestrian and cycle routes. Due to the poor quality of the roads that have frontage onto the site, there is no reasonable way to provide safe and suitable access.</p> <p>However, the minimal scale of development could be acceptable and as such the site is deliverable.</p>		

SHLAA Ref	SW04	Source	Local Service Centre village
Area	4.82	Unconstrained Capacity	120
Current Use	The site is currently undeveloped land.		
Surrounding Use	Located in the centre of Swanton Morley the site is situated just to the north of existing residential development. North of the site is Swanton Morley Village Hall and the surrounding protected public open space. To the west of the site are arable fields, while to the west is residential development.		
Highway Access (On-Site)	None	Would require localised improvements	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.2km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.2km to the nearest shop / Inside school buffer/ Outside doctor buffer	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 2 Constraint	While Swanton Morley lacks opportunities it has easy access to Dereham.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>The site has frontages with Manns Lane and Gooseberry Hill and should be able to provide access on either side. If access is provided onto Manns Lane some off site access issues need to be improved, most notably satisfactory junctions with the further highway network to the north and south, without these improvements vehicle access should be limited to only Gooseberry Hill.</p> <p>The area is in a moderate landscape risk area.</p> <p>Social infrastructure would require significant improvement.</p>		
Solutions to Constraints:	<p>Access improvements in the range of £10,000 - £50,000 would be required to make this site suitable for development.</p> <p>The site would extend the current urban area of Swanton Morley, and would therefore have minimum impact on the landscape.</p> <p>Swanton Morley Primary School sits on a very large site so does have scope to expand certainly to a 420 place school initially. Taking forecasts into account at least 800 new homes in the area could be accommodated with capital investment in the school.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP).</p> <p>Taking into consideration provision for open space and major service roads the constrained capacity would have to be reduced to 96.</p>		

SHLAA Ref	SW05	Source	Local Service Centre village
Area	0.45	Unconstrained Capacity	10
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site is in the northern area of Swanton Morley, and is surrounded by existing development to the south, east and west. To the north of the site is undeveloped land, beyond which is a CWS.		
Highway Access (On-Site)	Category A Constraint	The site has access onto Elsing Road, this is however on the inside bend and would be difficult to provide safe and suitable access. The surrounding road network is also an issue, with poor junctions and inadequate width and alignment.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however, the site adjoins a County Wildlife Site	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Outside doctor buffer/ partially inside school buffer/ 0.1km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.1km to the nearest open space	
Access to Employment	Level 2 Constraint	While Swanton Morley lacks opportunities it has easy access to Dereham.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has access onto Elsing Road, this is however on the inside bend and would be difficult to provide safe and suitable access. The surrounding road network is also an issue, with poor junctions and inadequate width and alignment.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The access onto Elsing Road is inadequate for the purpose, and there is no reasonable solution to bring it up to a safe standard. Off site access issues would need in excess of £100,000 to rectify, which from a site of this size is prohibitive to development.</p> <p>Due to the lack of safe access the site would be deemed non-deliverable.</p>		

SHLAA Ref	SW06	Source	Local Service Centre village
Area	6.65	Unconstrained Capacity	166
Current Use	The site is currently arable farmland.		
Surrounding Use	To the south and west of the site are open land, either arable or undeveloped, there is also an area of protected open space to the south of the site. To the north of the site is a mixture of woodland towards the west, existing development central and arable farmland towards the east. East of the site itself is residential development.		
Highway Access (On-Site)	None	Highway access constraints have been eased as a result of the Highways Authority improving the junction of Rectory Road and Town Street. However, there are potential issues with the amount of traffic the site would generate on the surrounding road networks.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate and Moderate/High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Outside doctor buffer/0.1km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.1km to the nearest open space	
Access to Employment	Level 2 Constraint	While Swanton Morley lacks opportunities it has easy access to Dereham.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>Highway access constraints have been eased as a result of the Highways Authority improving the junction of Rectory Road and Town Street. However, there are potential issues with the amount of traffic the site would generate on the surrounding road networks.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>Social infrastructure would require significant improvement.</p>		
Solutions to Constraints:	<p>Due to recent improvements to the junction, the site is deliverable, although further improvements would be required for a site of this size.</p> <p>Although the site sits within an area of moderate/high sensitivity the site lies between two areas of development.</p> <p>Swanton Morley Primary School sits on a very large site so does have scope to expand certainly to a 420 place school initially. Taking forecasts into account at least 800 new homes in the area could be accommodated with capital investment in the school.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP).</p> <p>Taking into consideration for open space and the provision of major service roads the constrained capacity would have to be reduced to 133.</p>		

SHLAA Ref	SW07	Source	Local Service Centre village
Area	6.78	Unconstrained Capacity	136
Current Use	The site is currently used for arable farmland.		
Surrounding Use	To the North of the site is arable farmland, and to the North East is undeveloped land. To the West of the site is residential development. To the South of the site in an area of woodland and arable farmland.		
Highway Access (On-Site)	None	This site has frontage with Mill Street and Rectory Road, access directly onto Mill Street would come into the inside of a bend and would be unsafe. It would be possible to create access onto Worthing Road but this would increase traffic use of the inadequate junction the B1147.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however, development could have a detrimental affect on the Grade I listed church	
Landscape Impact	Level 3 Constraint	Moderate and Moderate/High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.2km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Outside doctor buffer/ 0.2km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 2 Constraint	While Swanton Morley lacks opportunities it has easy access to Dereham.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>This site has frontage with Mill Street and Rectory Road, access directly onto Mill Street would come into the inside of a bend and would be unsafe. It would be possible to create access onto Worthing Road but this would increase traffic use of the inadequate junction the B1147.</p> <p>The site is in an area of moderate/high landscape sensitivity. The easterly point of the site would also be in close proximity to church and could affect it's setting.</p> <p>Social infrastructure would require significant improvement.</p>		
Solutions to Constraints:	<p>Swanton Morley Primary School sits on a very large site so does have scope to expand certainly to a 420 place school initially. Taking forecasts into account at least 800 new homes in the area could be accommodated with capital investment in the school.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>The site would only be suitable for development with a reduced capacity, which would put less strain on the surrounding road network and landscape character. However, the full extent of the site is undeliverable.</p>		

SHLAA Ref	SW08	Source	Local Service Centre village
Area	2.94	Unconstrained Capacity	59
Current Use	The site is currently undeveloped land.		
Surrounding Use	To the west of the site is open arable farmland, to the south the site borders the Swanton Road and there is also a residential development adjacent to the site. Beyond the Swanton Road is open undeveloped land. East of the site is residential development to the north and open arable farmland to the south.		
Highway Access (On-Site)	None	The site has a frontage with Swanton Road, which is on the inside of a bend, meaning issues with safe visibility. Greater than the concern over the potential on-site access is the danger of increasing vehicle use on unsuitable roads and junctions which already have a record of accidents.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 1 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.8km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	Inside doctor buffer/ Outside school buffer/ 1.8km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.6km to the nearest open space	
Access to Employment	Level 2 Constraint	While Swanton Morley lacks opportunities it has easy access to Dereham.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site has a frontage with Swanton Road, which is on the inside of a bend, meaning issues with safe visibility. Greater than the concern over the potential on-site access is the danger of increasing vehicle use on unsuitable roads and junctions which already have a record of accidents.</p> <p>The site is remote from services in Swanton Morley and there is no decent pedestrian provisions from the site to the village centre.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	The site would need significant improvements to be able to provide access onto Swanton Road, there would also need to be improvements made to the surrounding highways to take any increase in traffic, Highways estimate this cost to be in excess of £100,000.		

SHLAA Ref	SW09	Source	Local Service Centre village
Area	0.54	Unconstrained Capacity	12
Current Use	The site is currently undeveloped land.		
Surrounding Use	To the west of the site is open land currently undeveloped, west of the site is residential development. To the north the use of the land is split, to the eastern side is open space, while to the western side are residential properties.		
Highway Access (On-Site)	Category A Constraint	The site has no frontages with public highways, meaning for any kind of on-site access there would need to be a third party land purchase. There is an existing track to the site, but it is unclear who is in ownership.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however, could have a detrimental affect on the Grade II building, Kesmark House	
Landscape Impact	Level 3 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Outside doctor buffer/ 0.3km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 2 Constraint	While Swanton Morley lacks opportunities it has easy access to Dereham.	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has no frontages with public highways, meaning for any kind of on-site access there would need to be a third party land purchase. There is an existing track to the site, but it is unclear who is in ownership.</p> <p>The site is in an area of moderate/high landscape sensitivity.</p> <p>The site is to the rear of Kesmark House which is a Listed Building and as such, development to the southern extent of the site may affect the setting and curtilage of the building.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	Due to potential impact on setting of Listed Building and highway access constraints which appear irresolvable, the site is not deliverable.		

SHLAA Ref	SW10	Source	Local Service Centre village
Area	2.77	Unconstrained Capacity	55
Current Use	Agricultural field.		
Surrounding Use	The site is surrounded on three sides by existing residential development, and to the south by further agricultural land.		
Highway Access (On-Site)	Category A Constraint	The direct access into the site is heavily constrained by significant trees which block entry to the site.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.2km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Inside doctor buffer/ Outside school buffer/ 1km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.4km to the nearest open space	
Access to Employment	Level 2 Constraint	While Swanton Morley lacks opportunities it has easy access to Dereham.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The direct access into the site is heavily constrained by significant trees which block entry to the site.</p> <p>Further, the junction with the Bedingfields and Greengate may be unsuitable for a significant scale of additional traffic beyond the existing.</p> <p>The site would have an impact on landscape character but development on three sides limits the potential for harm.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	Due to direct access constraints the site is non-deliverable.		

SHLAA Ref	SW11	Source	Local Service Centre village
Area	2.82	Unconstrained Capacity	53
Current Use	Agricultural field.		
Surrounding Use	The site is bordered on two sides by low density residential development, and to the north and south-west by further agricultural land.		
Highway Access (On-Site)	None	Off site highway access onto Greengate is constrained and may require additional upgrades in order to facilitate the full development of the site. Mann's Lane may need to be widened to cater for additional traffic.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.7km to the nearest shop / Inside doctor buffer/ outside school buffer	
Access to Open Space	Level 1 Constraint	0.4km to the nearest open space	
Access to Employment	Level 2 Constraint	While Swanton Morley lacks opportunities it has easy access to Dereham.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>Off site highway access onto Greengate is constrained and may require additional upgrades in order to facilitate the full development of the site. Mann's Lane may need to be widened to cater for additional traffic.</p> <p>The site is in a moderately sensitive landscape character area, although any development of this scale would result in an impact on the character.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>Highway improvements will be necessary although these do not preclude development.</p> <p>Swanton Morley Primary School sits on a very large site so does have scope to expand certainly to a 420 place school initially. Taking forecasts into account at least 800 new homes in the area could be accommodated with capital investment in the school.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>A development of this size would require a minimum of 2 local areas for play (LAPs).</p> <p>Taking into consideration the provision of open space and major service roads the capacity would be reduced to 42.</p>		

SHLAA Ref	SW12	Source	Local Service Centre village
Area	6.40	Unconstrained Capacity	330
Current Use	Agricultural land.		
Surrounding Use	Low density residential development to the south of the site. The site is otherwise bordered by agricultural land.		
Highway Access (On-Site)	Category A Constraint	Highway access is a key constraint and development of this scale would require two points of access and significant on and off-site improvements. It is unclear how two points of access would be secured safely within the site area.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.9km to the nearest shop / Inside school buffer/ Outside doctor buffer	
Access to Open Space	Level 1 Constraint	0.4km to the nearest open space	
Access to Employment	Level 2 Constraint	While Swanton Morley lacks opportunities it has easy access to Dereham.	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>Although the site is in a moderate sensitive landscape character area, development of this site would represent a significant intrusion into the open countryside.</p> <p>Highway access is a key constraint and development of this scale would require two points of access and significant on and off-site improvements. It is unclear how two points of access would be secured safely within the site area.</p> <p>Social infrastructure would require significant improvement.</p>		
Solutions to Constraints:	<p>Swanton Morley Primary School sits on a very large site so does have scope to expand certainly to a 420 place school initially. Taking forecasts into account at least 800 new homes in the area could be accommodated with capital investment in the school.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p> <p>Only significant reductions to the developable area would limit the impact on the landscape and highway access. Therefore, the current site is non-deliverable.</p>		

SHLAA Ref	SW13	Source	Local Service Centre village
Area	5.12	Unconstrained Capacity	102
Current Use	Agricultural land.		
Surrounding Use	The site is bordered to the west by existing residential development. The remainder of the site is bordered by further agricultural land.		
Highway Access (On-Site)	None	Highway access is constrained off-site at the junction between Woodgate Lane and Greengate to accommodate additional traffic.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.7km to the nearest shop / Partially inside school buffer/ Partially inside doctor buffer	
Access to Open Space	Level 1 Constraint	0.1km to the nearest open space	
Access to Employment	Level 2 Constraint	While Swanton Morley lacks opportunities it has easy access to Dereham.	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>The site is located in an area of moderate sensitivity to development as set out in the Landscape Character Assessment. However, development of such a scale would result in a significant intrusion into the open countryside.</p> <p>Highway access is constrained off-site at the junction between Woodgate Lane and Greengate to accommodate additional traffic.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The site is non-deliverable due to highway access constraints and landscape impact. However, this could be mitigated by significantly reducing the site area and development numbers.</p> <p>Swanton Morley Primary School sits on a very large site so does have scope to expand certainly to a 420 place school initially. Taking forecasts into account at least 800 new homes in the area could be accommodated with capital investment in the school.</p> <p>Dereham is served by two High Schools and a separate 6th form centre. Both the High Schools are on sites which are around the right size for the current numbers. The 6th form centre is under a lot of pressure for places and options are being considered for expansion. With good master planning it is possible that both High Schools could be expanded on their current sites but if any large scale growth in the Town is planned, school expansion would have to be considered.</p>		

SHLAA Ref	T01	Source	Thetford Greenfield Urban Extension
Area	238.30	Unconstrained Capacity	5712
Current Use	The site is currently in an agricultural use (arable) with 3 individual farmsteads located inside the site. There are some small areas of plantation land / tree belts within the site.		
Surrounding Use	The northern boundary of the site is formed by the A11, a major strategic road linking the M11 to Norwich. Beyond this road is predominately undeveloped agricultural land with plantation land to the far north. The village of Croxton lies to the north of the A11 and has filtered views into the site. To the west of the site is the A134, a principle route into Thetford. The A134 separates the site from a small parcel of undeveloped land which lies in between the A134 and the A11. To the south-west of the site is an industrial estate, to the immediate south residential and associated development and to the south-east Kilverstone Hall and associated undeveloped/agricultural land.		
Highway Access (On-Site)	None	Localised improvements would be required	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 2 Constraint	Historic landfill in the centre of the site	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	Category A Constraint	The site contains an Iron Age religious site forming an area of archaeological and historical interest. The NE of the site encroches into a Stone Curlew Buffer.	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Arable land (grade 4)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 3 +2	
Pollutant Sources	Level 2 Constraint	Possible Noise/Air pollution from the A11.	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	The site is near bus stops and also has the critical mass to generate further bus stops.	
Access to Facilities	Level 2 Constraint	Close links to shops/ Partially inside school buffer/ Outside doctor buffer	
Access to Open Space	Level 2 Constraint	The site adjoins open space in various places along the site	
Access to Employment	Level 1 Constraint	Site lies just outside the Thetford boundary	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>There do not appear to be any fundamental issues in terms of highway access. However there will need to be upgrades to the existing road network.</p> <p>Utilities are severely constrained and there will need to be significant upgrades to accommodate development on the scale possible on site.</p> <p>Although there are no fundamental significant landscape designations that would rule out the site as a whole, there is a site of archaeological interest to the east that must be excluded from development (13.58ha) and a possible buffer zone around the SPA (45.86ha). The landscape in the area has been identified as being moderately sensitive to development.</p> <p>There are no significant issues of flood risk.</p> <p>Some parts of the site are close to the A11, this is a significant source of noise pollution and mitigation will need to be incorporated into the design of any development.</p> <p>There are significant issues of access to public transport with a site of this scale.</p> <p>Access to open space and facilities are also issues.</p> <p>There are significant constraints to social infrastructure that will need to be significantly enhanced to accommodate a development of this size.</p>		
Solutions to Constraints:	<p>The key constraints for this site are utilities constraints, the proximity to the A11, the presence of a site of archaeological interest, access to public transport, open space and facilities and the constraints on social infrastructure.</p> <p>In terms of utilities, it is likely that there will need to be a new electricity Grid Station (£20M) built near Thetford within the next 25yrs to support growth in Thetford and the wider area. In addition the development of this site may well require a new primary sub-station (£2.5M) and associated cabling works (approx £350,000 per/km). Connection to the Gas main is not expected to have unusual cost implications. Development on the site will require upgrades to existing water infrastructure this will comprise works to abstraction (proportion of £5M for 9,000 homes), distribution infrastructure (£2M) and</p>		

the construction of a waste water treatment plant (£10M). Only the distribution network for water infrastructure will be charged back to the developer. Telecommunications costs will be borne by the developer but are not expected to be unusual.

In terms of social infrastructure 3-4 new nursery facilities will be required if the whole site is developed alongside 3 new primary schools, new secondary provision, 1-2 1 Stop PCC, a new sports centre and significant police, ambulance and fire provision. Education provision has cost and land implications, other requirements potentially have land implications and may affect the developable area.

Children's Services are working closely with all the Primary phase schools in Thetford, mainly for demographic growth in the Town but consideration for housing development as well. We have met with the agents for the proposed new housing on several occasions and have worked together to produce an indicative plan for new Primary phase schools in the Town.

The High School, which is an Academy is now on one site and is being expanded appropriately to accommodate children from the proposed 5000 new homes.

In terms of highways, access to the A11 from the Croxton Road will need to be approved to allow safe access in both directions along the A11. The junction of the Norwich Road and Munford Road with the A11 will also need to be widened and may need to be signalised.

The site of archaeological interest may need to be avoided in its entirety therefore the solution for the purposes of this study will be to exclude it from the assessment, (13.58ha). This is reflected in the constrained capacity.

SPA buffer zone would rule out a further area of land (45.86ha).

Mitigation to any effects of the A11 in terms of noise will need to be incorporated into any development.

Open space will need to be provided on site. Bus permeability and service will need to be incorporated into any development. A local centre may need to be provided, however due to the proximity of the site to Thetford it is not considered that this is a severe constraint.

A development of this size would require a minimum of 1 Neighbourhood Equipped Area for Play (NEAP) and an outdoor sport area.

Taking into consideration provision for open space and major service roads the overall constrained capacity is 5000.

SHLAA Ref	T02	Source	Thetford Greenfield Urban Extension
Area	161.73	Unconstrained Capacity	3881
Current Use	The northern section of the site between the A1066 and A1088 appear currently to be used for arable agricultural purposes. The southern half of the site, south of the A1088, forms part of the Nunnery Stud and incorporates three small complexes of buildings associated with this use.		
Surrounding Use	The land uses that surround the site are predominantly arable agricultural farming. There is an area to the east of the southern side of the site, south of the A1088 that is part of the working Stud Farm. To the west of the site is a small residential development, Arlington Way, beyond and surrounding which an unused area which is the river valley to the Thet.		
Highway Access (On-Site)	None	In terms of highway improvements, access to the A11 from the Croxton Road will need to be approved to allow safe access in both directions along the A11. The junction of the Norwich Road and Munford Road with the A11 will also need to be widened and may need to be signalised. The A1075, to the north of the junction with the A134 and A1066 will need to be widened. Widening of the A1066 will be required at certain points, including widening the bridge across the river. Widening of the A134 and A1075 junction and along certain points of the road. Potential improved access improvements to the A11.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 3 Constraint	Utilities would require significant improvement.	
Designations	Category A Constraint	Site entirely within SPA buffer	
Landscape Impact	Level 2 Constraint	Moderate	
Existing Use in Operation	Level 2 Constraint	Agriculture (Grade 4) and Nunnery stud	
Source Protection	Level 3 Constraint	Groundwater source protection zone 1	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	Has ample access to public transport and would have the critical mass necessary to generate further stops etc.	
Access to Facilities	Level 2 Constraint	Access to shops / Just outside doctor buffer/ Just outside school buffer	
Access to Open Space	Level 2 Constraint	0.6km to the nearest open space	
Access to Employment	Level 1 Constraint	Just outside the Thetford boundary	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	There are a number of constraints on this site, however the key constraint is the adjacent SPA. Although the site is not physically within the SPA the latest evidence suggested that there will need to be at least a 1km buffer zone around the edge of the stone curlew nesting sites (assumed for the purposes of this study to be the edge of the SPA) in order to avoid a significant effect on the SPA. This buffer would rule out the site and therefore this site is considered undevelopable.		
Solutions to Constraints:	<p>The key constraint is the SPA and the necessary buffer zone that surrounds it. Below is a commentary on the infrastructure requirements assuming that the site was not fundamentally constrained.</p> <p>In terms of utilities, it is likely that there will need to be a new electricity Grid Station (£20M) built near Thetford within the next 25yrs to support growth in Thetford and the wider area. Growth on the scale of the site to the east of Thetford will also require a new primary substation (£2.5M). This substation will need to be accompanied by an additional 33KV circuit to pass along the south of Thetford (£350,000/km), approximately 4km will be required. Development on the site will require upgrades to existing water infrastructure this will comprise works to abstraction (proportion of £5M for 9,000 homes), distribution infrastructure (£1.5M) and the construction of a waste water treatment plant (£10M). Only the distribution network for water infrastructure will be charged back to the developer. Telecommunications costs will be borne by the developer but are not expected to be unusual.</p> <p>In terms of social infrastructure, in addition 2 new nursery facilities will be required, 2 new primary school alongside the expansion of the existing, the expansion of existing secondary schools, 1 stop PCC, the expansion of leisure facilities, improvement to community and library facilities, a new safer neighbourhood team and more ambulance and fire staff.</p> <p>Children's Services are working closely with all the Primary phase schools in Thetford, mainly for demographic growth in the Town but consideration for housing development as well. We have met with the agents for the proposed new housing on several occasions and have worked together to produce an indicative plan for new Primary phase schools in the Town. The High School, which is an Academy is now on one site and is being expanded appropriately to accommodate children from the proposed 5000 new homes.</p>		

In terms of highway improvements, access to the A11 from the Croxton Road will need to be approved to allow safe access in both directions along the A11. The junction of the Norwich Road and Munford Road with the A11 will also need to be widened and may need to be signalised. The A1075, to the north of the junction with the A134 and A1066 will need to be widened. Widening of the A1066 will be required at certain points, including widening the bridge across the river. Widening of the A134 and A1075 junction and along certain points of the road. Potential improved access improvements to the A11.

SHLAA Ref	T03	Source	Thetford Brownfield
Area	0.25	Unconstrained Capacity	12
Current Use	Vacant former Hotel.		
Surrounding Use	To the north of the site is the River Thet, across the river exist commercial properties in the town centre. To the west is open space. The site is surrounded by historic residential and commercial properties on other sides.		
Highway Access (On-Site)	None	No Highways constraints	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	Within a conservation area, surrounded by listed buildings	
Landscape Impact	Level 1 Constraint	Inside the settlement	
Existing Use in Operation	Level 1 Constraint	Vacant site, former Hotel	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 3 Constraint	Zone 2 flood risk (100%)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Within Thetford town centre	
Access to Facilities	Level 1 Constraint	Access to shops / Within the school buffer/ Within the doctor buffer	
Access to Open Space	Level 1 Constraint	0.02km to the nearest open space	
Access to Employment	Level 1 Constraint	Within Thetford town centre	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are not considered to be any fundamental issues in terms of highway access.</p> <p>The sites former use may mean there are contamination issues, however, this is unlikely to rule out development on the site.</p> <p>The site is wholly within flood zone 2 and partially in flood zone 3, therefore the site is severely constrained in terms of flood risk.</p> <p>The site is also immediately adjacent a Scheduled Ancient Monument.</p> <p>The site is within the Conservation Area of Thetford and is surrounded by listed buildings.</p>		
Solutions to Constraints:	<p>Children's Services are working closely with all the Primary phase schools in Thetford, mainly for demographic growth in the Town but consideration for housing development as well. We have met with the agents for the proposed new housing on several occasions and have worked together to produce an indicative plan for new Primary phase schools in the Town.</p> <p>The High School, which is an Academy is now on one site and is being expanded appropriately to accommodate children from the proposed 5000 new homes.</p> <p>The key constraints on the site are the issues of flood risk, and the important historical features of the surrounding area.</p> <p>In terms of flood risk, the current use of the site is considered "more vulnerable" as would be residential use. Therefore if there could be a net gain in flood mitigation there might be a good chance of securing a planning permission. Therefore the site has not been excluded on these grounds.</p> <p>In terms of the surrounding historical features, although there will be added emphasis on quality design on this site it is not considered that this is a constraint that will rule out development on site.</p>		

SHLAA Ref	T04	Source	Thetford Brownfield
Area	0.21	Unconstrained Capacity	10
Current Use	The site is a disused hospital		
Surrounding Use	To the north and east are residential properties. To the west is a doctors surgery. To the south is a club house.		
Highway Access (On-Site)	None	The site has access onto Earl's street	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 2 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	TPO to the NW of the site	
Landscape Impact	Level 1 Constraint	Inside the settlement	
Existing Use in Operation	Level 1 Constraint	Disused hospital	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ Inside school buffer/ Just outside the Thetford Primary Shopping Area	
Access to Open Space	Level 1 Constraint	0.1km to the nearest open space	
Access to Employment	Level 1 Constraint	Within Thetford settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are existing buildings associated with the former use.</p> <p>There could be contamination issues associated with the former use of the site.</p> <p>There is a protected tree at the front of the site.</p> <p>Open Space provision in Thetford is currently below NPFA standards and the site will not deliver on-site open space.</p>		
Solutions to Constraints:	<p>Children's Services are working closely with all the Primary phase schools in Thetford, mainly for demographic growth in the Town but consideration for housing development as well. We have met with the agents for the proposed new housing on several occasions and have worked together to produce an indicative plan for new Primary phase schools in the Town.</p> <p>The High School, which is an Academy is now on one site and is being expanded appropriately to accommodate children from the proposed 5000 new homes.</p> <p>The key constraints are the possibility of contamination and access to public open space.</p> <p>In terms of the contamination, there is no evidence to indicate that the risk will be so severe that it brings into question the developability of the site. Adequate mitigation will need to be factored into any re-development but this is unlikely to be insurmountable.</p> <p>In terms of open space, as the site is within a market town this constraint is not considered to bring into question the developability of the site.</p>		

SHLAA Ref	W01	Source	Market Town Extension
Area	0.62	Unconstrained Capacity	18
Current Use	The site is predominantly vacant green land. A residential property exists at the front of the site, which restricts access to the rest of the site.		
Surrounding Use	To the north there are agricultural field. The site is surrounded on all other sides by residential properties		
Highway Access (On-Site)	None	If the bungalow is removed there would be no highways constraints.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High landscape sensitivity	
Existing Use in Operation	Level 2 Constraint	Vacant green land with a residential property to the front of the site	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Adjacent to bus stop	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ outside school buffer/ 0.3km to the nearest bus stop	
Access to Open Space	Level 2 Constraint	0.2km to the nearest open space	
Access to Employment	Level 1 Constraint	Within the Watton settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The Breckland Settlement Fringe Landscape Assessment identifies the land to the north of Watton as moderately sensitive to development.</p> <p>The draft Water Cycle Study identifies that the wastewater network is constrained in the north of Watton and more work will be required to test the capacity of the network to accommodate growth.</p> <p>A residential property restricts access to the site and would probably need to be removed to achieve access to the site.</p> <p>The site cannot yield any on-site open space and Watton has a deficit against national standards.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>There are no severe constraints to the development of this site. However those constraints that do exist are potential utilities issues, the existing dwelling which restricts access and access to open space.</p> <p>The waste water utilities are unlikely to be significantly restrictive on the scale of this site. The existing property that will need to be removed for access is considered to be more of a time constraint. The open space issue is not considered to bring into question the developability of the site.</p> <p>The site currently has planning permission for 13 dwellings and the site has been excluded from the study.</p>		

SHLAA Ref	W02	Source	Market Town Extension
Area	1.29	Unconstrained Capacity	45
Current Use	Arable field		
Surrounding Use	To the East and South is a large residential estate. To the North and West are arable fields.		
Highway Access (On-Site)	None	The site has direct access to Sharman Avenue, therefore there are not considered to be any significant issues in terms of highway access.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High landscape sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ Inside school buffer/ 0.1km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.04km to the nearest open space	
Access to Employment	Level 1 Constraint	Just outside the Watton boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has direct access to Sharman Avenue, therefore there are not considered to be any significant issues in terms of highway access.</p> <p>There are no known contamination issues.</p> <p>There are constraints in terms of the discharge consents for waste water disposal above a level of 1800 houses and there are some issues with capacity of the sewer network to the north of Watton.</p> <p>The land is identified as having a moderate to high sensitivity to development.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The key constraints to development on this site are those of the utilities and the landscape impact of the development.</p> <p>In terms of utilities there are questions about the sewer network to the north of Watton; however this is unlikely to be significant in terms of a site of this size. The receiving capacity of the water course is not an issue with development on this scale.</p> <p>The impact upon landscape to some extent is unavoidable, although considering the landscape in its wider sense a development of this size is not considered to have such a significant impact that it may bring into question the developability of the site. The site is also adjoining development to the East and to the South, which would mitigate the landscape impact.</p> <p>A development of this size would require a minimum of 1 local area for play (LAP), which would reduce capacity on site to 40.</p>		

SHLAA Ref	W04	Source	Market Town Extension
Area	0.52	Unconstrained Capacity	14
Current Use	The site appears to be a vacant undeveloped piece of greenfield land		
Surrounding Use	To the south is a garage and residential properties along the Norwich Road. To the east is a single large residential property. To the north is a single large residential property. To the west is a housing estate on Bluebell Close.		
Highway Access (On-Site)	None	The site has access onto Watton Green	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	There are 4 TPOs along the NW boundary and one on the SW corner of the site	
Landscape Impact	Level 3 Constraint	Moderate-High landscape sensitivity	
Existing Use in Operation	Level 1 Constraint	N/A	
Source Protection	Level 3 Constraint	Groundwater source protection zone 1	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	0.1km to the nearest shop / Outside school buffer / Outside doctor buffer	
Access to Open Space	Level 2 Constraint	0.11km to the nearest open space	
Access to Employment	Level 1 Constraint	Just outside the Watton settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are not considered to be any fundamental constraints in terms of highway access.</p> <p>Waste water facilities are constrained in terms of discharge consent limitations and the capacity of the waste water network to the north of Watton.</p> <p>The landscape is identified as having a moderate to high sensitivity to development.</p> <p>There are issues in terms of access to facilities and open space, in particular an appropriate number of facilities and level of open space is not within 800m of the site.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The key constraints to development will be the utilities constraints and the potential landscape impact.</p> <p>In terms of utilities there are questions about the sewer network to the north of Watton however this is unlikely to be significant in terms of a site of this size. The receiving capacity of the water course is not an issue at this scale of development.</p> <p>The impact upon landscape to some extent is unavoidable, although considering the landscape in its wider sense a development of this size is not considered to have such a significant impact that it may bring into question the developability of the site.</p> <p>The site contains a total of 5 TPOs, which would have to be considered during the design phase.</p> <p>Capacity increased to 18 due to planning permission being granted for 18 dwellings.</p>		

SHLAA Ref	W06	Source	Market Town Extension
Area	3.40	Unconstrained Capacity	119
Current Use	The site is part of a large arable field and does not have a physical boundary on the north and east sides.		
Surrounding Use	To the north and east are large arable fields. To the south are low density residential properties. To the east is a residential estate.		
Highway Access (On-Site)	None	The site has access onto Church Road	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High landscape sensitivity	
Existing Use in Operation	Level 2 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N.A	
Access to Public Transport	Level 1 Constraint	0.2km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside doctor buffer/ outside school buffer/ 0.5km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 1 Constraint	The site lies just outside the Watton boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are not considered to be any fundamental constraints in terms of highway access. However, there are concerns about the capacity of the local highway network to accommodate any further development.</p> <p>Waste water facilities are constrained in terms of discharge consent limitations and the capacity of the waste water network to the north of Watton.</p> <p>The landscape is identified as having a moderate to high sensitivity to development.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>Access can only be provided by Church Road, which would need vast improvements to provide for the capacity proposed on site.</p> <p>The key constraints to development will be the utilities constraints and the potential landscape impact.</p> <p>In terms of utilities there are questions about the sewer network to the north of Watton however this is unlikely to be significant in terms of a site of this size. The receiving capacity of the water course is not an issue at this scale of development.</p> <p>The impact upon landscape to some extent is unavoidable, although considering the landscape in its wider sense a development of this size is not considered to have such a significant impact that it may bring into question the developability of the site.</p> <p>Wayland Infant school has raised their admission number this year to accommodate growth in the area and a modular building has been installed on the site. Currently not all of the infant school cohorts transfer to Wayland Junior School but as other local schools continue to fill it would be prudent to assume that they will in future. Both schools sit on sites that could allow for expansion to the schools but the junior school is an Academy so any expansion plans would need their approval. It would be possible for both schools to take an admission number of 90 so an additional 140 children if we consider both schools currently at capacity. This would equate to around 500 new homes.</p> <p>Wayland Academy serves Watton Town and the surrounding villages. The school sits on a fairly large site which could accommodate a larger school. The school currently has some spare places and is not under pressure. Moderate scale growth could be considered but the school is an academy so any planned expansion must be agreed along with the school.</p> <p>A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP), which</p>		

would reduce the site of constrained capacity.

Taking into account provision for open space and major service roads capacity would be reduced to 95.

SHLAA Ref	W07	Source	Market Town Extension
Area	1.17	Unconstrained Capacity	41
Current Use	Undeveloped land		
Surrounding Use	There are some commercial properties to the North of the site in the town centre. The rest of the site is surrounded by residential properties.		
Highway Access (On-Site)	None	The site has access onto Green Oak Road and frontage onto the Merton Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however there are many TPOs on site	
Landscape Impact	Level 1 Constraint	Within the Watton settlement	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.06km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Inside doctor buffer/ 0.06km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.15km to the nearest open space	
Access to Employment	Level 1 Constraint	The site is located within the town centre	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are not considered to be any fundamental highway constraints. There are issues in terms of discharge capacity within Watton, however this is not considered to be significant at the scale of this site.</p> <p>There are a number of protected trees on the site, mostly on the boundaries.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The key constraint to development is likely to be the presence of the TPO trees on site. However, as these trees are principally along the edges of the site this is not deemed a severe constraint. This would have to be taken into consideration during the design phase and could reduce the overall capacity.</p> <p>A development of this size would require a minimum of 1 local area for play (LAP).</p> <p>Taking into account provision for open space and major service roads capacity would be reduced to 30.</p>		

SHLAA Ref	W08	Source	Market Town Extension
Area	11.30	Unconstrained Capacity	339
Current Use	The site is made up of two arable fields		
Surrounding Use	There is a large industrial estate to the east. The rest of the site is surrounded by arable fields and forestry.		
Highway Access (On-Site)	None	The site has access onto the Brandon Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	Site located within the Stone Curlew Buffer (SPA)	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Arable fields (Grade 4)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 2 Constraint	Possible noise/Air pollution from the Threxton Road Industrial Estate	
Flood Risk	Level 2 Constraint	The NW of the site lies within flood zone 2 while a small section of the NE of the site	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.7km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Outside the school buffer/ Outside the doctor buffer/ 0.7km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.6km to the nearest open space	
Access to Employment	Level 1 Constraint	Adjoining a designated employment site which is just outside the settlement boundary	
Social Infrastructure	Level 3 Constraint	Social infrastructure would require significant improvement.	
Constraint Analysis	<p>There are not considered to be any fundamental constraints in terms of highway access.</p> <p>The landscape is identified as being moderately sensitive to development.</p> <p>The Northern section of the site is covered in flood zone 2 and 3.</p> <p>The site is adjacent to the Threxton Road industrial estate; this is a potential pollutant source in terms of noise and disturbance.</p> <p>There are issues in terms of access to services, however as the site is on the edge of a market town this constraint is not considered significant.</p> <p>Development in this location would have a significant impact on the Breckland SPA and as such this is a fundamental constraint to development.</p> <p>Social infrastructure would require significant improvement.</p>		
Solutions to Constraints:	<p>The key constraints to development in terms of this site are the on site issues of flood risk, impact on the Breckland SPA and the proximity to the Threxton Road industrial estate.</p> <p>The most obvious solution to the issue of flood risk is to exclude the part of the site within a flood risk zone from the developable area. This will reduce the developable site area to 10.6ha.</p> <p>In addition, there is the issue of the proximity to the Threxton Road industrial estate. Any development on this site will need to be protected from the impact of this adjacent employment site. There therefore may need to be a landscaping scheme along this boundary.</p> <p>Wayland Infant school has raised their admission number this year to accommodate growth in the area and a modular building has been installed on the site. Currently not all of the infant school cohorts transfer to Wayland Junior School but as other local schools continue to fill it would be prudent to assume that they will in future. Both schools sit on sites that could allow for expansion to the schools but the junior school is an Academy so any expansion plans would need their approval. It would be possible for both schools to take an admission number of 90 so an additional 140 children if we consider both schools currently at capacity. This would equate to around 500 new homes.</p> <p>Wayland Academy serves Watton Town and the surrounding villages. The school sits on a fairly large site which could accommodate a larger school. The school currently has some spare places and is not under pressure. Moderate scale growth could be considered but the school is an academy so any</p>		

planned expansion must be agreed along with the school.

The impact of the development on the Breckland SPA is a fundamental constraint to development and as such renders the site undeliverable.

SHLAA Ref	W09	Source	Market Town Extension
Area	7.49	Unconstrained Capacity	224
Current Use	The sites consists of two arable fields		
Surrounding Use	To the north is a residential estate. The rest of the site is surrounded by arable fields and farms buildings		
Highway Access (On-Site)	None	The site has access onto the Thetford Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 1 Constraint	Low sensitivity	
Existing Use in Operation	Level 3 Constraint	Two arable fields (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	Flood zone 2 covers a small area of the site (Centre and SouthEast of site)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.6km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.8km to the nearest shop / Inside school buffer/ Partially inside doctor buffer	
Access to Open Space	Level 1 Constraint	0.45km to the nearest open space	
Access to Employment	Level 1 Constraint	The site lies just outside the Watton boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are not considered to be any fundamental constraints in terms of highway access.</p> <p>There are some small issues of flood risk on site with a small area within flood zone 2.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The key constraint to the site will be the areas of flood risk. However as these are only very small areas they can feasible be avoided and are not considered to bring into question the developability of this site. This does have a small impact on the potential yield of the site (6.9ha).</p> <p>Wayland Infant school has raised their admission number this year to accommodate growth in the area and a modular building has been installed on the site. Currently not all of the infant school cohorts transfer to Wayland Junior School but as other local schools continue to fill it would be prudent to assume that they will in future. Both schools sit on sites that could allow for expansion to the schools but the junior school is an Academy so any expansion plans would need their approval. It would be possible for both schools to take an admission number of 90 so an additional 140 children if we consider both schools currently at capacity. This would equate to around 500 new homes.</p> <p>Wayland Academy serves Watton Town and the surrounding villages. The school sits on a fairly large site which could accommodate a larger school. The school currently has some spare places and is not under pressure. Moderate scale growth could be considered but the school is an academy so any planned expansion must be agreed along with the school.</p> <p>A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP).</p> <p>Taking into consideration provision of open space and major service roads the capacity would be reduced to 190.</p>		

SHLAA Ref	W10	Source	Market Town Extension
Area	6.00	Unconstrained Capacity	224
Current Use	The site is a large arable field		
Surrounding Use	To the south and east is a large residential estate. The north and west consist of arable fields		
Highway Access (On-Site)	None	The site has access onto the Swaffham Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	Category A Constraint	50% of the site is located within the Stone Curlew Buffer (SPA). Line of TPOs along the Northern boundary	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Large arable field (grade 3/4)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 3 Constraint	The site is covered by Flood zone 3a	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Partially inside the school buffer/ Outside doctor buffer/ 0.7km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 1 Constraint	The site lies just outside the settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are no fundamental constraints with highway access.</p> <p>Elements of the site are identified as being highly sensitive to development.</p> <p>The whole site is within Flood Zone 3 as defined in the District's SFRA.</p> <p>There are issues in terms of access to facilities.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	The key constraint is the significant flood risk issues. This constraint is considered to be so severe that it rules out development on site.		

SHLAA Ref	W11	Source	Market Town Extension
Area	0.59	Unconstrained Capacity	20
Current Use	The site is currently made up of a single residential property at the north of the site, and a strip of arable farmland than runs alongside the Merton Road.		
Surrounding Use	The Western side of the site borders the Merton Road, which links Watton with the village of Merton. Beyond this are residential properties and arable farmland. To the south and east is a mixture of open space, in the form of either arable fields, areas of protected trees and the playing fields of Wayland High. Directly north of the site is Wayland High School and the built up area of Watton itself. To the south west of the site is a County Wildlife Site which consists of woodland, which is protected by TPO.		
Highway Access (On-Site)	None	Site has frontage onto the Merton Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	50% of the site lies with a Stone Curlew Buffer (SPA)	
Landscape Impact	Level 1 Constraint	Low sensitivity	
Existing Use in Operation	Level 1 Constraint	Residential property and arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.8km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	Inside school buffer/ Partially inside doctor buffer/ 0.8km to the nearest shop	
Access to Open Space	Level 2 Constraint	0.3km to the nearest open space	
Access to Employment	Level 1 Constraint	Just outside the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are not considered to be any fundamental constraints in terms of highway access.</p> <p>The landscape has a low sensitivity to development but there is a county wildlife site close to the site.</p> <p>The site has poor access to public open space and there is little scope for on-site provision, therefore this is a relevant constraint.</p> <p>However, development of this site would adversely affect the Breckland SPA which is a fundamental constraint to development.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	The impact of development on the Breckland SPA is a fundamental constraint and renders the site undeliverable.		

SHLAA Ref	W12	Source	Market Town Extension
Area	4.00	Unconstrained Capacity	140
Current Use	The site is roughly split into two; on the western side is a single arable field. The eastern side has a couple of farm buildings currently standing on the site.		
Surrounding Use	The site is roughly split into two; on the western side is a single arable field. The eastern side consists of a number of farm buildings.		
Highway Access (On-Site)	None	There are not considered to be any fundamental issues in terms of highway access. However, there are questions about the suitability of the local road network.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 1 Constraint	50% arable land (grade 3), 50% agricultural buildings set in undeveloped land	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	<0.1km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Outside doctor buffer/ Outside school buffer/ 0.5km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.25km to the nearest open space	
Access to Employment	Level 1 Constraint	The site lies just outside the Watton settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are not considered to be any fundamental issues in terms of highway access. However, there are questions about the suitability of the local road network.</p> <p>The wastewater network is constrained in the north of Watton.</p> <p>The landscape has been identified as having a high sensitivity to development.</p> <p>The site is also remote from facilities, however as it is close to the edge of Watton this is not considered to be a significant constraint.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The key constraints in terms of this site are the possible utilities constraints and the impact upon the landscape.</p> <p>It is not anticipated that on the basis of the scale of development possible on site that the utilities constraints are likely to bring into question the achievability of the site.</p> <p>Wayland Infant school has raised their admission number this year to accommodate growth in the area and a modular building has been installed on the site. Currently not all of the infant school cohorts transfer to Wayland Junior School but as other local schools continue to fill it would be prudent to assume that they will in future. Both schools sit on sites that could allow for expansion to the schools but the junior school is an Academy so any expansion plans would need their approval. It would be possible for both schools to take an admission number of 90 so an additional 140 children if we consider both schools currently at capacity. This would equate to around 500 new homes.</p> <p>Wayland Academy serves Watton Town and the surrounding villages. The school sits on a fairly large site which could accommodate a larger school. The school currently has some spare places and is not under pressure. Moderate scale growth could be considered but the school is an academy so any planned expansion must be agreed along with the school.</p> <p>The impact upon the landscape is considered significant and as the site is detached from the main built-up area of Watton this effect is considered to be magnified.</p> <p>Therefore this constraint is considered severe and brings into question the suitability of the site for development. Therefore the site is considered undevelopable for the purposes of this study.</p>		

SHLAA Ref	W13	Source	Market Town Extension
Area	5.62	Unconstrained Capacity	135
Current Use	The site is currently in use as arable farmland		
Surrounding Use	The western boundary of the site is formed by the Saham Road. The northern boundary borders arable farmland across the majority, although there is an electrical substation at the western tip. The eastern boundary is also bordered by arable farmland. The southern boundary is made up of arable farmland and residential properties at each end.		
Highway Access (On-Site)	None	The site has access onto the Saham Road	
Highway Access (Off-Site)			
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 1 Constraint	The site is currently in use as arable farmland	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop / Inside school buffer / Partially inside doctor buffer	
Access to Facilities	Level 1 Constraint	0.3km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.1km to the nearest open space	
Access to Employment	Level 1 Constraint	The site lies just outside the settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are not considered to be any fundamental constraints in terms of highway access.</p> <p>The wastewater network is constrained in the North of Watton.</p> <p>The landscape is identified as having a high sensitivity to development.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The key constraints in terms of this site are the possible utilities constraints and the impact upon the landscape.</p> <p>The site is located on the edge of the settlement and has a lack of footpaths. Smaller allocation on this site would be developable subject to the demonstration of a safe access and linking up the footpath network.</p> <p>It is not anticipated that on the basis of the scale of development possible on site that the utilities constraints are likely to bring into question the achievability of the site.</p> <p>Wayland Infant school has raised their admission number this year to accommodate growth in the area and a modular building has been installed on the site. Currently not all of the infant school cohorts transfer to Wayland Junior School but as other local schools continue to fill it would be prudent to assume that they will in future. Both schools sit on sites that could allow for expansion to the schools but the junior school is an Academy so any expansion plans would need their approval. It would be possible for both schools to take an admission number of 90 so an additional 140 children if we consider both schools currently at capacity. This would equate to around 500 new homes.</p> <p>Wayland Academy serves Watton Town and the surrounding villages. The school sits on a fairly large site which could accommodate a larger school. The school currently has some spare places and is not under pressure. Moderate scale growth could be considered but the school is an academy so any planned expansion must be agreed along with the school.</p> <p>The impact upon the landscape is considered significant however the site is not totally detached from the existing built-up area. Therefore although the landscape impact will need to be mediated through design solutions it is not considered to be a severe constraint.</p> <p>A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP).</p>		

Taking into consideration provision for open space and major service roads constrained capacity would be reduced to 108.

SHLAA Ref	W14	Source	Market Town Extension
Area	8.98	Unconstrained Capacity	269
Current Use	The site is currently used as arable farmland, with a couple of hedgerows breaking up separate fields.		
Surrounding Use	To the North of the site is an industrial unit made up of a factory, builder's yard and several workshops and warehouses. To the west are residential properties that make up part of Watton, on the Eastern side is a much newer residential development. To the south of the site is arable farmland, beyond which is an area of protected Ancient Woodland, which is also regarded a Site of Specific Scientific Interest (SSSI).		
Highway Access (On-Site)	None	The site would have to be accessed via Abbey Road to the West or Whitebeam crescent to the NE	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however the site is in close proximity to an SSSI	
Landscape Impact	Level 1 Constraint	Low sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (grade 3)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 2 Constraint	The site is adjacent to Griston Road industrial estate	
Flood Risk	Level 1 Constraint	Western boundary of the site lies in an area designated flood zone 2 (very small)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.4km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.9 km to the nearest shop/ Partially inside school buffer/ Partially inside school buffer	
Access to Open Space	Level 1 Constraint	0.3km to the nearest open space	
Access to Employment	Level 1 Constraint	The site lies just outside Watton settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>Although there are not considered to be any fundamental issues in terms of highway access there are questions about the suitability of the local road network.</p> <p>A very small part of the western boundary of the site is within Flood Zone 2.</p> <p>The site sits close to protected Ancient Woodland, which is also a SSSI.</p> <p>The landscape has low sensitivity to development. However, the site is in close proximity to Wayland Wood, and could damage the surrounding character of the woodland.</p> <p>There are some hedgerows and trees on the site which the Landscape Assessment values and a public right of way passes through the site.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The key constraint to development on site is the suitability of the highway access and the impact upon the adjacent SSSI.</p> <p>In terms of highway access there is not currently any evidence that local networks would undermine the suitability or achievability of the site.</p> <p>In terms of the landscape issues it is considered that appropriate design could sufficiently mitigate any impacts.</p> <p>Wayland Infant school has raised their admission number this year to accommodate growth in the area and a modular building has been installed on the site. Currently not all of the infant school cohorts transfer to Wayland Junior School but as other local schools continue to fill it would be prudent to assume that they will in future. Both schools sit on sites that could allow for expansion to the schools but the junior school is an Academy so any expansion plans would need their approval. It would be possible for both schools to take an admission number of 90 so an additional 140 children if we consider both schools currently at capacity. This would equate to around 500 new homes.</p> <p>Wayland Academy serves Watton Town and the surrounding villages. The school sits on a fairly large site which could accommodate a larger school. The school currently has some spare places and is not under pressure. Moderate scale growth could be considered but the school is an academy so any planned expansion must be agreed along with the school.</p>		

A development of this size would require a minimum of 2 Local Equipped Area for Play (LEAPs) and an outdoor sports area, which would reduce the constrained capacity further.

Taking into account the flood area to the East, the impact on the SSSI and the adjoining employment area to the North, the constrained capacity would have to be reduced to 200.

SHLAA Ref	W15	Source	Market Town Extension
Area	6.84	Unconstrained Capacity	205
Current Use	The site is currently used as arable farmland.		
Surrounding Use	To the East of the site, beyond the A1075 are residential properties to the North, and arable fields to the South. On the Western site are Wayland High School and its playing fields. To the North of the site are residential properties leading back to Watton town centre. To the south is open space, mainly consisting of arable farmland. There is also a small industrial site to the South.		
Highway Access (On-Site)	None	The site has access onto the Thetford Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	None; however, the site as a few TPOs along its borders	
Landscape Impact	Level 1 Constraint	Low Sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.5km to the nearest shop / Inside doctor buffer /Inside school buffer	
Access to Open Space	Level 1 Constraint	0.3km to the nearest open space	
Access to Employment	Level 1 Constraint	Just outside the settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are not considered to be any fundamental constraints in terms of highway access.</p> <p>Waste water discharge consent is limited in Watton but this will not inhibit development on this scale.</p> <p>The landscape sensitivity is low but there are 2 protected trees on the western border of the site.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>There are not considered to be any severe constraints to development on this site.</p> <p>There are a few TPOs along the boundary of the site, which would have to be considered during the design phase.</p> <p>Wayland Infant school has raised their admission number this year to accommodate growth in the area and a modular building has been installed on the site. Currently not all of the infant school cohorts transfer to Wayland Junior School but as other local schools continue to fill it would be prudent to assume that they will in future. Both schools sit on sites that could allow for expansion to the schools but the junior school is an Academy so any expansion plans would need their approval. It would be possible for both schools to take an admission number of 90 so an additional 140 children if we consider both schools currently at capacity. This would equate to around 500 new homes.</p> <p>Wayland Academy serves Watton Town and the surrounding villages. The school sits on a fairly large site which could accommodate a larger school. The school currently has some spare places and is not under pressure. Moderate scale growth could be considered but the school is an academy so any planned expansion must be agreed along with the school.</p> <p>A development of this size would require a minimum of 2 Local Equipped Area for Play (LEAPs) and an outdoor sports area.</p> <p>Taking into consideration provision for open space and major service roads the constrained capacity would have to be reduced to 164.</p>		

SHLAA Ref	W16	Source	Market Town Extension
Area	6.41	Unconstrained Capacity	224
Current Use	The site is currently a mixture of undeveloped land and arable farmland.		
Surrounding Use	To the east is Redhill Lane, beyond which is the Redhill Park housing development. To the west of the site are arable fields for around 500m from then are more residential developments. To the north of the site is arable farmland stretching back to Ovington. South of the site is a piece of farmland stretching back 150m, beyond the farmland is the built-up area of Watton.		
Highway Access (On-Site)	None	The site has access onto Redhill Lane and Church Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 1 Constraint	The site is currently used as undeveloped land and arable farmland (Grade 3)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	The northern tip of the site lies in an area of flood Zone 2 (very small)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Partially inside the doctor buffer/ Outside the school buffer/ 0.5km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 1 Constraint	Just outside the settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are not considered to be any fundamental issues in terms of highway access. However, there are questions about the suitability of the local road network.</p> <p>The wastewater network is constrained in the north of Watton.</p> <p>The landscape has been identified as having a high sensitivity to development.</p> <p>The site is also remote from facilities, however as it is close to the edge of Watton this is not considered to be a significant constraint.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The key constraints in terms of this site are the possible utilities constraints and the impact upon the landscape.</p> <p>On the basis of the scale proposed there would be no severe constraint in terms of utilities.</p> <p>Wayland Infant school has raised their admission number this year to accommodate growth in the area and a modular building has been installed on the site. Currently not all of the infant school cohorts transfer to Wayland Junior School but as other local schools continue to fill it would be prudent to assume that they will in future. Both schools sit on sites that could allow for expansion to the schools but the junior school is an Academy so any expansion plans would need their approval. It would be possible for both schools to take an admission number of 90 so an additional 140 children if we consider both schools currently at capacity. This would equate to around 500 new homes.</p> <p>Wayland Academy serves Watton Town and the surrounding villages. The school sits on a fairly large site which could accommodate a larger school. The school currently has some spare places and is not under pressure. Moderate scale growth could be considered but the school is an academy so any planned expansion must be agreed along with the school.</p> <p>The impact upon the landscape is considered significant and as the site is detached from the main built-up area of Watton this effect is considered to be magnified. Therefore this constraint is considered severe and brings into question the suitability of the site for development. Therefore the site is considered undevelopable for the purposes of this study.</p>		

SHLAA Ref	W17	Source	Market Town Extension
Area	0.92	Unconstrained Capacity	32
Current Use	The site appears to be undeveloped greenfield land.		
Surrounding Use	To the south west are properties along the Swaffham Road. Elsewhere the site is surrounded by the arable farmland, some of which has been proposed for development.		
Highway Access (On-Site)	Category A Constraint	The access to the site would not be wide enough to support the number of dwellings proposed.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped greenfield land	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint		
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.25km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.45km to the nearest shop / Inside school buffer / Outside doctor buffer	
Access to Open Space	Level 1 Constraint	0.345km to the nearest open space	
Access to Employment	Level 1 Constraint	Just outside the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The access to the site would not be wide enough to support the number of dwellings proposed.</p> <p>The site is situated in an area of Moderate sensitivity.</p> <p>The size of the site and the location would not really flag up any further constraints.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The access to the site would not be wide enough to support the number of dwellings proposed. Therefore for the purposes of this assessment the site is considered to be fundamentally constrained.</p>		

SHLAA Ref	W18	Source	Market Town Extension
Area	7.16	Unconstrained Capacity	250
Current Use	The site consists of three arable fields.		
Surrounding Use	To the North is a large residential estate. To the north east is a small area of amenity open space. Watton Infant School and Watton Junior School are to the east of the site. To the south east is a residential estate, and to the south are arable fields. To the west there is an area of open space which separates the site from a smaller residential estate.		
Highway Access (On-Site)	None	The site has access onto Woodpecker drive and Mallard road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 2 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 1 Constraint	Low sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.25km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.5km to the nearest shop/ Inside school buffer/ Partially inside doctor buffer	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 1 Constraint	The site lies just outside the settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are not considered to be any fundamental constraints in terms of highway access.</p> <p>Waste water discharge consent is limited in the Watton area, however this will not have a significant effect at the level of development possible on this site.</p> <p>A large part of this site is within 1,500m of Breckland SPA.</p> <p>Therefore, development in this location would have an adverse effect upon the Breckland SPA which fatally undermines the delivery of the wider site.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The adverse effect on the Breckland SPA renders this proposal undeliverable.</p> <p>Should a revised site area be put forward, this could avoid the impact on the Breckland SPA but it is unclear if this would be deliverable in light of other issues i.e. highway access.</p>		

SHLAA Ref	W19	Source	Market Town Extension
Area	2.66	Unconstrained Capacity	93
Current Use	The site is an arable field		
Surrounding Use	There is a church yard to the west, and a residential estate to the south. The rest of the site is surrounded by arable fields		
Highway Access (On-Site)	None	There are not considered to be any fundamental constraints in terms of highway access, although there are some question in terms of the capacity of local roads leading to the site.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 3)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.2km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.8km to the nearest shop / Outside school buffer/ Outside doctor buffer	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 1 Constraint	Just outside the Watton settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are not considered to be any fundamental constraints in terms of highway access, although there are some question in terms of the capacity of local roads leading to the site.</p> <p>The landscape has been identified as highly sensitive to development.</p> <p>The wastewater network is constrained in the north of Watton.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The key constraints in terms of this site are the possible utilities constraints and the impact upon the landscape.</p> <p>It is not anticipated that on the basis of the scale of development possible on site that the utilities constraints are likely to bring into question the achievability of the site.</p> <p>The impact upon the landscape is an issue, but as the site adjoins the built-up area of Watton it is considered that appropriate design measures could mitigate against this effect.</p> <p>A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP).</p> <p>Taking into consideration provision for open space and major service roads the constrained capacity would be reduced to 80.</p>		

SHLAA Ref	W20	Source	Market Town Extension
Area	2.03	Unconstrained Capacity	71
Current Use	The site is part of a large arable field		
Surrounding Use	A new residential estate sits adjacent to the Western boundary of the site. There is some low-density residential properties to the north east. The rest of the site is surrounded by arable fields.		
Highway Access (On-Site)	None	There are not considered to be any fundamental constraints in terms of highway access.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 1 Constraint	Low sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (grade 3)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.6km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Outside school buffer/ Outside doctor buffer/ 1km to the nearest shop	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 1 Constraint	Just outside the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are not considered to be any fundamental constraints in terms of highway access.</p> <p>Waste water discharge is constrained in Watton but it will not be significant to development on this scale.</p> <p>The area has a low sensitivity to development.</p> <p>There are no schools, primary healthcare establishments, or shops within 800m walking distance of the site, but as the site is on the edge of a market town this is not considered to be a severe constraint.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>There are no significant constraints to development in respect of this site.</p> <p>A development of this size would require a minimum of 2 local area for play (LAPs).</p> <p>Taking into consideration provision for open space and major service roads the constrained capacity would have to be reduced to 65.</p>		

SHLAA Ref	W22	Source	Market Town Extension
Area	3.30	Unconstrained Capacity	115
Current Use	The site consists of three tree-lined arable fields		
Surrounding Use	To the south there is a commercial garage and residential properties along the Brandon Road. To the south east, there are residential properties along the Saham Road. To the north and west there are arable fields		
Highway Access (On-Site)	None	The site has access onto the Saham Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 2)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.2km to the nearest shop/ Inside school buffer/ Partially inside the doctor buffer	
Access to Open Space	Level 1 Constraint	0.1km to the nearest open space	
Access to Employment	Level 1 Constraint	Just outside the settlement boundary	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are not considered to be any fundamental constraints in terms of highway access.</p> <p>The land has been identified as having a high sensitivity to development.</p> <p>The waste water network is constrained in the north of Watton.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The key constraints to development on this site are those of the utilities and the landscape impact of the development.</p> <p>In terms of highways a smaller allocation on this site would be developable subject to the demonstration of a safe access and linking up the footpath network.</p> <p>Wayland Infant school has raised their admission number this year to accommodate growth in the area and a modular building has been installed on the site. Currently not all of the infant school cohorts transfer to Wayland Junior School but as other local schools continue to fill it would be prudent to assume that they will in future. Both schools sit on sites that could allow for expansion to the schools but the junior school is an Academy so any expansion plans would need their approval. It would be possible for both schools to take an admission number of 90 so an additional 140 children if we consider both schools currently at capacity. This would equate to around 500 new homes.</p> <p>Wayland Academy serves Watton Town and the surrounding villages. The school sits on a fairly large site which could accommodate a larger school. The school currently has some spare places and is not under pressure. Moderate scale growth could be considered but the school is an academy so any planned expansion must be agreed along with the school.</p> <p>In terms of utilities there are questions about the sewer network to the north of Watton however this is unlikely to be significant in terms of a site of this size. The receiving capacity of the water course is not an issue at this scale of development.</p> <p>The impact upon landscape to some extent is unavoidable, although considering the landscape in its wider sense a development of this size is not considered to have such a significant impact that it may bring into question the developability of the site.</p> <p>A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP),.</p>		

Taking into account provision for open space and major service roads the constrained capacity would have to be reduced to 100.

A previous planning application was refused on the grounds that the proposal wouldn't provide an appropriate mix of housing.

SHLAA Ref	W23	Source	Market Town Extension
Area	1.00	Unconstrained Capacity	35
Current Use	The site is predominantly a large piece of amenity land inside the existing built up area but also includes two residential properties. A large part of the site was allocated for open space in the 1999 Adopted Breckland Local Plan.		
Surrounding Use	The site is surrounded by residential properties.		
Highway Access (On-Site)	None	The site has frontage onto the Swaffham Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	None; however the Western boundary is lined with TPOs	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Arable land (Grade 4)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.5km to the nearest shop/ Inside school buffer/ Outside doctor buffer	
Access to Open Space	Level 1 Constraint	0.3km to the nearest open space	
Access to Employment	Level 1 Constraint	N/A	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are no fundamental issues in terms of highway access.</p> <p>Waste water discharge capacity is constrained in Watton but this is not considered significant in terms of the scale of development possible.</p> <p>The two existing houses which form part of the site are significant existing use constraints.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The key constraint in terms of this site is the presence of two existing dwelling houses in the site area. The clearest solution to this issue is the removal of this land from the site. This will reduce slightly the overall developable area (0.73ha) and reduced the unconstrained capacity to 25.</p> <p>A development of this size would require a minimum of 1 local area for play (LAP).</p> <p>Taking into account for the provision of open space and major service roads the constrained capacity would have to be reduced to 20.</p>		

SHLAA Ref	W24	Source	Market Town Extension
Area	4.63	Unconstrained Capacity	162
Current Use	Arable field		
Surrounding Use	To the south is a residential estate. The site is surrounded on other sides by agricultural land.		
Highway Access (On-Site)	None	The site has access to Blenheim Way, Town Green Road and Redhill Park	
Highway Access (Off-Site)			
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 2 Constraint	Arable land (grade 3)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.11km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Outside school buffer/ Partially inside doctor buffer/ 0.3km to the shop	
Access to Open Space	Level 1 Constraint	0.3km to the nearest open space	
Access to Employment	Level 1 Constraint	N/A	
Social Infrastructure	Level 2 Constraint	Social infrastructure would require some improvement.	
Constraint Analysis	<p>There are no fundamental issues in terms of highway access.</p> <p>Waste water discharge capacity is constrained in Watton but this is not considered significant in terms of the scale of development possible.</p> <p>The two existing houses which form part of the site are significant existing use constraints.</p> <p>Social infrastructure would require some improvement.</p>		
Solutions to Constraints:	<p>The key constraints in terms of this site are the possible utilities constraints and the impact upon the landscape.</p> <p>It is not anticipated that on the basis of the scale of development possible on site that the utilities constraints are likely to bring into question the achievability of the site.</p> <p>Wayland Infant school has raised their admission number this year to accommodate growth in the area and a modular building has been installed on the site. Currently not all of the infant school cohorts transfer to Wayland Junior School but as other local schools continue to fill it would be prudent to assume that they will in future. Both schools sit on sites that could allow for expansion to the schools but the junior school is an Academy so any expansion plans would need their approval. It would be possible for both schools to take an admission number of 90 so an additional 140 children if we consider both schools currently at capacity. This would equate to around 500 new homes.</p> <p>Wayland Academy serves Watton Town and the surrounding villages. The school sits on a fairly large site which could accommodate a larger school. The school currently has some spare places and is not under pressure. Moderate scale growth could be considered but the school is an academy so any planned expansion must be agreed along with the school.</p> <p>The impact upon the landscape is an issue, but as the site adjoins the built-up area of Watton it is considered that appropriate design measures could mitigate against this effect.</p> <p>A development of this size would require a minimum of 1 Local Equipped Area for Play (LEAP).</p> <p>Taking into account for the provision of open space and major service roads the constrained capacity would have to be reduced to 129.</p> <p>Taking into account provision for open space and major service roads constrained capacity would be</p>		

SHLAA Ref	W25	Source	Market Town Extension
Area	1.44	Unconstrained Capacity	50
Current Use	The site is predominantly vacant amenity land within the existing built-up area, although there are some existing residential buildings to the south of the site.		
Surrounding Use	To the south is Norwich Road. To the east is a housing development. To the west is a residential care home. North of the site is a residential estate separated from the site by Church Walk.		
Highway Access (On-Site)	None	The site has access onto Church walk only, which would be unsuitable for development on this scale.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 1 Constraint	Within the settlement	
Existing Use in Operation	Level 2 Constraint	Three dwellings on site	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Adjoining bus stop	
Access to Facilities	Level 1 Constraint	0.3km to the nearest shop	
Access to Open Space	Level 2 Constraint	1km to the nearest open space	
Access to Employment	Level 1 Constraint	Site lies within the settlement of Watton	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are no fundamental highway access constraints although access to the site is restricted to the Norwich Road by three existing properties.</p> <p>There are also questions about the local highway network to the north of the site.</p> <p>The properties in the southern part of the site are a notable existing use constraint.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>Providing access onto Norwich Road would be impossible without demolition of the existing dwellings on site.</p> <p>Access to the North of the site onto Church walk would be highly undesirable for the amount of dwellings proposed.</p> <p>As such development of this site is considered non deliverable.</p>		

SHLAA Ref	W26	Source	Market Town Extension
Area	1.46	Unconstrained Capacity	51
Current Use	The site is a triangular arable field on the edge of Watton.		
Surrounding Use	Buildings associated with the abattoir are to the east of the site. To the south is the Brandon Road industrial estate. To the north and west are arable fields		
Highway Access (On-Site)	None	The site has access onto the Brandon Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	M/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	The site lies within a Stone Curlew Buffer (SPA)	
Landscape Impact	Level 2 Constraint	Moderate sensitivity	
Existing Use in Operation	Level 2 Constraint	Arable land (Grade 4)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	Possible air/noise pollution from the Threxton Road Industrial Estate	
Flood Risk	Level 3 Constraint	The site lies completely within an area of Flood Zone 3	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.7km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	1km to the nearest shop / Outside school buffer/ Outside doctor buffer	
Access to Open Space	Level 1 Constraint	0.66km to the nearest open space	
Access to Employment	Level 1 Constraint	Lies just outside the Watton settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are no fundamental constraints in terms of highway access.</p> <p>The landscape is identified as being moderately sensitive to development.</p> <p>The whole site is within Flood Zone 3 as defined in the District's SFRA.</p> <p>The whole site sits within a Stone Curlew Buffer (SPA)</p> <p>There are issues in terms of access to facilities but as the site is on the edge of Watton this is not considered to be a severe constraint.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	The key constraints are flooding and being situated within a Stone Curlew Buffer. For these reasons the site is considered unsuitable for development for the purposes of this study.		

SHLAA Ref	W27	Source	Market Town Extension
Area	1.42	Unconstrained Capacity	49
Current Use	The is a tree-lined arable field		
Surrounding Use	The site is situated in between Aktotiri Square residential estate to the west, commercial and residential properties to the east and residential properties to the north along Town Green. To the south of the site there are residential estates across the Norwich Road.		
Highway Access (On-Site)	None	The are not considered to be any fundamental constraints in terms of highway access.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-high sensitivity	
Existing Use in Operation	Level 3 Constraint	Arable land (Grade 3)	
Source Protection	Level 1 Constraint	Groundwater source protection zone 3	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.1km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	0.1km to the nearest shop / Inside school buffer/ outside doctor buffer	
Access to Open Space	Level 1 Constraint	0.27km to the nearest open space	
Access to Employment	Level 1 Constraint	Inside the settlement boundary of Watton	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are not considered to be any fundamental constraints in terms of highway access.</p> <p>Waste water facilities are constrained in terms of discharge consent limitations and the capacity of the waste water network to the north of Watton.</p> <p>The landscape is identified as having a moderate to high sensitivity to development.</p> <p>There are issues in terms of access to facilities and open space, in particular an appropriate number of facilities and level of open space is not within 800m of the site.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The key constraints to development will be the utilities constraints and the potential landscape impact.</p> <p>In terms of utilities there are questions about the sewer network to the north of Watton however this is unlikely to be significant in terms of a site of this size. The receiving capacity of the water course is not an issue at this scale of development.</p> <p>The impact upon landscape to some extent is unavoidable, although considering the landscape in its wider sense a development of this size is not considered to have such a significant impact that it may bring into question the developability of the site.</p> <p>The site has planning permission and has been excluded from the study.</p>		

SHLAA Ref	W28	Source	Market Town Extension
Area	1.75	Unconstrained Capacity	61
Current Use	Arable field		
Surrounding Use	To the north of the site is a golf course. To the south and west are further arable fields.		
Highway Access (On-Site)	None	The site has access onto the Saham Road	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 2 Constraint	Utilities would require some improvement.	
Designations	None	N/A	
Landscape Impact	Level 3 Constraint	Moderate-High sensitivity	
Existing Use in Operation	Level 2 Constraint	Arable land (Grade 4- partially Grade 3)	
Source Protection	Level 2 Constraint	Groundwater source protection zone 2	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.25km to the nearest bus stop	
Access to Facilities	Level 1 Constraint	0.5km to the nearest shop / Inside school buffer/ Outside doctor buffer	
Access to Open Space	Level 1 Constraint	Adjoining open space	
Access to Employment	Level 2 Constraint	Just outside the Watton settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>There are not considered to be any fundamental constraints in terms of highway access.</p> <p>The land is identified as having a moderate-high sensitivity to development.</p> <p>The waste water network is constrained in the North of Watton.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The key constraints in terms of this site are the possible utilities constraints and the impact upon the landscape.</p> <p>The site is located on the edge of the settlement and has a lack of footpaths. Smaller allocation on this site would be developable subject to the demonstration of a safe access and linking up the footpath network.</p> <p>It is not anticipated that on the basis of the scale of development possible on site that the utilities constraints are likely to bring into question the achievability of the site.</p> <p>The impact upon the landscape is considered significant and as the site is detached from the main built-up area of Watton this effect is considered to be magnified. Therefore this constraint is considered severe and brings into question the suitability of the site for development. Therefore the site is considered undevelopable for the purposes of this study.</p>		

SHLAA Ref	W29	Source	Market Town Extension
Area	10.55	Unconstrained Capacity	369
Current Use	The strip of land along the Western site of the site is designated open space. The section of land to the South of the site appears to be a disused tennis court. The land to the Centre and the North of the site wraps around some existing properties and appears to be arable land.		
Surrounding Use	The North West and West of the site is made up of residential dwellings, the East of the site is a proposed development with a designated employment zone beyond that also stretches to the North East. South of the site and directly North of the site is arable land.		
Highway Access (On-Site)	None	Has access onto the Norwich Road	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	None; however, the site contains many TPOs. The site contains an area of land that is designated Green space	
Landscape Impact	Level 1 Constraint	Within the settlement boundary	
Existing Use in Operation	Level 3 Constraint	Mix of privately owned open space and brownfield land	
Source Protection	Level 3 Constraint	Groundwater source protection zone 1	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	Adjacent to bus stop	
Access to Facilities	Level 2 Constraint	Outside doctor buffer/ Outside school buffer/ 0.3km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.1km to the nearest open space	
Access to Employment	Level 1 Constraint	Site is situated within the settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has access from Portal Avenue and possible access from the new proposed development when it is complete. It is also possible that a new access road could be provided onto the Norwich Road.</p> <p>There are a number of TPOs on the site.</p> <p>The land to the West of the site is designated Green Space.</p> <p>The site lies within an area of Groundwater source protection Zone 1.</p> <p>Social infrastructure would be able to support development on this scale.</p>		
Solutions to Constraints:	<p>The site is already part of an adopted site specific policy (W2) and as such is allocated for residential development of 72 dwellings and open space provision.</p> <p>There are no fundamental constraints to the identification of this land for residential and open space development, although, development of this site will need to be treated in a comprehensive manner to ensure appropriate pedestrian, cycle and vehicle links and enhancements to the surrounding networks, including access improvement to and through existing residential development of Tedder close on the RAF technical site.</p>		

SHLAA Ref	WE01	Source	Local Service Centre village
Area	27.09	Unconstrained Capacity	542
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site is to the south of Weeting and closer to Brandon to the south. East of the site is Breckland SPA, to the north is undeveloped land, to the north west is Weeting. To the west of the site is undeveloped land.		
Highway Access (On-Site)	None	The site has frontage with three roads, the Mundford Road, Brandon Road and Peppers High Hill and can gain access to any of the three. Due to the location of the site, traffic is more likely to head towards the services in Brandon which are closer, this would result in more traffic using the railway level crossing, which would require improvements.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	The site sits within the SPA buffer and also adjoins a SSSI to the East	
Landscape Impact	Level 3 Constraint	Moderate-High landscape sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land with a farmstead (Mill Farm) centrally located	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 2 Constraint	Possible noise/air pollution from the adjoining General Employment Area	
Flood Risk	Level 3 Constraint	Large area of the site is covered by Flood Zone 2 (approx 50%)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.5km to the nearest bus stop/ Adjoining train station	
Access to Facilities	Level 1 Constraint	1.1km to the nearest shop / Partially within the school buffer/ Outside the doctor buffer	
Access to Open Space	Level 1 Constraint	0.8km to the nearest open space	
Access to Employment	Level 1 Constraint	The site has access to both Weeting and Brandon	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site has frontage with three roads, the Mundford Road, Brandon Road and Peppers High Hill and can gain access to any of the three. Due to the location of the site, traffic is more likely to head towards the services in Brandon which are closer, this would result in more traffic using the railway level crossing, which would require improvements.</p> <p>The site is located high sensitivity landscape character area.</p> <p>The site is at risk of flooding and large parts of the site are within flood zones 2 and 3a.</p> <p>The site is within 1500m of Breckland SPA, which are designated habitat for Stone Curlews, a protected species. Residential development this close to the SPA is restricted due to adverse impact on the SPA. The site is also within 400m of Breckland SPA for habitat of the nightjar and wood lark and similarly protected.</p> <p>Weeting has insufficient public transport provision.</p> <p>Weeting Primary School site lends itself to a 210 place (1FE) school and would only need one additional classroom to do this. School could then potentially take an additional 50 children which equates to around 190 new homes.</p>		
Solutions to Constraints:	Due to the proximity to protected SPA, flood risk and landscape impact the site is undeliverable.		

SHLAA Ref	WE02	Source	Local Service Centre village
Area	6.88	Unconstrained Capacity	171
Current Use	The site is currently arable land (grade 4) with a range of existing agricultural / industrial buildings		
Surrounding Use	The site is located to the north of Weeting, with residential development to the south. To the west of the site is an area of Breckland SPA, north of the site is further arable farmland, which also stretches round to the north east. To the east of the site is residential development.		
Highway Access (On-Site)	Category A Constraint	The site suffers from access constraints, with no frontage onto a site that can provide safe access.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	The site lies within the Stone Curlew buffer (SPA)	
Landscape Impact	Level 3 Constraint	Moderate-High landscape sensitivity	
Existing Use in Operation	Level 1 Constraint	The site is currently arable land (grade 4) with a range of existing agricultural / industrial buildings.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.4km to the nearest bus stop - >2km to the train station	
Access to Facilities	Level 2 Constraint	0.5km to the nearest shop / Just outside the school buffer/ Outside doctor buffer	
Access to Open Space	Level 1 Constraint	0.36km to the nearest open space	
Access to Employment	Level 1 Constraint	The site lies just outside the Weeting settlement boundary	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site suffers from access constraints, with no frontage onto a site that can provide safe access.</p> <p>The site has access to the local bus stop (0.4km), however the buses in Weeting are very limited. The site is >2km from the train station, which provides a much more frequent service to Cambridge and Norwich.</p> <p>The site is in a high sensitivity landscape character area.</p> <p>The site is within 1500m of Breckland SPA, which are designated habitat for Stone Curlews, a protected species. Development within this area would have an adverse impact on the SPA and is restricted.</p> <p>Weeting Primary School site lends itself to a 210 place (1FE) school and would only need one additional classroom to do this. School could then potentially take an additional 50 children which equates to around 190 new homes.</p>		
Solutions to Constraints:	<p>Due to the proximity of development to the Breckland SPA, landscape impact and highway constraints the site is undeliverable.</p> <p>Highway constraints may be able to be mitigated by securing a second point of access. However, at present the impacts on landscape and the SPA cannot currently be resolved other than by not developing the land.</p> <p>35 dwellings is allowed in an appeal.</p>		

SHLAA Ref	WE03	Source	Local Service Centre village
Area	0.67	Unconstrained Capacity	15
Current Use	The site is currently commercial in use and contains two dwellings, car park and what appears to be undeveloped land to the rear.		
Surrounding Use	The site is located to the south of Weeting, there is undeveloped land around the site stretching from the north east right round to the south west, to the south and east of the site are existing commercial properties.		
Highway Access (On-Site)	None	The site has access onto Fengate Drove	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 2 Constraint	Possible contamination from previous use	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	The site is within the Stone Curlew Buffer (SPA)	
Landscape Impact	Level 3 Constraint	Moderate-High landscape sensitivity	
Existing Use in Operation	Level 1 Constraint	The site is currently commercial in use and contains two dwellings, car park and what appears to be undeveloped land to the rear.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 3 Constraint	Approx 30-40% of the site lies within Flood Zone 2	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.5km to the nearest bus stop / 0.5km to the train station	
Access to Facilities	Level 2 Constraint	Outside school buffer/ Outside doctor buffer/ 1km to the nearest shop	
Access to Open Space	Level 3 Constraint	2km to the nearest open space	
Access to Employment	Level 1 Constraint	The site has access to both Weeting and Brandon	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Due to the location of the site, traffic is more likely to head towards the services in Brandon which are closer; this would result in more traffic using the railway level crossing, which would require improvements.</p> <p>The site is within 1500m of the Breckland SPA, which is a designated habitat for Stone Curlews, a protected species. Development would have an adverse effect on the SPA and as such is restricted.</p> <p>The site is 0.5 km from the nearest bus stop, however the buses in Weeting are very limited. The site is 0.5km from the train station, which provides a much more frequent service to Cambridge and Norwich.</p> <p>The site is within flood zone 2</p> <p>The site is within an area of moderate/high landscape sensitivity.</p> <p>Weeting Primary School site lends itself to a 210 place (1FE) school and would only need one additional classroom to do this. School could then potentially take an additional 50 children which equates to around 190 new homes.</p>		
Solutions to Constraints:	Due to the site being within an SPA, the issues of flooding and the landscape sensitivity this site is considered 'non deliverable'		

SHLAA Ref	WE04	Source	Local Service Centre village
Area	4.20	Unconstrained Capacity	84
Current Use	The site is currently undeveloped land		
Surrounding Use	The site is situated to the south of Weeting, and is surrounded by other undeveloped land from the south east round to the north. To the East of the site is residential development.		
Highway Access (On-Site)	Category A Constraint	The site has very narrow access onto High Street	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	The site is within the Stone Curlew Buffer (SPA)	
Landscape Impact	Level 3 Constraint	Moderate-High landscape sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 3 Constraint	The site lies completely within flood zone 2	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	The site is within close proximity to bus stops and Brandon train station.	
Access to Facilities	Level 1 Constraint	Outside school buffer/ outside doctor buffer/ 0.4km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.2km to the nearest open space	
Access to Employment	Level 1 Constraint	The site has access to both Weeting and Brandon	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is entirely within an SPA and Flood zone 2.</p> <p>The site is also in an area of moderate/high landscape sensitivity.</p> <p>There are issues in terms of access to the site with only one access point to the site onto High street.</p> <p>Weeting Primary School site lends itself to a 210 place (1FE) school and would only need one additional classroom to do this. School could then potentially take an additional 50 children which equates to around 190 new homes.</p>		
Solutions to Constraints:	Due to the proximity to the Breckland SPA and the entire site being located with a high flood risk area the site is undeliverable.		

SHLAA Ref	WE05	Source	Local Service Centre village
Area	0.62	Unconstrained Capacity	14
Current Use	The site is currently undeveloped land.		
Surrounding Use	The site is to the south of Weeting, and is made up of land to the north of existing residential properties. North of the site is undeveloped land, which also makes up the land to the east and south. To the west of the site is residential properties and undeveloped land.		
Highway Access (On-Site)	None	The site has access to Fengate Drove and frontage onto the Brandon Road	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	The site lies completely within an SPA buffer	
Landscape Impact	Level 3 Constraint	Moderate-High landscape sensitivity	
Existing Use in Operation	Level 1 Constraint	Undeveloped land	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 2 Constraint	The NW corner of the site is flood zone 2 (Very small)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	Adjacent to the nearest bus stop, within close proximity to Brandon train station	
Access to Facilities	Level 2 Constraint	0.7km to the nearest shop / Outside school buffer/ Outside doctor buffer	
Access to Open Space	Level 1 Constraint	1.5km to the nearest open space	
Access to Employment	Level 1 Constraint	The site has access to both Brandon and Weeting	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Due to the location of the site, traffic is more likely to head towards the services in Brandon which are closer, this would result in more traffic using the railway level crossing, which would require improvements.</p> <p>The site has access onto both Fengate Drove and the Brandon Road. The access onto Fengate drove wouldn't be desirable due to the proximity to the dwellings and the narrow nature of the track. However, frontage onto Brandon road would be suitable.</p> <p>The site is within 1500m of Breckland SPA, which is designated habitat for Stone Curlews, a protected species. Development this close to the SPA would have an adverse effect and is restricted.</p> <p>The site is within an area of moderate/high landscape sensitivity.</p> <p>Weeting Primary School site lends itself to a 210 place (1FE) school and would only need one additional classroom to do this. School could then potentially take an additional 50 children which equates to around 190 new homes.</p>		
Solutions to Constraints:	Due to the proximity to the Breckland SPA, and highway concerns, the site is undeliverable.		

SHLAA Ref	WE06	Source	Local Service Centre village
Area	1.53	Unconstrained Capacity	31
Current Use	The site is currently undeveloped land with 4 properties. The lodge, a Grade II listed building, lies to the SW of the site. Three further residential properties lie to the East of the site.		
Surrounding Use	The site is located to the north of Weeting, with residential development to the south. To the west of the site is an area of Breckland SPA, north of the site is arable farmland, which also stretches round to the north east. To the east of the site is further residential development.		
Highway Access (On-Site)	Category A Constraint	The site suffers from access constraints, and it is unclear whether the site can provide safe access on to the B1106 to accommodate the development.	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	The site lies entirely within an SPA buffer zone. Includes a Grade II listed building.	
Landscape Impact	Level 3 Constraint	Moderate-High landscape sensitivity	
Existing Use in Operation	Level 2 Constraint	Undeveloped land and properties.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 1 Constraint	0.3km to the nearest bus stop	
Access to Facilities	Level 3 Constraint	0.5km to the nearest shop / Outside the school buffer/ Outside the doctor buffer	
Access to Open Space	Level 1 Constraint	0.3km to the nearest open space	
Access to Employment	Level 1 Constraint	The site has access to both Brandon and Weeting	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site suffers from access constraints, and it is unclear whether the site can provide safe access on to the B1106 to accommodate the development.</p> <p>The site is located in a high sensitivity landscape character area. Furthermore, Lynn Lodge is a Listed Building and as such, development within the curtilage may affect it's setting.</p> <p>The site is within 1,500m of the Breckland SPA, which is designated habitat for Stone Curlews, a protected species. Development this close to the SPA would have an adverse effect on the SPA and as such is restricted.</p> <p>Weeting Primary School site lends itself to a 210 place (1FE) school and would only need one additional classroom to do this. School could then potentially take an additional 50 children which equates to around 190 new homes.</p>		
Solutions to Constraints:	<p>Access issues may be able to be resolved by significantly reducing the scale of development or through alternative solutions.</p> <p>However, due to the proximity of the site to the Breckland SPA the site is undeliverable.</p>		

SHLAA Ref	WE07	Source	Local Service Centre village
Area	2.66	Unconstrained Capacity	53
Current Use	The site is currently used for commercial purposes.		
Surrounding Use	To the north and south of the site is undeveloped land. To both the east and west is land used for commercial use.		
Highway Access (On-Site)	None	The site has access onto Fengate Road	
Highway Access (Off-Site)	Level 3 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	The site lies entirely within an SPA buffer zone.	
Landscape Impact	Level 3 Constraint	Moderate-High landscape sensitivity	
Existing Use in Operation	Level 2 Constraint	The site is currently used for commercial purposes.	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 3 Constraint	The site lies almost entirely within flood zone 2	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.1km to the nearest bus stop/ Within close proximity to Brandon train station	
Access to Facilities	Level 2 Constraint	Outside school buffer/ Outside doctor buffer/ 0.8km to the nearest shop	
Access to Open Space	Level 3 Constraint	1.4km to the nearest open space	
Access to Employment	Level 1 Constraint	The site has access to both Brandon and Weeting	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Due to the location of the site, traffic is more likely to head towards the services in Brandon which are closer, this would result in more traffic using the railway level crossing, which would require improvements.</p> <p>The site is within 1500m of the Breckland SPA, which is designated habitat for Stone Curlews, a protected species. Development this close to the SPA would have an adverse effect and as such is restricted.</p> <p>The site is within flood zones 2 and 3a.</p> <p>The site is within an area of moderate/high landscape sensitivity.</p> <p>Weeting Primary School site lends itself to a 210 place (1FE) school and would only need one additional classroom to do this. School could then potentially take an additional 50 children which equates to around 190 new homes.</p>		
Solutions to Constraints:	Due to the proximity to the Breckland SPA, flood risk and highway concerns, the site is undeliverable.		

SHLAA Ref	WE08	Source	Local Service Centre village
Area	2.61	Unconstrained Capacity	52
Current Use	The site is currently used for arable farmland.		
Surrounding Use	To the west of the site is the main body of Weeting, and mainly residential properties. East of the site is open arable farmland. To the north of the site is farmland on the eastern side and residential properties on the western side. South of the site is Weeting Primary School.		
Highway Access (On-Site)	None	The site has access onto All saints and Castle close	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	The site lies entirely within an SPA buffer zone.	
Landscape Impact	Level 3 Constraint	Moderate-High landscape sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (Grade 4)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 2 Constraint	0.4km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	0.5km to the nearest shop / Inside school buffer/ Outside doctor buffer	
Access to Open Space	Level 1 Constraint	0.1km to the nearest open space	
Access to Employment	Level 1 Constraint	The site has access to both Brandon and Weeting	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is within 1500m of the Breckland SPA, which is designated habitat for Stone Curlews, a protected species. Development this close to the SPA would have an adverse effect and as such is restricted.</p> <p>The site is within moderate/high landscape sensitivity.</p> <p>Public transport provision in Weeting is of inadequate quality and there is a lack of services. The site is over 1.5km to Brandon train station, which provides a much more frequent service.</p> <p>Weeting Primary School site lends itself to a 210 place (1FE) school and would only need one additional classroom to do this. School could then potentially take an additional 50 children which equates to around 190 new homes.</p>		
Solutions to Constraints:	Due to the site being with an SPA and being in an area of Moderate-High landscape sensitivity the site is considered to be non-deliverable.		

SHLAA Ref	WE09	Source	Local Service Centre village
Area	0.60	Unconstrained Capacity	14
Current Use	The site is currently used for arable farmland.		
Surrounding Use	To the north of this site is Weeting Primary School, there is residential property to the west, south and south east. East of the site is open arable farmland.		
Highway Access (On-Site)	Category A Constraint	The site is poorly located to provide safe access on Park View junction, due to being on the inside of a bend and the proximity of two other existing junctions.	
Highway Access (Off-Site)	Level 1 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	The site lies entirely within an SPA buffer zone.	
Landscape Impact	Level 3 Constraint	Moderate-High landscape sensitivity	
Existing Use in Operation	Level 1 Constraint	Arable land (Grade 4)	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 1 Constraint	N/A	
Designated Employment Site	Level 1 Constraint		
Access to Public Transport	Level 1 Constraint	Adjacent bus stop	
Access to Facilities	Level 2 Constraint	Outside doctor buffer/ Inside school buffer/ 0.5km to the nearest shop	
Access to Open Space	Level 1 Constraint	0.1km to the nearest open space	
Access to Employment	Level 1 Constraint	The site has access to both Brandon and Weeting	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>The site is poorly located to provide safe access on Park View junction, due to being on the inside of a bend and the proximity of two other existing junctions.</p> <p>The site is within 1500m of the Breckland SPA, which is designated habitat for Stone Curlews, a protected species. Development this close to the SPA would have an adverse effect on the SPA and as such is restricted.</p> <p>The site is within moderate/high landscape sensitivity.</p> <p>Public transport provision in Weeting is of inadequate quality and there are a lack of services.</p> <p>Weeting Primary School site lends itself to a 210 place (1FE) school and would only need one additional classroom to do this. School could then potentially take an additional 50 children which equates to around 190 new homes.</p>		
Solutions to Constraints:	Due to the proximity to the Breckland SPA and highway access concerns the site is undeliverable.		

SHLAA Ref	WE10	Source	Local Service Centre village
Area	2.84	Unconstrained Capacity	57
Current Use	The site is currently used for commercial use.		
Surrounding Use	To the south and west of the site is open space which is currently undeveloped. North of the site is commercial use. To the east the land is mixed undeveloped and commercial.		
Highway Access (On-Site)	None	The site has access onto Fengate drove.	
Highway Access (Off-Site)	Level 2 Constraint		
Contamination	Level 1 Constraint	N/A	
Utilities	Level 1 Constraint	Utilities would be able to support development on this scale.	
Designations	Category A Constraint	The site lies entirely within an SPA buffer zone.	
Landscape Impact	Level 3 Constraint	Moderate-High landscape sensitivity	
Existing Use in Operation	Level 1 Constraint	Commercial use	
Source Protection	Level 1 Constraint	N/A	
Pollutant Sources	Level 1 Constraint	N/A	
Flood Risk	Level 3 Constraint	Flood zone 2 (50%)	
Designated Employment Site	Level 1 Constraint	N/A	
Access to Public Transport	Level 3 Constraint	0.4km to the nearest bus stop	
Access to Facilities	Level 2 Constraint	Outside school buffer/ Outside doctor buffer/ 1km to the nearest shop	
Access to Open Space	Level 3 Constraint	2km to the nearest open space	
Access to Employment	Level 1 Constraint	The site has access to both Brandon and Weeting	
Social Infrastructure	Level 1 Constraint	Social infrastructure would be able to support development on this scale.	
Constraint Analysis	<p>Due to the location of the site, traffic is more likely to head towards the services in Brandon which are closer, this would result in more traffic using the railway level crossing, which would require improvements.</p> <p>The site is within 1500m of Breckland SPA, which is designated habitat for Stone Curlews, a protected species. Development this close to the SPA would have an adverse effect on the European site and as such is restricted.</p> <p>The site is largely within flood zone 2</p> <p>Weeting Primary School site lends itself to a 210 place (1FE) school and would only need one additional classroom to do this. School could then potentially take an additional 50 children which equates to around 190 new homes.</p> <p>The site is within an area of moderate/high landscape sensitivity.</p>		
Solutions to Constraints:	Due to the proximity to the Breckland SPA, flood risk and highway issues the site is undeliverable.		

RESULTS

Values / Gap

Aggregate residual land value(RLV)	£0
Aggregate threshold land value(TLV)	£0
Funding gap / surplus (RLV-TLV)	£0

S106 and CIL

Section 106 charges	£0
S106 adjust +/- percentage	%
Community Infrastructure Levy	£0
CIL adjust +/- percentage	%

HCA / other funding

Indicative HCA / other funding	<input type="checkbox"/> Apply grant
Total funding assumed	£0

Typologies	
Check Select box to include Typology in results	
Attleborough Greenfield Urban Extension	<input type="checkbox"/> Select
Attleborough Brownfield	<input type="checkbox"/> Select
Thetford Greenfield Urban Extension	<input type="checkbox"/> Select
Thetford Brownfield	<input type="checkbox"/> Select
Market Town Extension (Greenfield)	<input type="checkbox"/> Select
Market Town Brownfield	<input type="checkbox"/> Select
Watton Greenfield	<input type="checkbox"/> Select
Watton Brownfield	<input type="checkbox"/> Select
9 Typology name	<input type="checkbox"/> Select

Residual Land Value Table	
RLVs	RLV per hectare
£57,997,195	£110,395
£2,285,606	£258,553
-£32,759,504	-£137,472
-£198,278	-£431,038
£8,027,395	£62,489
£1,292,233	£90,810
-£2,977,902	-£48,405
£0	£0
£0	£0

Threshold land values options selected in box	for	Residual minus Threshold	Dwellings
EUV	£0	£0	-
EUV plus premium	£0	£0	-
EUV	£0	£0	-
EUV plus premium	£0	£0	-
EUV	£0	£0	-
EUV plus premium	£0	£0	-
EUV	£0	£0	-
EUV plus premium	£0	£0	-
EUV	£0	£0	-
EUV plus premium	£0	£0	-
EUV	£0	£0	-
EUV plus premium	£0	£0	-

Affordable housing percentages

Total dwellings selected	0
Average dwelling area m2	0.00

Percentage affordable dwellings	40%
of which affordable rented homes	70%
of which social rented homes	0%
of which shared ownership homes	30%

Affordable Housing Value Sensitivity	
Affordable Rent adjust +/- %	%
Social Rent adjust +/- %	%
Shared Ownership adjust +/- %	%

Note: RLVs above reflect the s106, CIL and affordable housing percentage set before the "Refresh Residual Land Values" macro populates the RLV table. These values will not change if subsequently the "Seek max AH" macro calculates a different AH %, or s106 / CIL is adjusted.



RESULTS

Values / Gap

Aggregate residual land value(RLV)	£0
Aggregate threshold land value(TLV)	£0
Funding gap / surplus (RLV-TLV)	£0

S106 and CIL

Section 106 charges	£0
S106 adjust +/- percentage	%
Community Infrastructure Levy	£0
CIL adjust +/- percentage	%

HCA / other funding

Indicative HCA / other funding	<input type="checkbox"/> Apply grant
Total funding assumed	£0

Affordable housing percentages

Percentage affordable dwellings	40%
of which affordable rented homes	70%
of which social rented homes	0%
of which shared ownership homes	30%

Typologies	
Check Select box to include Typology in results	
Local Service Centre Village 1	<input type="checkbox"/> Select
Local Service Centre Village 2	<input type="checkbox"/> Select
3 Typology name	<input type="checkbox"/> Select
4 Typology name	<input type="checkbox"/> Select
5 Typology name	<input type="checkbox"/> Select
6 Typology name	<input type="checkbox"/> Select
7 Typology name	<input type="checkbox"/> Select
8 Typology name	<input type="checkbox"/> Select
9 Typology name	<input type="checkbox"/> Select

Residual Land Value Table	
RLVs	RLV per hectare
£34,402,922	£357,507
£4,027,685	£206,336
£0	£0
£0	£0
£0	£0
£0	£0
£0	£0
£0	£0
£0	£0
£0	£0
£0	£0
£0	£0
£0	£0

Threshold land values options selected in box	for	Residual minus Threshold	Dwellings
EUV	£0	£0	-
EUV plus premium	£0	£0	-
EUV	£0	£0	-
EUV plus premium	£0	£0	-
EUV	£0	£0	-
EUV plus premium	£0	£0	-
EUV	£0	£0	-
EUV plus premium	£0	£0	-
EUV	£0	£0	-
EUV plus premium	£0	£0	-
EUV	£0	£0	-
EUV plus premium	£0	£0	-
EUV	£0	£0	-
EUV plus premium	£0	£0	-

Total dwellings selected	0
Average dwelling area m2	0.00

Note: RLVs above reflect the s106, CIL and affordable housing percentage set before the "Refresh Residual Land Values" macro populates the RLV table. These values will not change if subsequently the "Seek max AH" macro calculates a different AH %, or s106 / CIL is adjusted.

Affordable Housing Value Sensitivity	
Affordable Rent adjust +/- %	%
Social Rent adjust +/- %	%
Shared Ownership adjust +/- %	%

