

Brennan, Charlotte

From: Antony Needham
Sent: 16 May 2018 15:01
To: Programme Officer
Subject: Site specific housing allocation.

Dear Charlotte,

I would like to re-submit the following comments made by the Town Council at the preferred site option stage, this may form part of the discussions around the individual site allocation. At this stage the Town Council was taking a pragmatic approach and was looking for reasonable measures of mitigation which would not adversely impact the viability of individual sites.

Could you make sure that the Policy Team have a view of this.

All the best

Tony

Dereham Town Council

Preferred Site Options

In the last round of consultation the Town Council mostly identified constraints for each site. As some sites are going to be allocated it is felt that in this round of consultation ideas for mitigation should be presented which would need to be addressed before a site would be deemed acceptable.

The table below relates to the key sites with draft comments and issues which need mitigation.

SITE	Comment	Key development – in addition to those identified in the consultation document.
007	<ul style="list-style-type: none">• Impact on Neatherd resulting from additional usage.• Concern over additional ditch maintenance resulting from changes in surfaces water discharge.• Scored poorly in the SA	<ul style="list-style-type: none">• Offsite drainage impacted by the development need to be addressed.• Improvements to surface of shillings Lane• This is an ecological area therefore Nesting habitats should be incorporated into the design of the

		buildings such as bat bricks and swift bricks. http://www.ibstock.com/eco-products/
011	<ul style="list-style-type: none"> • Site poorly connected to main settlement, because of its distance from the Town Centre and main services. • Not within walking distance of any facilities. • Scored poorly on the SA • Currently an employment site and therefore should not be lost. • Should not be a preferred site. 	<ul style="list-style-type: none"> • Pedestrian and cycle access to Colleen Close should be provided. • As all facilities are outside walking distance, provision should be made for inexperienced and utility cyclists to safely and conveniently access schools and convenience stores, the Town Centre and High Schools
023	<ul style="list-style-type: none"> • Scored poorly in the SA • Close proximity to town centre. • Negative impact on setting of Neatherd. • Impact on northern and central green corridor. • There is existing issues with sewage capacity along Swanton Road. 	<ul style="list-style-type: none"> • Open space provision should be used to enhance the connectivity of the Northern and Central Green Corridor. • This is an ecological area therefore Nesting habitats should be incorporated into the design of the buildings e.g. bat bricks and swift bricks. http://www.ibstock.com/eco-products/ • Space should be provided on Kings Road to allow a bus/lorry and a car to pass. Existing on-street parking prevents this. • Provision should be made for inexperienced and utility cyclists to safely and conveniently access schools and the Town Centre. Safety issues regarding cyclists turning right into and out of Kings Road/Wellington Road need to be addressed along with turning right into and out of Kings Road /Swanton Morley Road and Kings Road and Kings Park along with connections to the National Cycle Route 13. • Good cycle connection should be made to RB30
029	<ul style="list-style-type: none"> • Better connected to the Town centre than many sites. • Closer to services than those the sites in the south of the Town. • There are existing sewage capacity issues along Theatre street. 	<ul style="list-style-type: none"> • Open space provision should be used to enhance the connectivity of the Northern and Central Green corridor. • This is an ecological area therefore Nesting habitats should be incorporated into the design of the buildings e.g. bat bricks and swift bricks. http://www.ibstock.com/eco-products/ • Space should be provided on Kings Road to allow a bus/lorry and a car to pass. Existing on-street parking prevents this.

		<ul style="list-style-type: none"> • Provision should be made for inexperienced and utility cyclists to safely and conveniently access schools and the Town Centre. Safety issues regarding cyclists turning right into and out of Kings Road/Wellington Road need to be addressed along with connections to the National Cycle Route 13. • Any cycling provision should take account of the congestion at peak times in this location, which occurs at a time when people will want to cycle.
008	<ul style="list-style-type: none"> • This is not a preferred or Alternative site, but it is felt that this should be re-examined, because of its close proximity to the Town Centre. • Scored highly in the SA • Better access to services than sites in the south of the Town 	<ul style="list-style-type: none"> • Open space provision should be used to enhance the connectivity of the Northern and Central Green Corridor. • This is an ecological area therefore Nesting habitats should be incorporated into the design of the buildings e.g. bat bricks and swift bricks. http://www.ibstock.com/eco-products/ • Space should be provided on Kings Road to allow a bus/lorry and a car to pass. Existing on-street parking prevents this. • Provision should be made for inexperienced and utility cyclists to safely and conveniently access schools and the Town Centre. Safety issues regarding cyclists turning right into and out of Kings Road/Wellington Road need to be addressed along with connections to the National Cycle Route 13. Any cycling provision should take account of the congestion at peak times in this location, which occurs at a time when people will want to cycle. • There should be a good cycle link to Windsor park • Local bus services should be extended to the site.
009	<ul style="list-style-type: none"> • This is not a preferred or Alternative site, but it is felt that this should be re-examined, because of its close proximity to the Town Centre. • Scored highly in the SA • Better access to services than sites in the south of the Town 	<ul style="list-style-type: none"> • Open space provision should be used to enhance the connectivity of the Northern and Central Green Corridor. • This is an ecological area therefore Nesting habitats should be incorporated into the design of the buildings e.g. bat bricks and swift

		<p>bricks. http://www.ibstock.com/eco-products/</p> <ul style="list-style-type: none"> • Space should be provided on Kings Road to allow a bus/lorry and a car to pass. Existing on-street parking prevents this. • Provision should be made for inexperienced and utility cyclists to safely and conveniently access schools and the Town Centre. Safety issues regarding cyclists turning right into and out of Kings Road/Wellington Road need to be addressed along with connections to the National Cycle Route 13. Any cycling provision should take account of the congestion at peak times in this location, which occurs at a time when people will want to cycle. • There should be a good cycle link to Windsor park • Local bus services should be extended to the site
030	<ul style="list-style-type: none"> • This site is distant from the town centre and most services • A lot of the site is grade 2 and 3a land classification. • There are a significant number of barriers to people cycling to the Town Centre from this site. • Concerns over possible impact on River Tud. 	<ul style="list-style-type: none"> • This is an ecological area therefore Nesting habitats should be incorporated into the design of the buildings e.g. bat bricks and swift bricks. http://www.ibstock.com/eco-products/ • Provision should be made for inexperienced and utility cyclists to safely and conveniently access High schools and the Town Centre. Safety issues regarding turning right onto and out of Westfield Road / Shipdham Road need to be addressed along with cyclist negotiating the Tavern Lane Junction and there should be good connection to the National Cycle Route 13. • Nesting habitats should be incorporated into the design of the buildings e.g. bat bricks and swift bricks. http://www.ibstock.com/eco-products/ • Local bus services should be extended to the site. Access to Yaxham Road via railway bridge needs to be up to current Highways Standard, with proper walking and cycle provision.
001	<ul style="list-style-type: none"> • Scored highly in SA • Issues relating to proximity to Rashes Green could impact on viability of industrial area by limiting the type of activity carried out. 	<ul style="list-style-type: none"> • Provision should be made for inexperienced and utility cyclists to safely and conveniently access High schools and the Town Centre. Issues regarding turning right onto and out

	<ul style="list-style-type: none"> • Westfield Road has restricted width and is congested at school times. • This is employment land and should be retained as employment land. 	<p>of Westfield Road / Shipdham Road need to be addressed along with Tavern land junctions and connections to the National Cycle Route 13.</p> <ul style="list-style-type: none"> • Contribution to Highway Improvements • Alternative employment land should be provided.
003	<ul style="list-style-type: none"> • Scored highly in SA • Better access to services within the town than 030 and 011. • Concerns regarding impact on Badley Moor SSSI 	<ul style="list-style-type: none"> • Provision should be made for inexperienced and utility cyclists to safely and conveniently access High schools and the Town Centre. Yaxham Road roundabout needs to be improved for cyclists and the proposed roundabout needs to be of an approved design for cyclists. Ensuring cyclist can negotiate Tavern land junctions and connections to the National Cycle Route 13 is essential. • This is an ecological area therefore Nesting habitats should be incorporated into the design of the buildings e.g. bat bricks and swift bricks. http://www.ibstock.com/eco-products/
005	<p>With the appropriate design and layout, it is not felt that a development on this site would have a negative impact on the setting of the listed building. Given the current use of the site, it could considerably enhance the setting. It should be considered a Preferred site.</p>	<ul style="list-style-type: none"> • Provision should be made for inexperienced and utility cyclists to safely and conveniently access High schools and the Town Centre. Yaxham Road roundabout needs to be improved for cyclists and the proposed roundabout needs to be of an approved design for cyclists. Ensuring cyclist can negotiate Tavern land junctions and connections to the National Cycle Route 13 is essential. • This is an ecological area therefore Nesting habitats should be incorporated into the design of the buildings e.g. bat bricks and swift bricks. http://www.ibstock.com/eco-products/
024	<p>While the access is not ideal it is felt that due to its location it is more sustainable than sites further south and should be considered as a preferred site</p>	<ul style="list-style-type: none"> • Provision should be made for inexperienced and utility cyclists to safely and conveniently access High schools and the Town Centre. Yaxham Road roundabout needs to be improved for cyclists and the

<p>proposed roundabout needs to be of an approved design for cyclists. Ensuring cyclist can negotiate Tavern land junctions and connections to the National Cycle Route 13 is essential.</p>
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