

HORSFORD NEIGHBOURHOOD PLAN 2025 - 2038

REGULATION 14 VERSION OCTOBER 2025



GUIDE TO READING THIS PLAN

Of necessity, this Neighbourhood Plan is a detailed technical document. The purpose of this page is to explain the structure and help you find your way around the Plan.

1. INTRODUCTION & BACKGROUND

This section explains the background to this Neighbourhood Plan.

2. THE NEIGHBOURHOOD AREA

This section details many of the features of the designated area.

3. PLANNING POLICY CONTEXT

This rather technical section relates this Plan to the National Planning Policy Framework and the planning policies of the Local Planning Authority.

4. COMMUNITY VIEWS ON PLANNING ISSUES

This section explains the community involvement that has taken place.

5. VISION, OBJECTIVES & LAND USE POLICIES

This key section firstly provides a statement on the Neighbourhood Plan Vision and Objectives. It then details Policies which are proposed to address the issues outlined in the Foreword and in Section 4. These Policies are listed in the table that follows the Foreword. There are also Policy Maps at the back of the Plan which shows where each policy

applies where possible. Both the Policies and Policy Maps are also available online at www.futurehorsford.co.uk

6. IMPLEMENTATION & MONITORING

This section explains how the Plan will be implemented and future development guided and managed and how the Parish Council will monitor the plan's effectiveness. It suggests projects which might be supported by the Community Infrastructure Levy which the Parish Council will have some influence over. Finally, it deals with a number of issues which although relevant are outside the scope of a Neighbourhood Plan.

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FOREWORD

Horsford is a rural village situated 6 miles Northwest of Norwich surrounded by Horsford Forest on the northern perimeter. In recent years the village has seen considerable population growth and a thriving business sector.

In 2015 the village decided to pursue the first Neighbourhood Plan to provide positivity for changes and development to enhance economic, social and environmental well-being for the residents and businesses in the village. Accordingly, under the direction of the Neighbourhood Plan Working Party, appointed by the Parish Council, the first Plan passed referendum in 2018.

Since then, a revised National Planning Policy Framework has been published setting out new policies, including an increased use of Design Codes giving the opportunity for an update to the existing Neighbourhood Plan and specify details of changes to be made; from off street parking to how new housing is designed, and the need to include more sustainability measures. Horsford Parish Council wanted to ensure the Plan remained current and effective so was pleased to give the go ahead for this to happen.

The initial aim of the 2018 Plan was to give a voice to residents to shape development. The new Plan took the ambitious step of considering land allocation against a set of specific criteria relating to location of new housing that would provide community benefits including a sports hub, measures to reduce traffic speed on the Holt Road, community facilities, improved and connected walking and cycling routes around the village. This type of benefit had not been offered to the village by past developers.

There have been four consultations with the residents and businesses of Horsford to enable them to have their say, view draft proposals and ask questions. Landowners in the village were given the opportunity to put land forward in a Call for Sites and at the October 2023 consultation, their land agents presented the proposals for new house building that would bring with it the community benefits set out earlier. Inviting the Land Agents to the consultation was an unusual step but the Horsford Neighbourhood Plan Refresh Team (HNPR Team) felt it was the right approach to take, helping to identify an area of the village where residents felt new homes could be built and setting out how they would be delivered.

This method was highly successful and with the collaborative effort between the Horsford Neighbourhood Plan Refresh Team (HNPR Team), the residents and local businesses during these consultations, a sustainable site was chosen.

The policies and aspirations contained in the refreshed Plan have been accomplished through research, debate, consultation and feedback to ensure the widest possible engagement with the community. A top priority has been the desire to create a stronger community that is a better place to live. Where future development adds village character without detracting from the environment, provides recreation facilities, allows people to work locally and where traffic concerns are better managed.

The HNPR Team would like to thank all residents who have given their time and contribution to come to the various consultations regarding the HNPR. This is your Neighbourhood Plan, and it could not have been done without you.

DEDICATION

-O-

This Horsford Neighbourhood Plan is dedicated to the memory of Andrew McClure who was an enthusiastic member of the HNPR Team. Sadly, Andrew passed away on 16 September 2024. Andrew was a key presence on the HNPR Team, and we miss his thoughts, his policy views and his amazing ability to sort out the feedback we received at our consultations and put them into a meaningful format! We also miss his sense of humour which brought light to some of our difficult moments.

-O-

THANK YOU

Horsford Parish Council wishes to thank the following for their support in creating this Neighbourhood Plan:
ONH: Planning for Good
Michael Thorpe, Colourprint

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HORSFORD
1928-1978



1. INTRODUCTION AND BACKGROUND

1. Horsford Parish Council (HPC) is preparing a Neighbourhood Plan Refresh for the area designated by the Local Planning Authority, Broadland District Council (BDC), on 27th April 2016. The area coincides with the Parish boundary (see Plan A on page 12). This document is the second iteration of the original Plan which was made (adopted) in July 2018 and covered the area from 2018 to 2038. BDC has confirmed it is their view that this iteration of the Neighbourhood Plan is extensive and as such, constitutes a new Plan, rather than a modification of the current made Plan. The Plan Refresh is being prepared in accordance with the Neighbourhood Planning (General) Regulations of 2012 (as amended).

2. The purpose of the Neighbourhood Plan Refresh is to set out a series of planning policies that will be used to determine planning applications in the area in the period to 2038. The Plan will form part of the development plan for the districts of Broadland, Norwich and South Norfolk, alongside the adopted Greater Norwich Local Plan, which runs to 2038, and relevant adopted Development Management and Site Allocations Development Plan Documents. The Growth Triangle Area Action Plan and other adopted Neighbourhood Plans are also part of the Development Plan for the district.

3. Neighbourhood Plans provide local communities with the chance to manage the quality of development of their areas. Once approved at a referendum, the Plan becomes part of the Council's Statutory Development Plan and will carry significant weight in how planning applications are decided in the neighbourhood area. Plans must therefore contain only land use planning policies that can be used for this purpose. This often means that there are important issues of interest to the local community that cannot be addressed in a Plan if they are not directly related to planning. Although there is scope for the local community to decide on its planning policies, Neighbourhood Plans

must meet all the relevant basic conditions (see overleaf). Community projects/aspirations that the community wish to deliver within the plan period can be referenced under Implementation and Monitoring 6.7.

4. In addition, the Parish Council will need to demonstrate to an Independent Examiner that it has successfully engaged with the local community and stakeholders in preparing the Plan. If the Examiner is satisfied that it has, and considers the Plan meets the basic conditions, then it is for BDC to ultimately decide whether the Plan will go to a referendum of the local electorate. If a simple majority (over 50%) of the turnout votes in favour of the Plan if sent to referendum, then it becomes adopted as formal planning policy for the neighbourhood area.

THE PRE-SUBMISSION PLAN

5. This is the opportunity for the Parish Council to formally consult on the proposed vision, objectives and policies of the Draft Neighbourhood Plan (the Pre-Submission Plan). The Parish Council has reviewed the relevant national and local planning policies and assessed how they affect this area. It has also gathered its own evidence, and its reports are published separately in the evidence base.

NATIONAL CHANGES TO THE PLANNING SYSTEM

6. During the preparation of this Plan the Government published the Levelling Up and Regeneration Act 2023 with some helpful changes to both the development plan and management system, demonstrating a positive future for neighbourhood planning in the system. Most of the sections directly related to the development plan and management

1. INTRODUCTION AND BACKGROUND

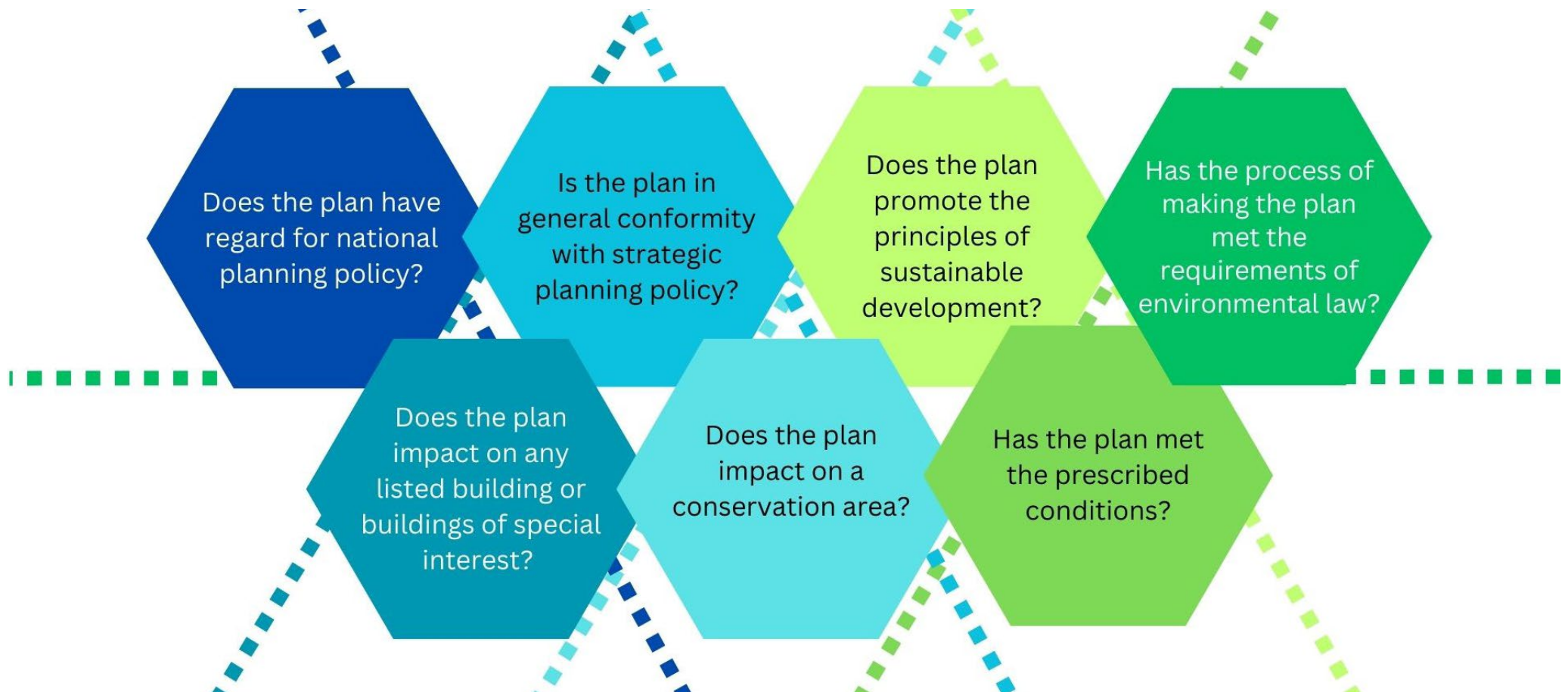


Fig.1 Neighbourhood Plan Basic Conditions

system, particularly the amendment of the basic conditions, have not commenced and will require secondary legislation. This Plan is therefore being prepared ahead of any new system predicted to be implemented. However its content will play a key role in guiding any future decisions which involve changes to Horsford.

1. INTRODUCTION AND BACKGROUND

STRATEGIC ENVIRONMENTAL ASSESSMENT & THE HABITATS REGULATIONS

7. A Strategic Environmental Assessment (SEA) assesses the environmental implications of a proposed policy or plan. It allows for the cumulative effects of development and policies to be assessed and addresses any identified issues at an early stage. In December 2022, BDC undertook a screening assessment to establish whether the scope of this Neighbourhood Plan Refresh is likely to lead to any significant environmental effects. The screening opinion confirms that the Neighbourhood Plan Refresh is required to prepare an SEA in accordance with the Environmental Assessment of Plans & Programmes Regulations 2004 (as amended). The Parish Council is mindful of the need for the Neighbourhood Plan Refresh to meet the basic conditions, and it has therefore chosen to prepare an SEA as part of a wider Sustainability Appraisal (SA) to consider social and environmental effects as well. A draft SA is published alongside this document.

8. BDC's screening opinion also confirms that there are in-combination effects of residential development on designated Habitat sites in the Greater Norwich area. Therefore, a Habitats Regulations Assessment would be required as per the Conservation of Habitats and Species Regulations 2017 (as amended). The Parish Council is obliged to provide BDC with relevant information so that it may carry out its Appropriate Assessment obligations as the 'competent authority' defined as such in the aforementioned Regulations. The Parish Council has therefore commissioned an initial report on this matter from consultants, AECOM, which is published alongside this document. BDC's Appropriate Assessment will be finalised, in liaison with Natural England, as part of the Submission version of this Neighbourhood Plan.

THE NEXT STEPS

9. Once this consultation is complete, the Parish Council will review the comments made, assess where amendments are required, and prepare a final version of the Plan. This will be submitted to BDC for a further consultation and to arrange for its examination by an independent examiner and subsequent referendum, if BDC is satisfied that the draft Plan meets the basic conditions following the examiner's recommendations.

THIS CONSULTATION

10. If you have comments to make on this plan, please do so by **Thursday 27th November 2025** at the latest in the following ways:

Online at: <https://arcg.is/15OKGr1>

By post: 3 Rosebery Road, Great Plumstead, Norwich, Norfolk, NR13 5EA

By email: horsfordreg14@gmail.com

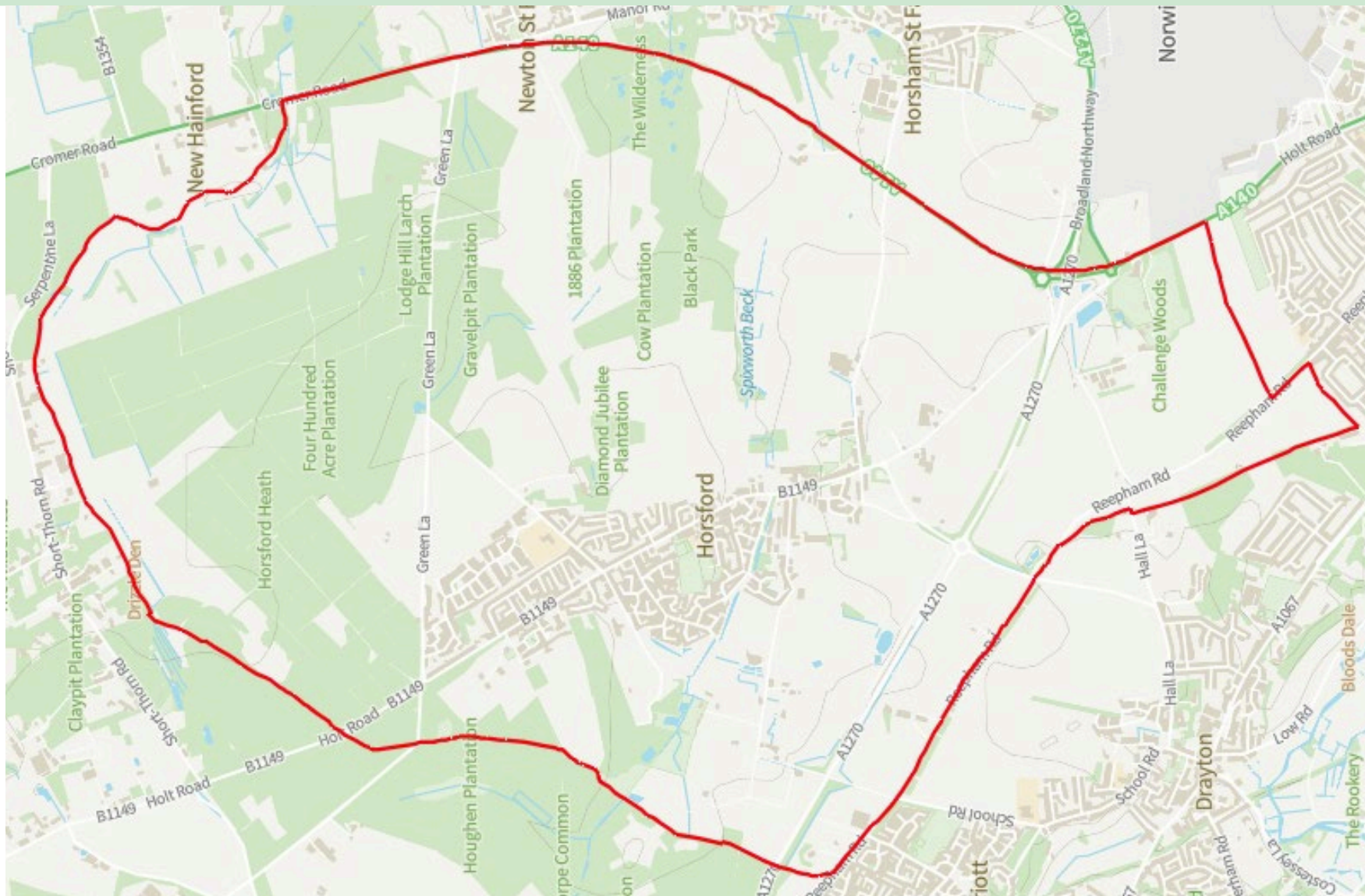
Further information on the Plan and its evidence base can be found on the project website at: www.futurehorsford.co.uk

Please note that anyone submitting comments to HPC in response to the Horsford Neighbourhood Plan consultation must provide an email or postal address and contact name. HPC will keep this information confidential.

However, as part of the regulations, HPC must forward this information to BDC in due course.



2. THE NEIGHBOURHOOD AREA



Plan A. Designated Neighbourhood Area

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2. THE NEIGHBOURHOOD AREA

1. The Parish of Horsford lies within the Norfolk district of Broadland, 10km from Norwich city centre. The B1149 (Holt Road) runs through the middle of the Parish and the Broadland Northway (previously the Northern Distributor Road - NDR) runs through the south of the Parish. The Broadland Northway may have a significant impact on the village. Horsford has a range of shops, a public house, a Post Office and a split site primary school. The Horsford Neighbourhood Plan area covers the same area as the Civil Parish of Horsford.

2. Land in Horsford is recorded in the Domesday Book. It is thought that the village of Horsford derives its name from the small stream Hor that flows through the village and can be translated from Old English to mean 'ford over the Hor' or 'Ford for Horses'. An alternative suggestion is that it was named after a Saxon by the name of Horsa.

3. The population of Horsford has seen a steady increase since the Second World War when the population was just 750 in 1945. In the 2011 Census the population of Horsford was recorded as 4163, only a small increase from 3965 in 2001. In the 2021 Census the population was recorded as 4937. The mean age of Horsford is around 45 years compared with 41 years across The East of England as a whole.

4. The Broadland Northway is a 14km dual-carriage way linking the A47 to the east of Norwich city to the north of Norwich and Norwich International Airport. For Horsford it is a significant change to the road infrastructure linking to wider Norwich and potentially affecting traffic on the B1149 (Holt Road).





3. PLANNING POLICY CONTEXT

1. The Parish lies within the Broadland District (BDC) situated in the county of Norfolk. BDC is the Local Planning Authority for the area. Norfolk County Council is also in the process of agreeing a devolution County Deal. This includes unlocking housing and employment sites and new powers to drive regeneration, housing and development priorities.

NATIONAL PLANNING POLICY

2. The National Planning Policy Framework (NPPF) published by the Government is an important guide in the preparation of local plans and neighbourhood plans. The following paragraphs of the latest NPPF version, published in December 2024, and revised in February 2025, are considered especially relevant:

- Neighbourhood planning (§29 - §31)
- Housing and sustainable development in rural areas (§83)
- Sustainable growth of business in rural areas (§88 - §89)
- Achieving healthy, inclusive and safe places (§96, §98, §103, §106)
- Promoting sustainable transport objectives (§109 - §111)
- Supporting reliable communications infrastructure (§119)
- The efficient use of land (§125)
- Creating high quality, beautiful and sustainable buildings and places (§131 - §137)
- Proactive approach to mitigating and adapting to climate change (§161 - §162)

- Contributing and enhancing the natural and local environment (§187, §192)

- Conserving and enhancing the historic environment (§202)

3. National policy also continues to allow for First Homes Exception Sites to come forward as defined in the PPG (Paragraph: 024 Reference ID: 70-024-20210524 – Paragraph: 029 Reference ID: 70-029-20210524). This is in addition to Rural Exception Sites and Community-led Exception Sites, both of which are defined in Annex 2 of the NPPF. All of these Exception Sites are ‘affordable housing led development’ and Policy 7.4 (see below) of the Greater Norwich Local Plan makes specific policy provision for Affordable housing led development.

4. National policy now also makes provision for a new mandatory standard method for assessing housing needs. This has resulted in an increase in the number of homes that should be planned for as part of the Joint Plan Area for Broadland, Norwich and South Norfolk over and above that which the recently adopted Greater Norwich Local Plan provided for.

STRATEGIC PLANNING POLICY

5. The Neighbourhood Plan must be in general conformity with the strategic policies of the ‘development plan’. The ‘development plan’ comprises the adopted Greater Norwich Local Plan (GNLP), Broadland Development Management Development Plan Document (DPD), and three Norfolk Minerals and Waste DPDs.

3. PLANNING POLICY CONTEXT

THE GREATER NORWICH LOCAL PLAN (GNLP)

6. The GNLP was adopted by BDC on 28 March 2024. It provides a strategy for the pattern, scale and nature of development to meet growth needs in the Greater Norwich area. Its Policy 1 sets out a broad strategic growth strategy mostly focussing on the Strategic Growth Area which is illustrated on a Key Diagram (see Plan B). The village of Horsford is located on the edge of the Strategic Growth Area northwest of the meeting point of the A1270 and the A140.

7. To achieve this strategy the GNLP distributes growth in accordance with a settlement hierarchy. Horsford is identified as forming part of a 'Village Cluster'. In total Village Clusters are expected to provide a minimum of 3,883 homes across Broadland and South Norfolk. Policy 7.4 supports housing development in Village Clusters in principle and its strategy to achieve the minimum 3,883 figure is through:

- 1,200 homes from sites allocated in a South Norfolk Village Clusters Housing Allocations Local Plan;
- 1,187 homes from existing consented commitments on major sites in Village Clusters in South Norfolk;
- 442 homes from unconsented sites in Village Clusters in Broadland (and it allocates 35 new homes at Dog Lane, Horsford which forms part of this total); and
- 1,054 homes from existing consented commitments on major sites in Village Clusters in Broadland.

8. Policy 7.4 also allows for additional residential and small-scale employment development in Village Clusters within settlement boundaries and limited affordable housing led development and self-build and custom build windfall development within or adjacent to settlement boundaries.

9. Policies 2 – 4 of the GNLP set out how the growth strategy will be supported by improvements to the transport system, green infrastructure and services. It is local improvements to the transport system, green infrastructure and services that remain uppermost in the minds of the local community in preparing this Neighbourhood Plan Refresh.

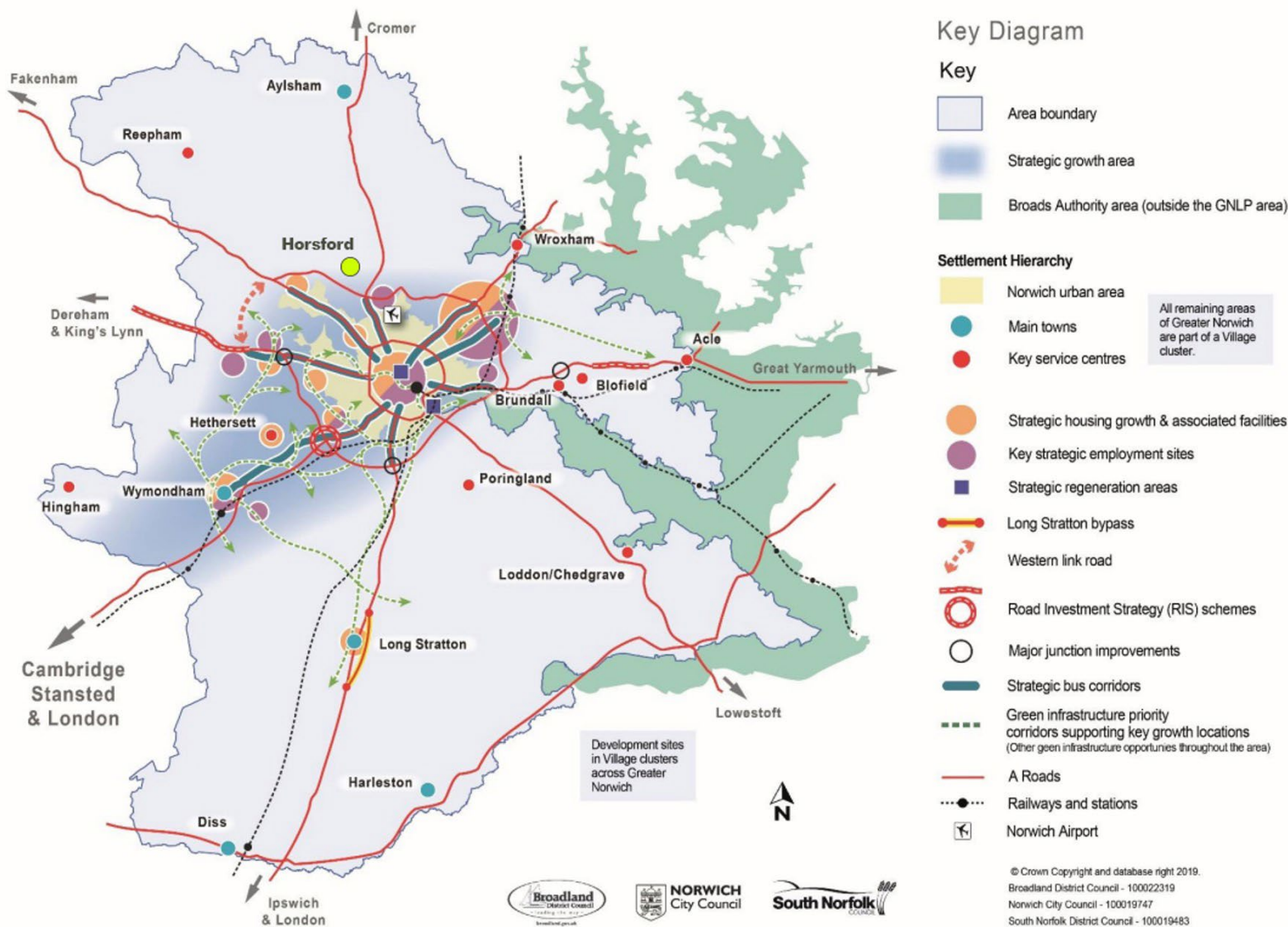
BROADLAND DEVELOPMENT MANAGEMENT DPD

10. The DPD was adopted in August 2015. It contains a number of development management policies that cover a wide range of matters affecting the Parish, including on the environment, housing, employment, retail, recreation and leisure, transport and safety, community services and utilities and other general considerations. The Neighbourhood Plan Refresh also contains development management policies covering some of these matters and their relationship with existing DPD policies are addressed within the supporting text of each policy in Section 5 of this document.

NORFOLK MINERALS AND WASTE DEVELOPMENT PLAN (DPDS)

11. The Norfolk Waste and Minerals Local Plan 2023-2038 was adopted on 20 May 2025. The Plan continues to define a Minerals Safeguarding Area for sand and gravel which extends across parts of the designated neighbourhood area. This means that future development sites within the Minerals Safeguarding Area will need to address the requirements of the relevant policies to allow for the investigation and assessment of the mineral to ensure that needless sterilisation of a viable mineral source does not take place.

3. PLANNING POLICY CONTEXT



3. PLANNING POLICY CONTEXT

NEIGHBOURHOOD PLANNING POLICY

12. There are a number of Neighbourhood Plans which have now been made in the Broadland District. These include neighbouring parishes of Hellesdon and Drayton (both currently being reviewed). Both plans focus on delivering the vision of their respective communities, but there are green infrastructure functionality and connectivity matters which will work across boundaries.



4. COMMUNITY VIEWS ON PLANNING ISSUES

1. The Horsford Neighbourhood Plan Refresh has been shaped by extensive public engagement, including four major consultations between May 2023 and November 2024, which has identified a consistent set of community priorities. These priorities have directly informed the development of the Plan's policies and land allocations.

2. The community strongly values the village's rural character and its distinct identity, separate from Norwich. There is also clear support for the protection and designation of green spaces. While general resistance to further development was noted, there was measured support for schemes delivering tangible benefits—especially improved sports facilities and community amenities.

3. Residents have expressed a preference for smaller, affordable homes and sheltered accommodation to meet local needs, with any new housing expected to meet high environmental standards, such as Passivhaus principles. Development should also align with the Horsford Transport Masterplan, contributing to improved pedestrian and cycle connectivity and not exacerbating existing traffic concerns.

4. Key themes that have informed the Neighbourhood Plan include:

- Protection of Horsford's rural identity and landscape setting;
- Preservation and designation of valued green spaces;
- Support for appropriately located development delivering community benefits;
- Need for smaller, affordable and accessible housing;
- Requirement for high energy efficiency and sustainable building design;
- Alignment with the Horsford Transport Masterplan, including active travel improvements;

- Protection of heritage assets and important local views;
- Safeguarding existing employment and business space.

5. These themes have been embedded throughout the Plan, ensuring that its policies reflect the aspirations of Horsford residents and provide a locally supported framework for managing future change. Full details of consultation will be set out in the Consultation Statement that will be published as part of the next stages of the Plan.



5. VISION OBJECTIVES AND LAND USE POLICIES

By 2038 Horsford will be a flourishing rural village, within a short distance of Norwich. New development has completed the growth of the village to its natural sustainable limits. Improved, and access to new, green infrastructure links means people can enjoy and connect with the surrounding woodland and countryside. New homes that have been delivered are a range of high quality homes, and new community, sport and recreation facilities have been delivered alongside them. There continues to be thriving local businesses, and quality modern services which meet the day-to-day needs of the village. Access to services and facilities have been improved and, alongside highway improvements to better manage traffic, this means there are now safe and pleasant ways to reach them by active travel. Horsford is now a sustainable and more self-sufficient place where people want to live and work into the future.

SPATIAL STRATEGY OBJECTIVES

Objective 1: To make provision for sustainable growth in the most appropriate locations for the village.

COMMUNITY OBJECTIVES

Objective 2: To provide opportunities for all parishioners to access community, cultural, leisure and sports activities within Horsford.

Objective 3: To ensure sufficient provision of school and medical facilities within Horsford.

HOUSING AND THE BUILT ENVIRONMENT OBJECTIVES

Objective 4: To provide high quality, diverse market and affordable housing within Horsford.

Objective 5: To provide appropriate size, scale, density, design, and layout of development, which complements existing dwellings and the surrounding environment within Horsford.

TRANSPORT AND ACCESS OBJECTIVES

Objective 6: To provide and encourage safe walking, cycling and the use of public transport within and beyond Horsford parish.

Objective 7: To provide adequate private and public parking.

ENVIRONMENT AND LANDSCAPE OBJECTIVES

Objective 8: To protect and enhance access to the countryside, woods and green spaces within Horsford and the surrounding area.

Objective 9: To improve and provide a high quality public realm in the village.

BUSINESS AND EMPLOYMENT OBJECTIVES

Objective 10: To provide sufficient land and buildings to support local and economic development.

Objective 11: To enable an economically attractive and viable village.

INFRASTRUCTURE OBJECTIVES

Objective 12: To deliver new much needed infrastructure and direct future investment in other important infrastructure improvements.

5. VISION OBJECTIVES AND LAND USE POLICIES

INTRODUCTION TO LAND USE POLICIES

1. The following policies relate to the development and use of land in the designated Neighbourhood Area of Horsford Parish. They focus on specific planning matters that are of greatest interest to the local community.
2. There are many parts of the Parish that are not affected by these policies, and there are many other policy matters that have been left to the adopted GNLP and/or Broadland Development Management DPD. Many matters are already appropriately dealt with through existing national and strategic provisions. This has avoided unnecessary repetition of policies between this Neighbourhood Plan and the adopted Local Plans, though they have a mutual, helpful inter-dependence.
3. Each policy is numbered and titled, and it is shown in bold. Where necessary, the area to which it will apply is shown on the Policies Map attached to the document. After each policy is some supporting text that explains the purpose of the policy, how it will be applied and, where helpful, how it relates to other development plan policies.



5. VISION OBJECTIVES AND LAND USE POLICIES

SPATIAL STRATEGY

POLICY SS1: SETTLEMENT LIMIT

The Neighbourhood Plan defines the settlement boundary of Horsford, as shown on the Policies Map, to manage development proposals in accordance with strategic policies for settlements and the countryside.

4. The policy defines the extent of the settlement boundary at Horsford for the application of policies 1, 7.4 and 7.5 of the GNLP. These strategic policies, or any subsequent replacement of them, set out the principles for development within settlement boundaries and the surrounding countryside.

5. In making provision for new development on the edge of the village, it complements the spatial strategy and proposals of the GNLP. It also updates the settlement boundary defined on the Horsford GNLP Settlement Map. The spatial plan focusses growth on building Horsford into a more successful village. In doing so, it recognises the aim of the GNLP strategy to create environmentally sustainable, resilient, and socially inclusive communities. In this way, it will secure crucial improvements to local community facilities and active travel. The proposed boundary also incorporates the now completed development of Kingfisher Meadow in the north of the village.



SPATIAL STRATEGY

5. VISION OBJECTIVES AND LAND USE POLICIES

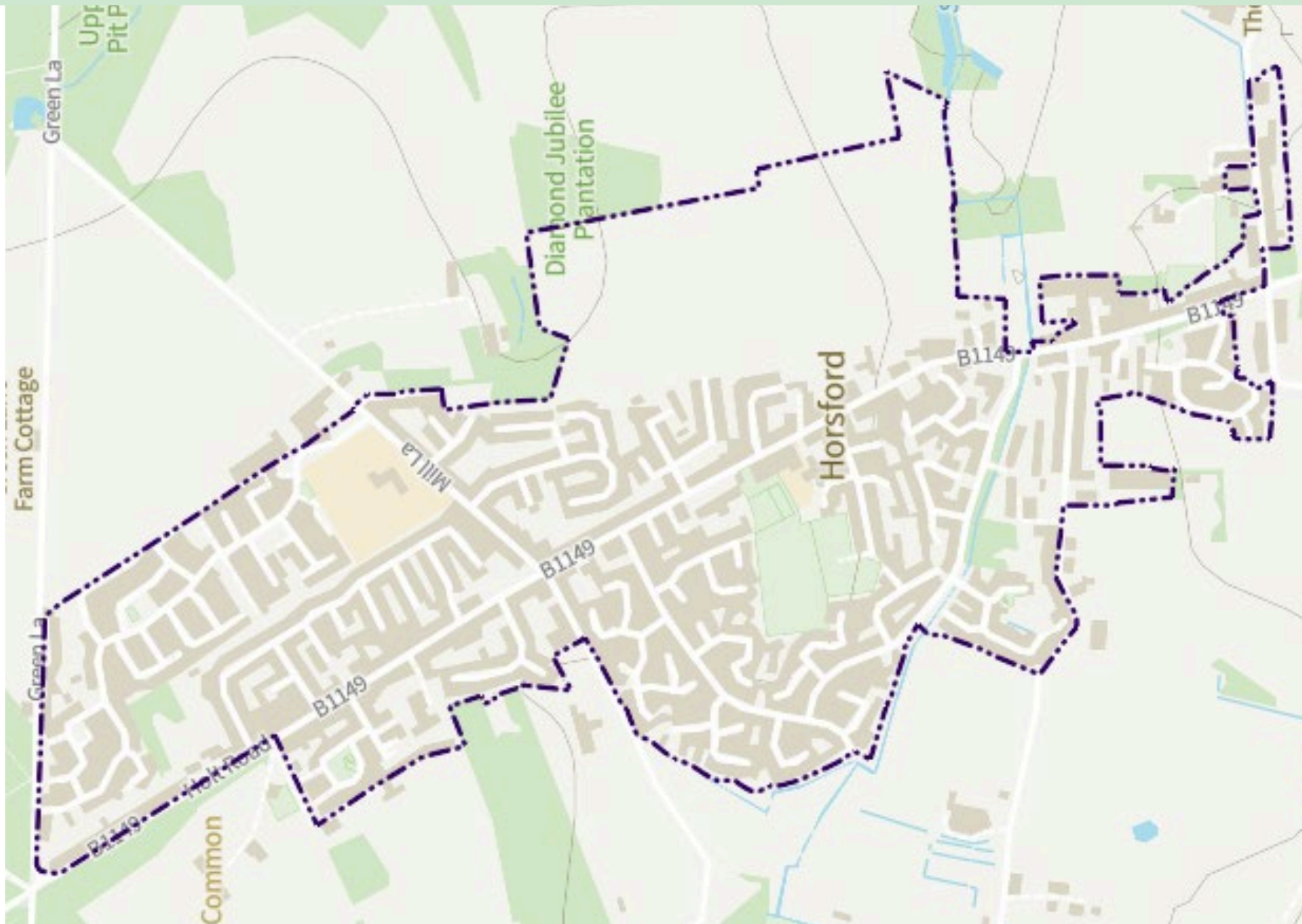


Fig 1. SS1 Settlement Limit



 Horsford Settlement Boundary

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5. VISION OBJECTIVES AND LAND USE POLICIES

SPATIAL STRATEGY

POLICY SS2A: NEW DEVELOPMENT

A. The Neighbourhood Plan allocates 25 Ha of land to the east of the village centre and 11 Ha of land south of Holt Road, as shown on the Policies Map, for a mixed-use development scheme comprising:

- i. A sports hub on land south of Holt Road for sport and recreation uses;
- ii. A community hub building on land to the east of the village centre for a mix of local community facility uses which must include Class F2(b) space; and
- iii. A facilitating residential scheme on land to the east of the village centre of approximately 300 dwellings comprising open market, affordable and serviced plots for self-build or custom build homes in accordance with Policy HBE1: Mixed Housing and the Greater Norwich Local Plan requirements.

B. Proposals must be made in the form of a comprehensive planning application and include:

- i. An illustrative masterplan developed and agreed with HPC that defines the land uses and key development principles for access, layout, design, and the

principles of phasing and implementation taking into consideration the indicative concept plan (Figure 2);

ii. A delivery plan setting out how the Sports Hub and supporting infrastructure will be secured and delivered;

iii. A planning obligation to secure:

- a. the release of the land for the Sports Hub and supporting infrastructure including governance arrangements with HPC, or a nominated appropriate body, under terms required by relevant funding bodies outlined in the delivery plan (ii.) following planning consent and prior to the commencement of that scheme;
- b. a minimum of 250 square metres ground floor accommodation for Class F2(b) as part of the community hub building of a design and specification to be agreed with HPC, or a nominated appropriate body, including governance arrangements following planning consent and prior to the first occupation of that scheme; and
- c. other relevant community facilities and infrastructure and financial contributions at appropriate trigger points.

SPATIAL STRATEGY

5. VISION OBJECTIVES AND LAND USE POLICIES

SPATIAL STRATEGY

C. The Sports Hub scheme shall be confined to land south of Holt Road and the land shall be safeguarded for the provision of sport and recreation facilities and supporting infrastructure for the local community.

D. The community hub scheme shall be confined to land to the east of the village centre and comprise either the conversion of the existing barn, or the provision of a single multi-purpose building within the same location if the existing building cannot be converted as part of the enabling residential scheme. In either case the scheme shall be accompanied by appropriate levels of parking and noise attenuation measures to protect the amenity of nearby residential properties whilst allowing the facility to meet a wider range of community needs during the daytime and evenings and on weekdays and weekends.

E. The facilitating residential scheme shall be confined to the east of the village centre and shall comprise a mix of dwelling types required by Policy HBE1: Mixed Housing, designed to reflect local character as required by Policy HBE2: Horsford Design Code to sustain and enhance the setting and significance of heritage assets, to provide natural surveillance for the community hub scheme, and planned as an extension of the existing built development

edge rather than detached, standalone development parcels. The layout will provide for offset distances and screening to protect the residential amenity of the existing dwellings.

F. The application shall be accompanied by an active travel strategy that must include proposals compliant with Policies TRA1: Sustainable Travel and ENV1 Green Infrastructure Network including:

- i. the delivery of the eastern section of the Green Circular Path which must also operate as an active travel link between the two school sites;
- ii. securing safe and convenient walking and cycling to and between other community facilities and services identified in Policy COM1: Community Facilities and Local Services;
- iii. providing access to the countryside through making connections with existing public right of ways and enabling access to be secured to the Diamond Jubilee Plantation woodland from the site; and
- iv. delivering the road safety measures of the Horsford Transport Masterplan including a safe crossing on Holt Road to the village centre.

SPATIAL STRATEGY

5. VISION OBJECTIVES AND LAND USE POLICIES

SPATIAL STRATEGY

G. The application shall be accompanied by a transport strategy that must comprise measures to satisfactorily manage the traffic effects of this or any future development on the road network in accordance with the Horsford Transport Masterplan including facilitating gateways and crossings for traffic calming and public realm improvements along Holt Road.

H. The application shall be accompanied by a green infrastructure strategy that must make provision for landscape, biodiversity, sustainable drainage, and public open space strategies that demonstrate how existing environmental assets and landscape character will be protected and enhanced. This should include bolstering the green edges of the site, with appropriate planting, retaining or reinstating field boundaries, and locating open space provision as a setting for the community hub scheme. The enabling facilitating scheme must also make provision for community gardens and allotments.

6. The allocation of housing here is first and foremost to facilitate the delivery of a number of vital land uses and infrastructure to meet local needs. These include critical community facilities and active travel benefits which cannot otherwise be met. In addition, this provision will increase the contribution of the village to meet the additional local housing needs required by the new mandatory standard method of the Greater Norwich area in the period to 2038. The land for the residential scheme is well located in respect of access to other village facilities and provides an opportunity to complete a Green Circular Path around the village and an active travel link between the two schools. The siting of the Sports Hub to the south of Holt Road, alongside improvements to active travel, ought to relieve some of the pressures faced on the busy Holt Road through the village. It is therefore vital that a masterplan demonstrates how the layout and design of each of the component schemes will fit into and enhance the operation and experience of existing village life.

7. The concept diagram shown below are for illustrative purposes only at this stage, there may be different ways in which the scheme components and on-site mitigation measures can be planned, and this will be done at the planning application stage. In any event, the design of the overall layout and distinct schemes will be expected to follow adopted guidance and in combination with the Horsford Design Guidelines and Code ensure that it stitches into the fabric of the village visually as well as functionally.

SPATIAL STRATEGY

5. VISION OBJECTIVES AND LAND USE POLICIES



Fig 2. SS2A: New Development Principles



- (A)** Green infrastructure
- (B)** Community facilities
- (C)** Access to woodland and recreation uses
- (D)** Pedestrian/cycle route linking into the existing route to complete a new Green Ring around the village
- (E) & (F)** Key elements of the Transport Masterplan

Horsford Neighbourhood Plan Review
Plan 2: Development Principles 5th April 2024

5. VISION OBJECTIVES AND LAND USE POLICIES

SPATIAL STRATEGY

8. The evidence base and site assessment note explain the rationale for selecting this land for allocation. The land presents a generational opportunity to address matters of increasing concern to the local community. The efforts of authorities forming part of the Greater Norwich area, and local sport and recreational clubs and societies, to encourage active lifestyle behaviours and inspire people to become more active has been very successful and has resulted in a critical need for additional sport and recreation facilities. If left unaddressed, there is the potential to undermine that success in future years. A feasibility study undertaken by Broadland District Council in May 2023, published in the evidence base, demonstrates that there is a strong level of need for such proposals

9. Whilst the existing village hall remains an important asset well-used by the local community, with historic and the proposed growth of the village, there is a desire for additional community space to contribute to an enhanced village life offer. Both of these additional community facility spaces were supported by the majority of the local community at the most recent community consultation. The Parish Council will seek to agree specifications for the new community space with the developer as the scheme progresses and will help to facilitate the delivery of the new Sports Hub.

10. The facilitating residential scheme serves several purposes. Firstly, it makes the land available from its private owner for the community and sports hub schemes. There is no suitable public or other private land available for these purposes. Secondly, it goes some way to assist

in meeting the government's new standard method for local housing need. Therefore, the Parish Council anticipates that, should the Plan be made, the Parish will benefit from the provisions of §14 of the NPPF, or any subsequent replacement in the event that the presumption in favour of sustainable development is triggered. Additionally, the scheme will deliver new active travel links and enable the implementation of traffic management measures to encourage active travel and connection to the open countryside as well as a range of green infrastructure improvements to biodiversity and local nature recovery.

11. The policy requires that any planning application that wishes to benefit from its support must be comprehensive in covering all of its elements and must set out precisely how and when the community hub scheme will be delivered and the land for the Sports Hub will be released. This reflects that the facilitating residential scheme must enable the timely delivery and release of land on terms that are acceptable, leaving no prospect that the residential element will be built out and occupied before the community hub scheme is secured and able to operate and the Sports Hub project can commence. This will be done through a planning obligation, which will also secure other elements of the policy, for example its affordable housing. The land interest has confirmed that this approach is reasonable and acceptable.

SPATIAL STRATEGY

5. VISION OBJECTIVES AND LAND USE POLICIES

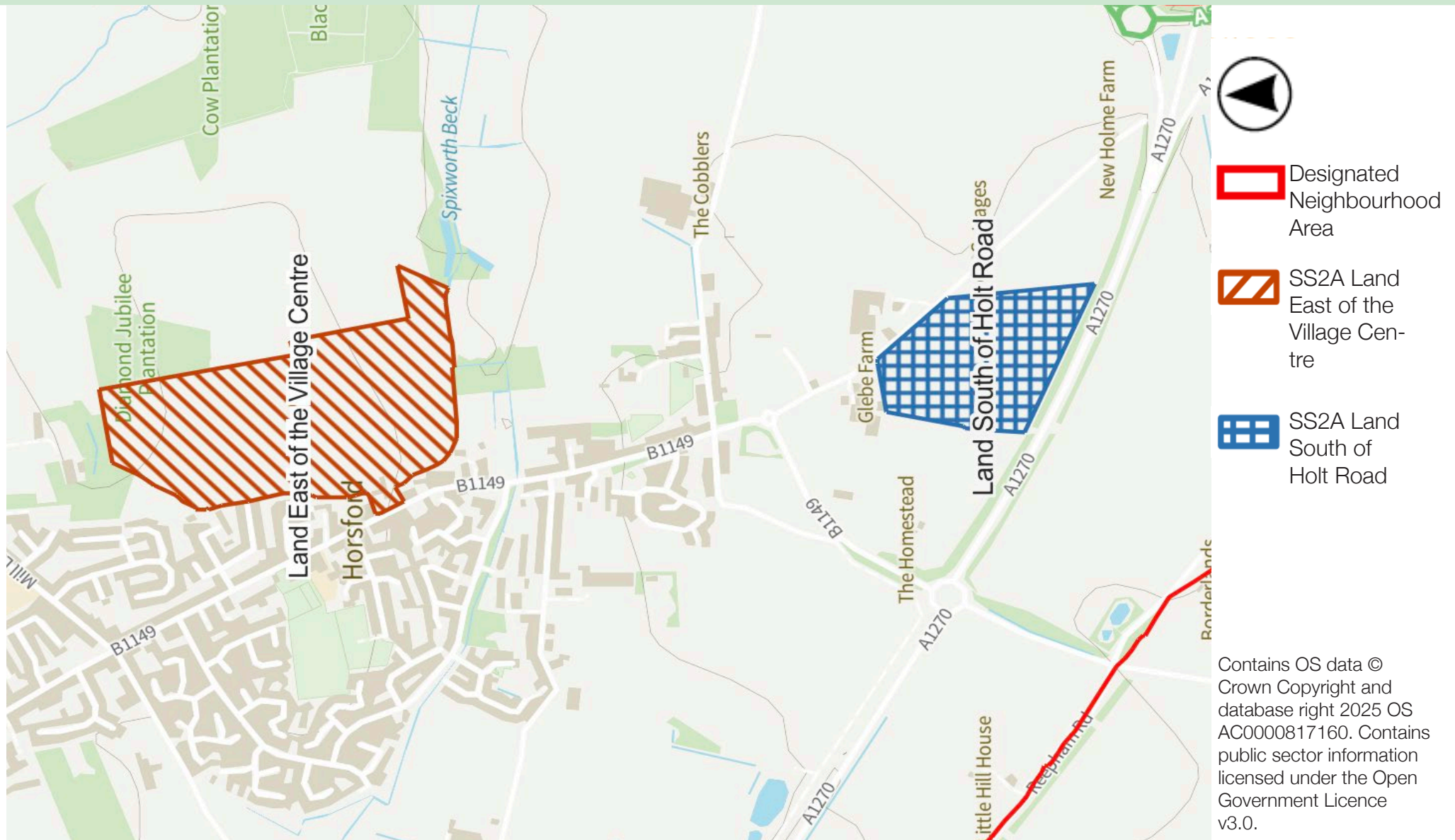


Fig 3. SS2A. New Development Map

5. VISION OBJECTIVES AND LAND USE POLICIES

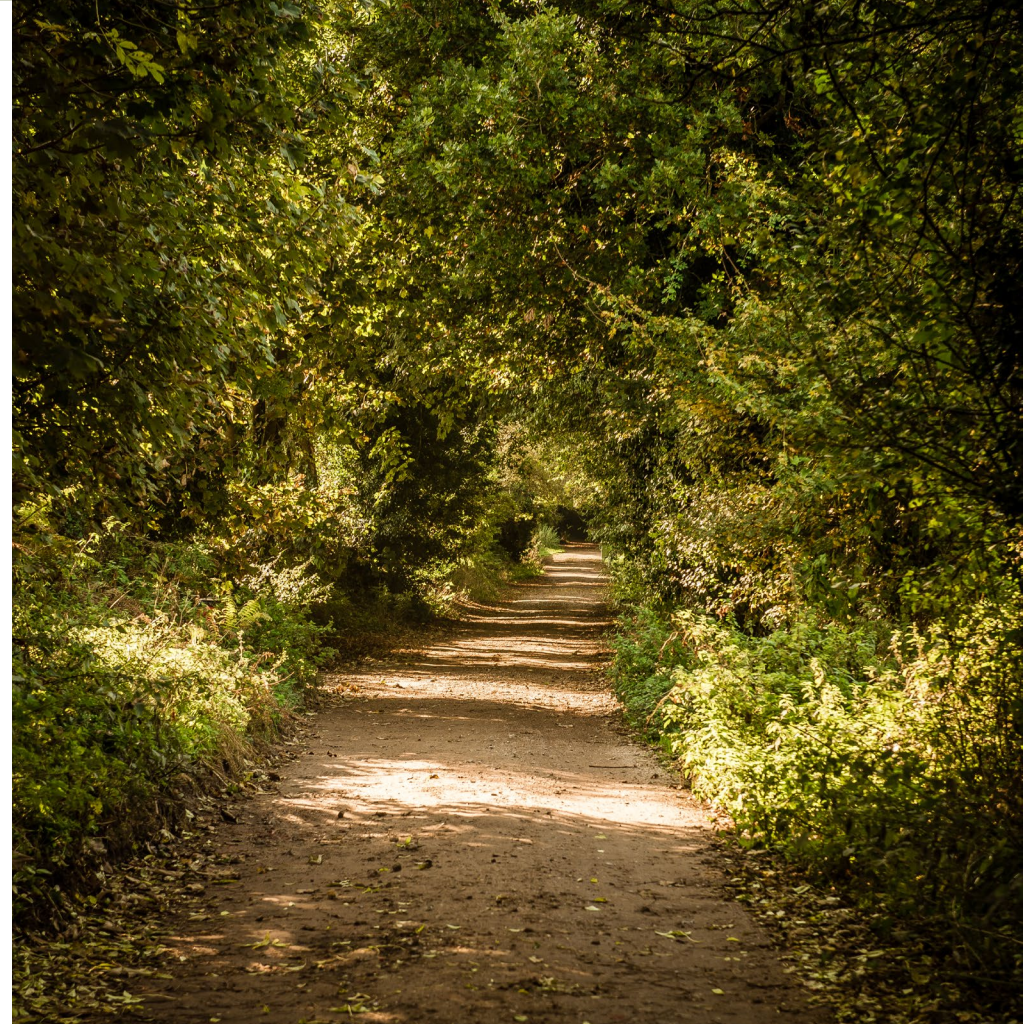
SPATIAL STRATEGY

POLICY SS2B: OTHER NEW DEVELOPMENT

A. The Neighbourhood Plan supports the use of other land parcels, as shown on the Policies Map, for the following uses:

- i. Diamond Jubilee Plantation as a Forest School for the purpose of outdoor learning with woodland links to the facilitating residential scheme of Policy SS2A;**
- ii. Land north east of the Gravel Pit Plantation for The Woodyard as a community space along a popular walking route;**
- iii. Land south of Lower Water Pit Plantation as an 'Off the Lead' area for dog walking and exercise comprising approximately 2 Ha of woodland secured**

13. Other parcels of land supported for a range of different uses is also within control of the same landowner as Policy SS2A and has been made available for these purposes. The local community welcomed the inclusion of such uses. Facilitating such uses will only help to contribute to the village as a self-sufficient place.



SPATIAL STRATEGY

5. VISION OBJECTIVES AND LAND USE POLICIES

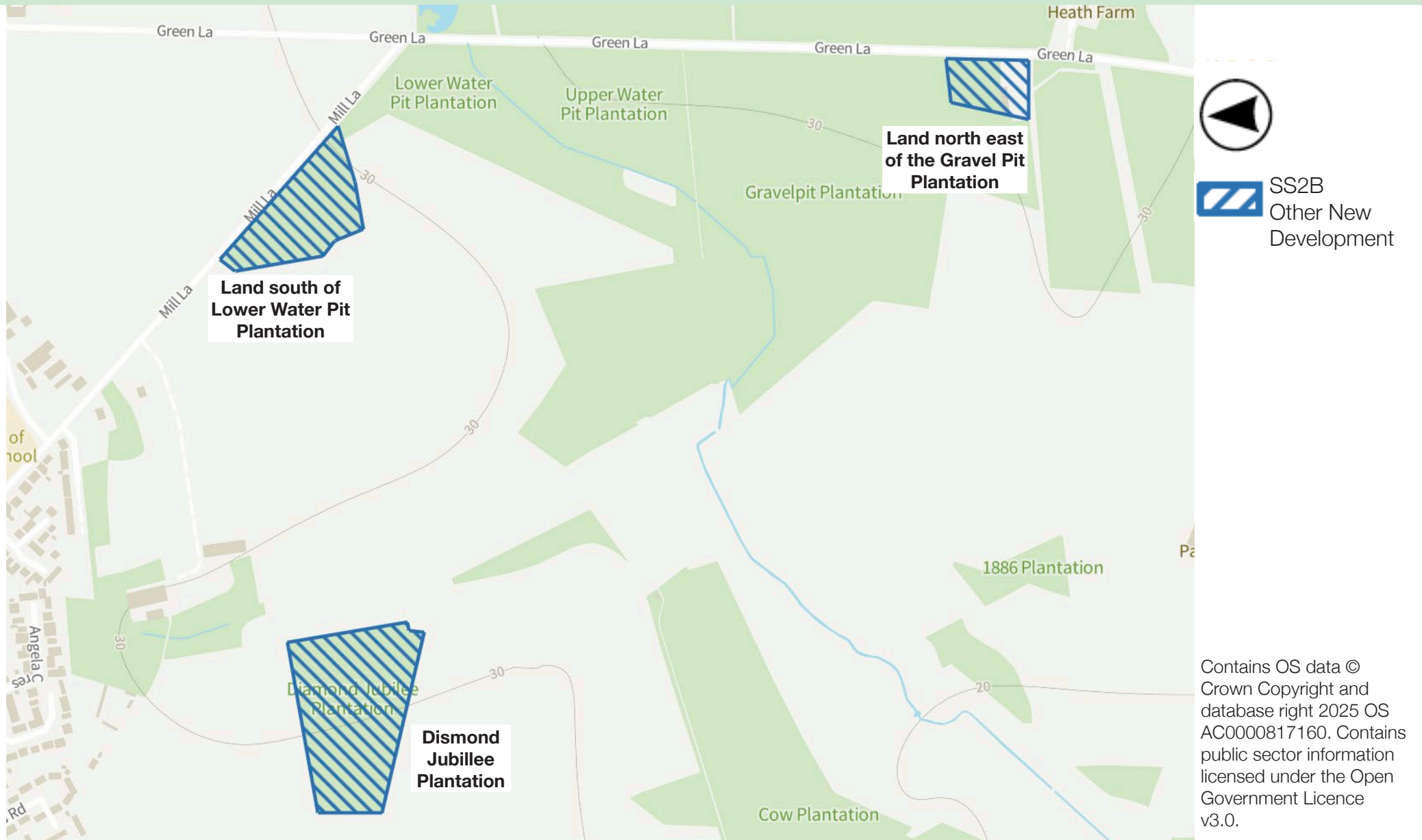


Fig 4. SS2B. Other New Development Map

5. VISION OBJECTIVES AND LAND USE POLICIES

COMMUNITY STRATEGY

POLICY COM1: COMMUNITY FACILITIES & LOCAL SERVICES

A. The Neighbourhood Plan identifies the following specific community facilities and/or local services, as shown on the Policies Maps, as being particularly important assets for the community:

1. Horsford C of E Primary School Holt Road Site
2. Horsford C of E Primary School Mill Lane Site
3. Horsford Village Hall
4. Horsford Recreation Ground
5. Horsford Church Room
6. All Saints Church, Horsford
7. Hussainy Community Centre
8. Scout Hut
9. Horsford Bowls Club
10. Horsford Surgery
11. Allotments (Corner Lane)

12. The Nest

13. The Horsford Cricket Club

B. Proposals involving the loss of a community facility or local service will not be supported unless it has been demonstrated that the use is no longer viable and cannot be made viable; or plans for its replacement are included within the proposal. In this respect, proposals to change the use of a part of a facility that is shown to be surplus to requirements will be supported, provided the change will not undermine the viability of the primary community use.

C. Any proposal to extend and enhance any of the above listed community facilities and services will be supported. The merging of the two Horsford Primary School sites onto one site will also be supported. Any new community meeting space or local service should have appropriate parking and drop-off/collection provision for motorised (including electric cars) and non-motorised users including provision for disabled access, complementing existing provision.

COMMUNITY STRATEGY

5. VISION OBJECTIVES AND LAND USE POLICIES

COMMUNITY STRATEGY

14. Horsford is a growing community spread mostly to the North of the village near to the forests. Horsford residents have the opportunity to enjoy a full community life. There are a range of active community groups, community meeting spaces and a valued primary school. In various surveys residents have indicated that the sense of community and friendliness in Horsford came out as important to them. Likewise, maintaining an active, inclusive and safe community is important to residents who have lived in Horsford for many years, and also for those who are newer to the area. The Policy therefore identifies these facilities and services and shows their location on the Policies Map to protect them from unnecessary loss.

15. It is recognised that the planning system classifies each of these facilities and services differently. Churches and schools fall within a use class titled Class F1, the surgery within Class E subcategory e), and the remaining facilities within Class F2. Planning permission is not always needed for changing the use from one Class to another, particularly for uses that fall within Class E.

16. The provisions of Policy CSU2 of the Broadland Development Management DPD, which allows for exceptional circumstances for changing the use of a community facility or local service will continue to apply alongside the provisions of this policy, until such a time that it is replaced, either by national development management policies, or a future review of the DPD and/or this Neighbourhood Plan.

17. On occasions, some facilities will struggle, but this will more often

be related to the economic viability of the use, rather than the limitations of the premises, land or location. As finding new land for such uses is often difficult, it is important that established land is retained in that use, even if the current occupier is not viable. The policy, in its Clause B, therefore, also allows for a partial change of use of a facility if this is intended to help secure its longer-term viability. This may be an important way of putting to economic use floorspace that is no longer needed, but which can make a financial contribution to sustaining the community facility. However, such changes must be shown not to undermine the community functions of the use.

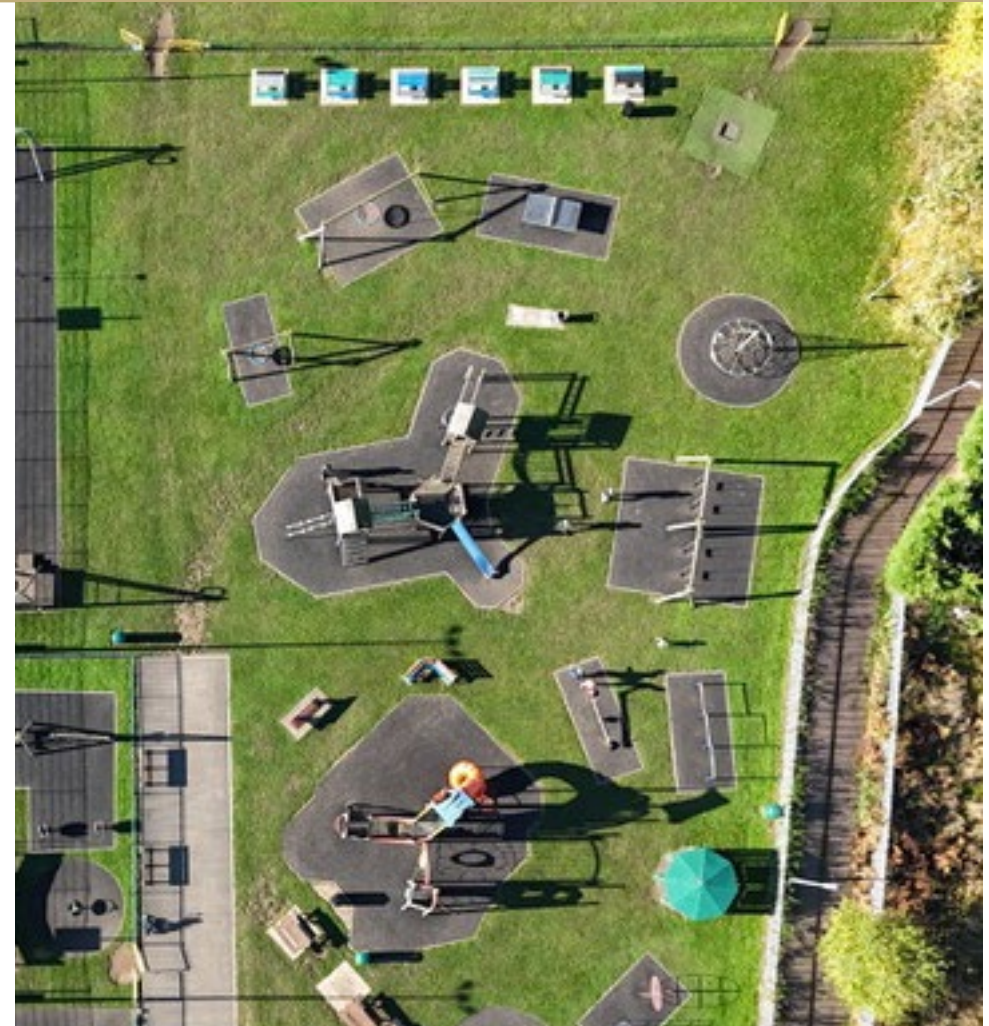
18. It may also be possible, given the variety of active community groups and a successful local split-site school, that some facilities will need to expand to either improve their existing services or expand their activities. Indeed, Norfolk County Council (NCC), as the education authority, has already confirmed that any new development in Horsford is likely to add additional pressure into both schools operating as the primary and impact the existing early years provision in the area. It is also still an aspiration for the Primary School to be located on one site. Those who responded to the project's consultations also continued to feel strongly that there was a need to expand health care provision. Whilst the Surgery is aware of the residents' concerns about length of wait times for a doctor's appointment, there is a known shortage of GPs all over the UK. The Horsford Practice site has the potential to use three more consulting rooms once Drayton practice has been extended. (This work has now been completed.)

COMMUNITY STRATEGY

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19. The policy, in its Clause C, therefore, supports the expansion of community facilities and local services including the merging of the two schools onto one site, subject to specific provisions relating to the overarching aim of the Horsford Transport Masterplan and complementing existing community facility and local service provision. The Policy doesn't make provision for supporting new sporting and recreation facilities as Policy SS2 makes provision for this and existing national and strategic policies already support this.



COMMUNITY STRATEGY

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COMMUNITY STRATEGY

9. Horsford Bowls Club



4. Horsford Recreation Ground



11. Allotments (Corner Lane)



8. Scout Hut



10. Horsford Surgery



2. Horsford Primary School Mill Lane Site



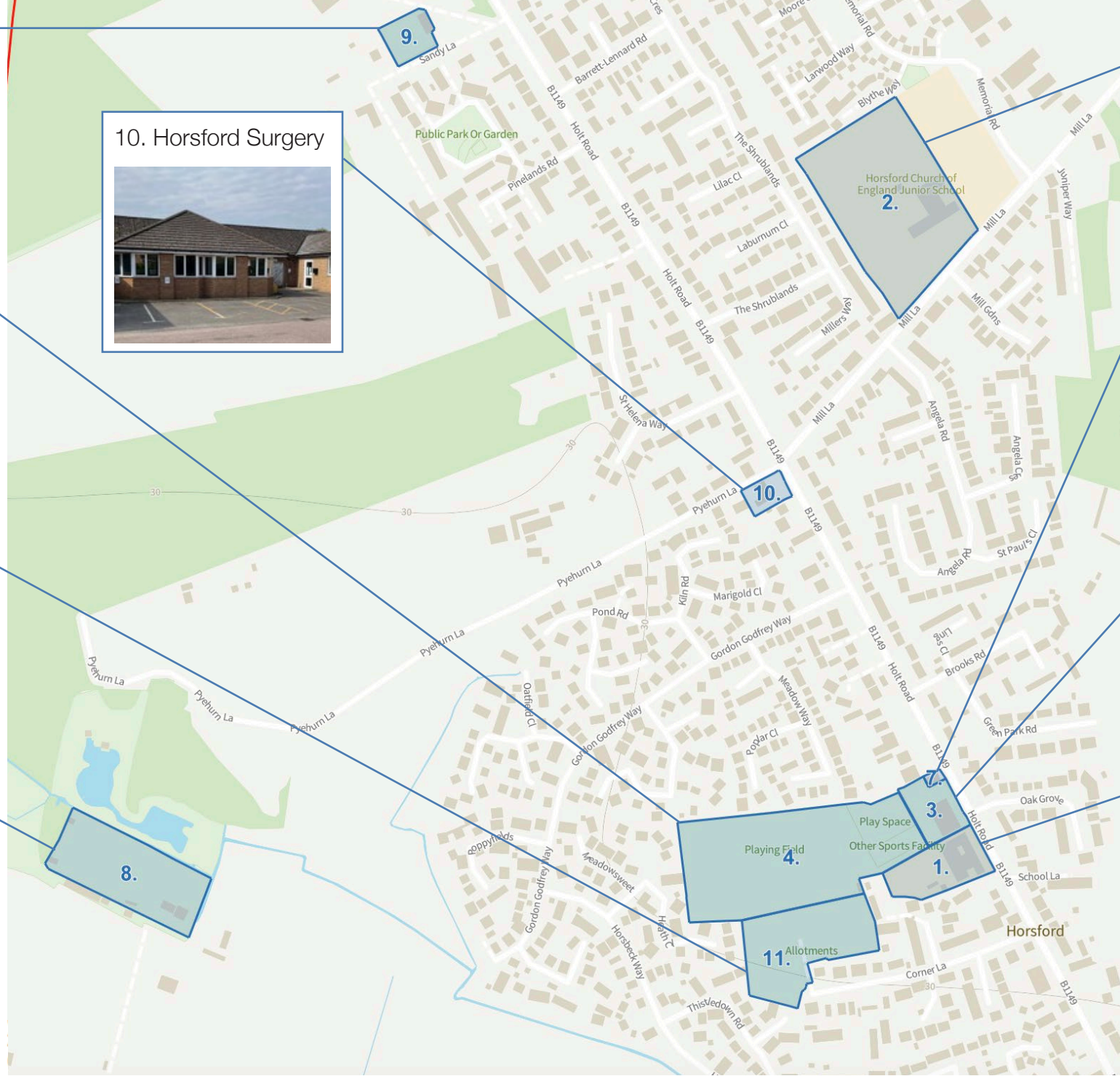
7. Hussainy Community Centre



3. Horsford Village Hall



1. Horsford Primary School Holt Road



 COM1
Community
Facilities

Fig 5. COM1 Community Facilities & Local Services, North of Village

5. VISION OBJECTIVES AND LAND USE POLICIES

COMMUNITY STRATEGY

POLICY COM2: EARLY YEARS PROVISION

Proposals to retain and improve the early years provision facility, as shown on the Policies Map, will be supported, provided appropriate parking and drop-off/collection provision for motorised and non-motorised users is accommodated.

20. The pre-school in Horsford closed in 2020 due to funding issues, however a new facility was opened in June 2024 at the Holt Road Infant School called the Horsford & St Faiths Pre-School – Community Nursery. A small minority of those who responded to this project's consultation indicated a desire for such a service and NCC, as the education authority, has confirmed that additional development is likely to add additional pressure on existing early years provision.

21. The policy is intended to protect the only early years provision use in the Parish from unnecessary loss. It provides an important service to the community meaning that fewer car trips are necessary to larger settlements beyond the Parish. It is also considered that government plans for 30hrs free childcare from 9 months to start of school from September 2025 is likely to increase the demand for this service. The policy therefore also supports improvements to this facility provided that any scheme which is put forward can demonstrate that it can make

appropriate provision for motorised and non-motorised users of the site in accordance with the overall aim of the Horsford Transport Masterplan.

22. As per paragraph 5.14 above, a standalone nursery/creche falls within a use class titled Class E and subcategory (f) Permitted development rights allow for the change of use of Class E premises to a residential use without the need to apply for planning permission. The submission of an application titled 'prior approval' is still however required to be made to BDC. BDC is required to consider the impact of the loss of early years provision in determining a 'prior approval' application amongst other matters. Although the policy here will not be engaged in that determination (as it is not on the list of considerations in a 'prior approval' application), the policy demonstrates that this service plays an important role in providing important early years' service provision to the community of Horsford and could therefore be a legitimate reason for refusing 'prior approval' for proposals that will harm this provision.

23. The Parish Council also hopes that BDC will consider an Article 4 Direction to protect Class E (f) uses in Horsford. An Article 4 Direction can remove permitted development rights in areas or from specific premises to enable changes to remain in planning control so that their effect can continue to be properly assessed. This is noted here so that the Parish Council can signal its intent to the community to submit a formal request to BDC for this following a successful referendum of this Neighbourhood Plan Refresh.

COMMUNITY STRATEGY

5. VISION OBJECTIVES AND LAND USE POLICIES

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24. The policy complements Broadland Development Management DPD Policy CSU1 which supports the improvement of the range of community facilities and local services, and its provisions will continue to apply alongside the provisions of this policy, until such a time that it is replaced, either by national development management policies, or a future review of the DPD and/or this Neighbourhood Plan.



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Fig 7. COM2: Early Years Provision

COMMUNITY STRATEGY

5. VISION OBJECTIVES AND LAND USE POLICIES

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POLICY COM3: ALLOTMENTS

Major developments should make available the provision of land and services for further allotments as per existing, or any subsequent replacement, policy. Developments that include proposals to improve, expand or where necessary relocate the existing allotments and community growing land which are recognised as valuable community space that encourage healthy lifestyles and food production, will be supported. Provision for vehicle parking, cycle parking and good pedestrian access are important and should be addressed in any planning application to ensure accessibility and sustainability.

considered important to the local community and any unplanned major developments will be expected to make provision for such space in the design of their proposals.



25. The policy complements Broadland Development Management DPD Policy EN3 which requires at least 0.16 Ha of allotments per 1,000 population. There is currently a waiting list of people seeking an allotment in the Parish of Horsford. Those who responded to this project's consultations felt strongly that existing allotment space provided health and wellbeing benefits and should be protected, and a small minority indicated a desire for an allotment. Policy COM1 seeks to protect existing allotment provision, and policy SS2 makes provision for additional space. This kind of provision in new development is therefore

COMMUNITY STRATEGY

5. VISION OBJECTIVES AND LAND USE POLICIES

HOUSING AND THE BUILT ENVIRONMENT

POLICY HBE1: MIXED HOUSING

A. Across Horsford there should be the provision of a mixed type and tenure of housing to meet the needs of the community. The starting point for achieving this is:

- i. For Market and Affordable Housing Mix: Focussing on the provision of 1- and 2-bedroom dwellings with considerably less provision for mid-sized and larger dwellings as follows: 26.3% 1-bedroom; 44.7% 2-bedroom; 13% 3-bedroom; 3.8% 4-bedroom; 12.2% 5-bedroom.¹**
- ii. For Affordable Housing Tenure: Focussing on the provision of social/affordable rented housing with considerably less provision for affordable home ownership tenures as follows: 70% social/affordable rented; 30% affordable home ownership.²**

^{1, 2} For the avoidance of doubt the percentage figures provided are using the most up-to-date local evidence of housing need, the Horsford Housing Needs Assessment August 2023, to establish a starting point for negotiations on agreeing a final housing and tenure mix.

- B. All homes should be constructed to Building Regulations Part M4(2) accessible and adaptable standard (as amended) unless it can be demonstrated that this requirement would render a development unviable, supported by an independent viability assessment that demonstrated that the application of the standard would make the development unviable. The minimum 20% requirement of the GNLP will continue to apply in this respect. In addition, the provision of homes constructed to Building Regulations Part M4(3) will also be supported.**
- C. The provision of housing specifically for the elderly or disabled will be particularly supported where there is access to village amenities.**

26. The aim of this policy is to diversify the local housing stock to help satisfy the increased demand for smaller, lower cost dwellings and generally to improve choice. A Housing Needs Assessment (HNA) for Horsford was prepared in August 2023, published alongside this document, and its content has informed the specific provisions of the policy. It has also been noted that national policy now no longer requires at least 10% of affordable homes to be delivered for affordable home ownership tenures. It responds to the provisions of Policy 5 of the GNLP which seeks to ensure that the varied and changing need for homes

HOUSING AND THE BUILT ENVIRONMENT

5. VISION OBJECTIVES AND LAND USE POLICIES

HOUSING AND THE BUILT ENVIRONMENT

for all sectors of the community are addressed and looks to the latest housing evidence as a starting point.

27. The provision of a stock of small housing units, particularly within the heart of the village, would give the elderly an opportunity, if they wish, to vacate their larger dwellings, yet remain resident in the Parish and provide an opportunity for younger and/or key worker, one and two person households to find suitable accommodation in the area. Better utilisation of the existing housing stock is unlikely to occur unless smaller units are available either by the construction of new small dwellings or by the conversion of existing properties. Clause A of the policy therefore sets out a starting point for agreeing a final housing and tenure mix from new development in Horsford. BDC has also confirmed that recent delivery of open market homes in Horsford has concentrated on larger 3+ bedroom homes. If future scheme delivery continues this trend, given the GNLP requirements to deliver new homes to Nationally Described Space Standards, these larger family homes will generally be unaffordable for many purchasers, especially first-time buyers.

28. The provisions of Policy 5 of the GNLP on the overall level of affordable housing which will be sought from new developments will continue to apply. The indicative tenure split for the provision of the required level of affordable housing, recommended by the Horsford HNA and tempered to respond to recent national policy changes, and set out in Clause A of the policy, is chiefly a response to the expectation that the delivery of affordable housing will be lower than the needs identified for Horsford. In

this context, affordable rented tenures should be prioritised to a greater extent than affordable ownership. The HNA also recognises that the First Homes affordable homes product is not affordable in Horsford across all local incomes, even at a 50% minimum discount. The Neighbourhood Plan therefore supports other affordable home ownership routes.

29. Clause B of the policy recognises that current regulations and requirements are out of date and does not reflect demographic shifts being observed nationwide. There are currently three building regulations categories for new homes: M4(1) visitable (current requirement); M4(2) accessible and adaptable (currently optional); and M4(3) wheelchair user (currently optional). The Government is currently considering mandating Building Regulations M4(2) but no changes to the Building Regulations have yet been made. The policy therefore takes the opportunity to anticipate this change and to enable residents in Horsford to live in their home throughout different phases of their lives.

30. The Horsford HNA provides evidence which demonstrates that there is a need for Building Regulation M4(2) category homes in the designated neighbourhood area. The policy therefore makes this a requirement for all new homes but provides flexibility where a financial appraisal proves there is a viability issue so that the requirement for all properties to meet Regulation M4(2) can be relaxed. This flexibility does not apply to the minimum 20% requirement set by Policy 5 of the GNLP which will continue to apply. The Horsford HNA also demonstrates that there is a small need for M4(3) category homes and supports the provision

HOUSING AND THE BUILT ENVIRONMENT

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of these kinds of homes. It is noted that the GNLP continues to require Nationally Described Space Standards for internal spaces which will also assist in providing homes with internal spaces that can accommodate wheelchair users/wheelchair accessibility. Negotiations often also secure level access (meaning no steps) front and rear, widened access doors throughout (min 900mm) including front and rear access doors, widened corridors and a wet room installed as standard for bungalows and ground floor flats. This specification falls somewhere between M4(2) and M4(3) and is also supported.

31. Finally, Clause C of the policy continues to support the provision of elderly and specialist accommodation in Horsford in a location with access to village services amenities in line with the provisions of Policy 5 of the GNLP and Policy H5 of the Broadland Development Management DPD.



HOUSING AND THE BUILT ENVIRONMENT

5. VISION OBJECTIVES AND LAND USE POLICIES

HOUSING AND THE BUILT ENVIRONMENT

POLICY HBE2: HORSFORD DESIGN CODE

Development should create beautiful, well-designed places and buildings which respect the character of the local area. To achieve this, as appropriate to their scale, nature and location, proposals must respond positively to the essential design guidelines and codes set out in the Horsford Design Guidance and Codes attached as Appendix A.

32. Design Codes identify area-specific characteristics and set out design expectations for future development. A Horsford Design Guidance and Code was prepared in September 2023 ('The Code') and informed by this project's consultations. The Code is an integral part of the policy but is extensive and is therefore published separately as Appendix A to the Neighbourhood Plan. To be clear therefore, as the Code has been prepared and consulted on as part of the Plan, all of its content carries the full weight of the development plan in decision making and is not subordinate or supplementary guidance carrying lesser weight.

33. Applicants will therefore be expected to have acknowledged, understood and responded positively to the Code as relevant to the location, scale and nature of their proposals. Where a proposal does not

seek to follow the requirements of the Code then the applicant will be obliged to justify why an exception should be made.

34. The provisions of policies relating to the creation of beautiful, well-designed places and buildings of the GNLP and Broadland Development Management DPD will continue to apply. This policy simply refines their provisions by providing locally specific design guidance and codes.

35. It has been noted that infill development has resulted in development that is out of character with surrounding buildings and overcrowding of the space available with the loss of privacy for neighbouring buildings and a proliferation of entrances onto the busy Holt Road. In addition to other provisions the Design Guidance and Codes also deals with this matter. (Appendix A Design Code 2.7 Infill development P37-39).

HOUSING AND THE BUILT ENVIRONMENT

5. VISION OBJECTIVES AND LAND USE POLICIES

HOUSING AND THE BUILT ENVIRONMENT

POLICY HBE3: LOCALLY IMPORTANT BUILDINGS

A. The Neighbourhood Plan identifies the following buildings and structures as Locally Important Buildings, as shown on the Policies Map:

- a. 171 Holt Road (Hussainy Community Centre)**
- b. Horsford C of E Primary School (Former Infant School building on Holt Road.**
- c. Horsford Church Room**
- d. 2 Holt Road (Spice of India)**
- e. The Horsford Village Sign on Holt Road**

B. Proposals that will result in harm to, or unnecessary loss of, a Locally Important Building, including their setting, will not be supported, unless it can be demonstrated that there is a public benefit that outweighs the harm or loss having regard to their level of significance.

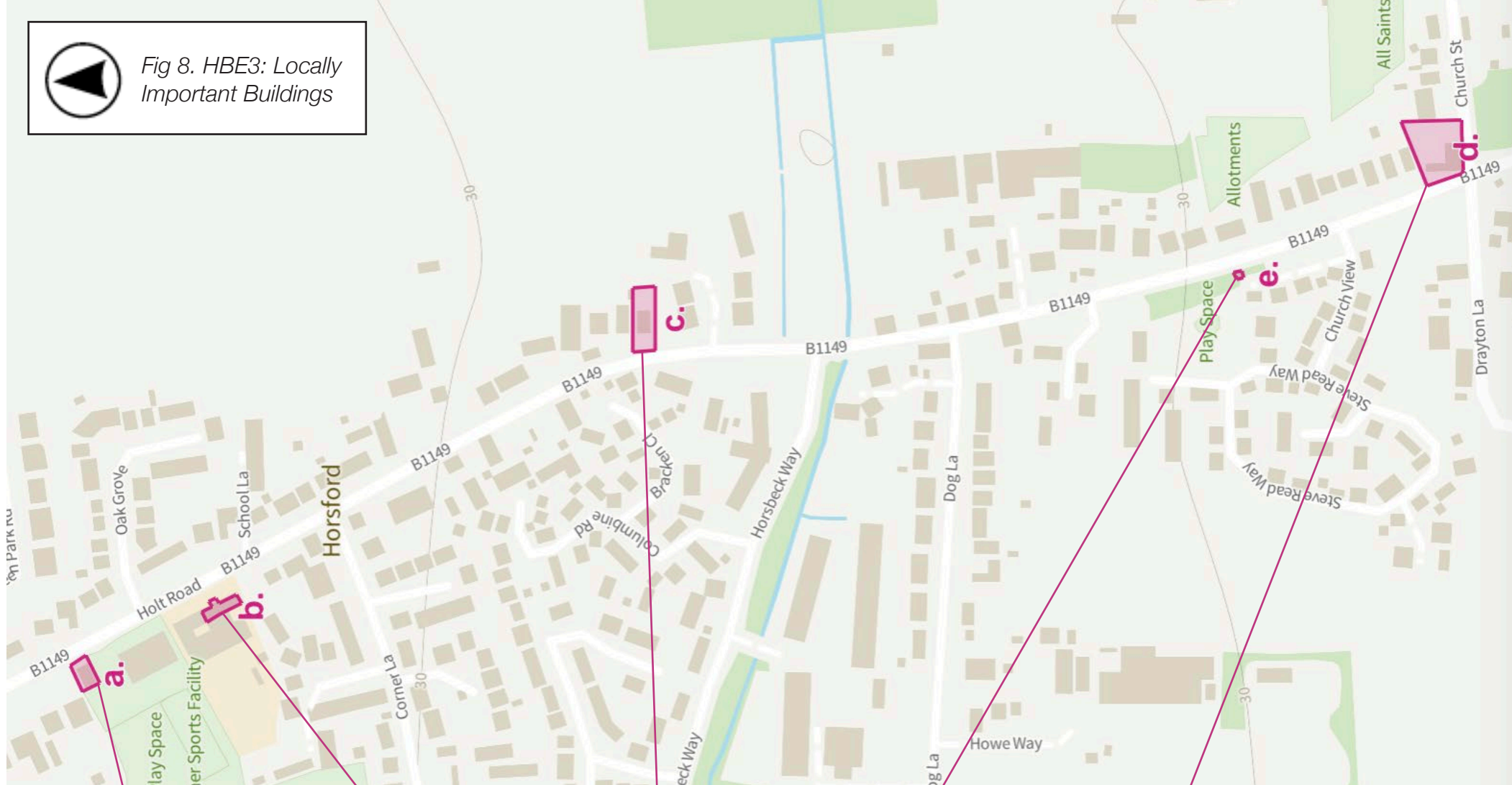
Local volunteers identified candidate local heritage assets as part of the preparation of the evidence base supporting the Neighbourhood Plan. These have been assessed against criteria advocated by Historic England in its 2019 guidance note. A description of the value of each asset is provided in Appendix B. The owners of the heritage assets properties have already been notified of the proposed inclusion on this list and their responses have been considered in the Consultation Statement which will be published alongside the Submission Plan in due course.

36. This policy identifies a number of buildings and structures in Horsford which are regarded as ('non-designated') heritage assets that, whilst not statutorily listed, have some local heritage value for the purposes of applying the provisions of §208 of the NPPF and Policy 3 of the GNLP.

HOUSING AND THE BUILT ENVIRONMENT



Fig 8. HBE3: Locally Important Buildings



a. 171 Holt Road
(Hussainy Centre)



b. Horsford Primary
School Holt Road



c. Horsford Church
Room



e. Horsford Village
Sign (Holt Road)



d. 2 Holt Road (Spice
of India)



 HBE3 Locally Important Buildings

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5. VISION OBJECTIVES AND LAND USE POLICIES

HOUSING AND THE BUILT ENVIRONMENT

POLICY HBE4: ADDRESSING THE PERFORMANCE GAP

- A. Proposals for Passivhaus or equivalent standard buildings with a space heating demand of less than 15KWh/m²/year will be supported. Where schemes maximise their potential to meet this standard, by proposing the use of terraced and/or apartment building forms of plot size, plot coverage and layout that are different to those of the character area within which the proposal is located, this will be supported, provided it can be demonstrated that the scheme will not have a significant harmful effect on the character area.**
- B. All development should be ‘zero carbon ready’ by design to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping. Consideration should be given to resource efficiency at the outset and whether existing buildings can be re-used as part of the scheme to capture their embodied carbon.**
- C. Proposals for major development should be accompanied by a Whole Life-Cycle Carbon Emission Assessment,**

using a recognised methodology, to demonstrate actions taken to reduce embodied carbon resulting from the construction and use of the building over its entire life.

37. The UK Parliament declared an environment and climate emergency in May 2019 and Broadland District Council recently declared a climate and biodiversity emergency in July 2023. Those who responded to the project’s consultations supported the encouragement of energy efficient homes to the Passivhaus standard.

38. There is a growing evidence base to suggest that buildings do not perform as well as anticipated at design stage. Findings demonstrate that actual energy consumption in buildings will usually be twice as much as predicted. Passivhaus certified schemes, or those at an equivalent standard, cannot fail in this way, hence Clause A fully supports this standard. To further incentivise the use of the Passivhaus, or equivalent standard, Clause A of the policy acknowledges there may sometimes be a trade-off between its objectives and local design policy. Although meeting these standards ought not to compromise a scheme fitting in with the character of a local area, on occasions this may be the case. It therefore allows for some degree of flexibility in meeting the Horsford Design Guidance and Code, especially in terms of prevalent building orientation and density. Proposals seeking to apply the Passivhaus

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Planning Package (PHPP) must also be able to demonstrate that the Passivhaus standard can be achieved. Prior to commencement a 'preconstruction compliance check' completed by a Passivhaus Designer accredited by the Passive House Institute (PHI) will be required and secured by condition. Upon completion a Quality Approved Passivhaus certificate for each building will be required prior to occupation, again secured by condition.

39. Clause B of the policy requires developers to ensure they address the Government's climate change targets and energy performance at the very initial stages of design. 'Zero Carbon Ready' by design means making spatial decisions on layout and orientation of buildings at the outset to maximise the passive design benefits ('free heat') of a site and avoids leaving this to technical choices and assessment at the Building Regulation stage, by which time the opportunity may have been lost. Applicants are directed to the Net-Zero Carbon Toolkit created by Cotswold District Council and two partner councils, West Oxfordshire District Council and Forest of Dean District Council. The toolkit is available as a resource for private and public sector organisations to use and adopt.

40. Finally, Clause C of the policy requires major development proposals to be accompanied by a Whole Life-Cycle Carbon Emissions Assessment, RICS Methodology is preferred. The assessment will enable the design team to understand and respond to the lifetime consequence of their design decisions and to design for adaptability, longevity and

disassembly, contributing to resource efficiency (as per Clause B of the policy) and the 'circular economy'. The requirement is expected to be added to the additional supporting documents list of Broadland District Council for applications in Horsford until such a time that there is a district-wide requirement. Every new build or redevelopment project in Horsford provides an opportunity to make a difference and a contribution towards meeting the climate change targets for 2050.

HOUSING AND THE BUILT ENVIRONMENT

5. VISION OBJECTIVES AND LAND USE POLICIES

TRANSPORT AND ACCESS

POLICY TRA1: SUSTAINABLE TRAVEL

- A. The Neighbourhood Plan identifies the existing Sustainable Travel Network, as shown on the Policies Map, for the purpose of supporting healthy and safe active travel opportunities in the parish.**
- B. Development proposals on land that lies within or adjacent to the Network should sustain, and where practicable, enhance the functionality of the Network by virtue of their layout and means of access.**
- C. Proposals that seek to protect and/or enhance the functioning of the Network will be supported. As set out in the Horsford Transport Masterplan, landscaping such as street trees, planters and benches, that increases the 'village feel' and complements bus-friendly traffic calming measures where appropriate, should be implemented within public areas.**
- D. Key Locations, as shown on the Policies Map, have been identified as areas where public realm improvements and traffic mitigation measures are required to enhance the active travel environment and improve residential amenity and highway safety in the Horsford Transport Masterplan.**

Proposals which deliver such public realm improvements and traffic mitigation measures at Key Locations will be supported.

- E. Development proposals will be required to contribute to public realm improvements and traffic mitigation measures identified in the Horsford Transport Masterplan provided they directly relate to the impact of the proposed development.**
- F. Proposals required to submit Transport Assessments, or similar submissions, will need to demonstrate in their submissions how the iRAP¹ outcomes of the Horsford Transport Masterplan, have been supported by their proposals.**

¹ The International Road Assessment Programme (iRAP) is a tool to support making roads safer for all road users.

41. Road safety matters continue to be a principal concern in the community of Horsford. In 2022 the Parish Council commissioned a Transport Masterplan for the village with the aim of creating a place that residents can feel proud to live in and feel safe travelling around on foot and bicycle. The Transport Masterplan is aimed at improving the environment within the village for non-motorised road users including

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pedestrians and cyclists. Whilst the volume and speed of traffic through the village continues to be an issue that cannot be directly addressed through planning policy, the policy seeks to encourage safe, accessible, convenient and enjoyable means of walking and cycling in the Parish and as far as possible deliver the aims of the Horsford Transport Masterplan

42. The policy identifies the existing walking, cycling and public transport routes and the Key Locations where public realm improvements and traffic mitigation measures have been identified in the Horsford Transport Masterplan. The Horsford Transport Masterplan contains specific details on the extent of public realm improvements and traffic mitigation measures sought and is published alongside the Plan. The Policies Map shows the full extent of the Network and these Key Locations, which allows applicants to determine if their proposals should take this policy into account. Where proposals include provision for amenity spaces, landscaping, new means of access or new layouts, there may be an opportunity to relate the land better to the Network and/or improve the attractiveness and connectivity of routes. Proposals should therefore consider this in the design of their schemes without undermining other planning policy objectives. At the very least, the policy requires that proposals that will undermine the existing value of the Network, or opportunities for improvement, will be refused permission. The policy therefore refines the provisions of Broadland Development Management DPD Policy TS1 by identifying specific locations for improvements to the transport network.

43. To facilitate the movement of pedestrians, cyclists and access to public transport, it should be noted that the Horsford Design Code document makes the observation that “There is a clear need for parking provisions in Horsford as the streets are often overwhelmed with parking which has a negative impact on the appearance of the village, the levels of active movement, pedestrian safety, access to local amenities and the overall rural feel which is crucial to the identity of Horsford. In addition to providing adequate private parking, new development should further enhance the connectivity, access and movement through the neighbourhood area by ensuring pedestrian safety from traffic, utilising wayfinding methods to improve the village's legibility and supporting local Public Rights of Way that will encourage movement into, through and out of the village.” Design Code CM.02 says, “New development must provide adequate parking spaces to avoid excess on-street parking that infringes on the pedestrian realm. Parking integrated within the curtilage of the dwelling is often the most successful approach and should be designed at an early development stage. Parking at the rear of the dwelling or in a dedicated parking court should be avoided.” In addition, new residential development should incorporate the Norfolk County Council ‘Parking Guidelines for New Developments in Norfolk, 2022’ which includes standards for visitor parking (1 space for every 5 dwellings) and other matters relating to residential and non-residential parking (including design standards).

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44. The Parish Council is actively working with relevant stakeholders to start delivering the public realm improvements and traffic mitigation measures which have been identified as part of the Horsford Transport Masterplan with the focus currently being on improving the safety of the crossing on Holt Road just a few metres away from the junction with Mill Lane following a serious accident involving a pedestrian on Christmas Eve in 2023. A Puffin Crossing was installed at the Holt Road/ Mill Lane junction during October/November 2024 and crossing is now fully pedestrian controlled. Additional lighting has been provided by NCC Highways to make the crossing more visible/safer after dark.

45. The Broadland Northway has increased to nearly 14,000 traffic movements a day through the village and the Norwich Western Link Project (NWL), was predicting that this would increase even more. However, the NWL project is suspended for the time being as the decision has been made to withdraw the current planning application and prioritise discussions with the Department for Transport (DfT) on the way forward for the project

46. The Horsford Transport Masterplan contains an iRAP assessment of the existing situation in Horsford as well as an iRAP assessment with the Masterplan measures implemented ('the iRAP outcomes'). To ensure that schemes do not harm the iRAP outcomes of the Horsford Transport Masterplan and consider 'built-in' safety in the provision of new roads for all road users, Clause F of the policy requires proposals which must submit Transport Assessments, or similar submissions, to demonstrate

how their schemes contribute to the iRAP outcomes of the Horsford Transport Masterplan.

47. The policy complements Policy 2 of the GNLP which seeks to ensure safe and convenient access for all and Broadland Development Management DPD Policies TS2 and TS3 which support the requirement to deal with any transport and travel consequences of schemes and satisfactory functioning and safety of the highway network. These provisions will continue to apply alongside the provisions of this policy, until such a time that it is replaced, either by national development management policies, or a future review of the DPD and/or this Neighbourhood Plan.

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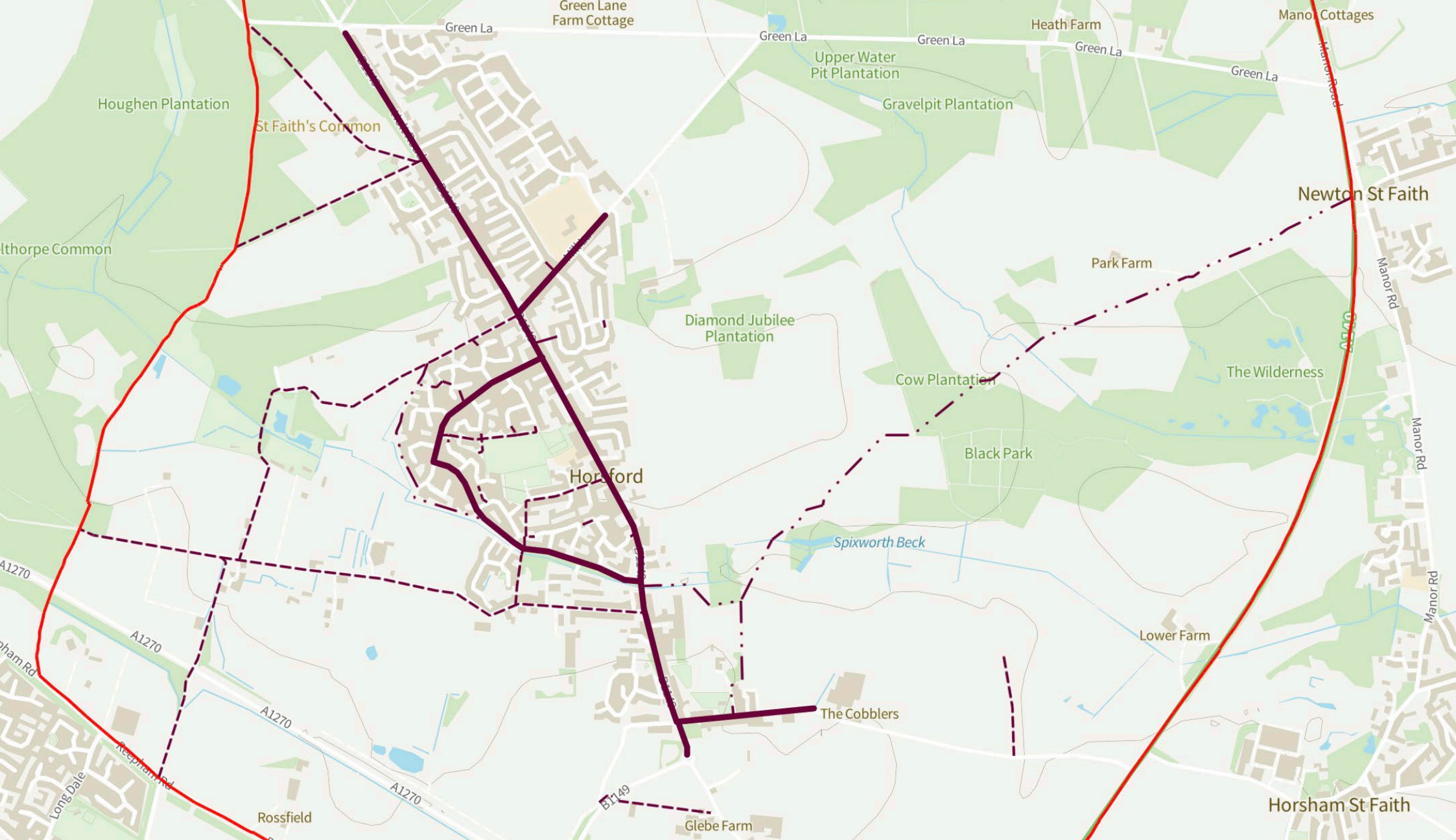


Fig 9. TRA1 Sustainable Transport

- TRA1 Shared Foot and Cycleways
- TRA1 Footway
- Designated Neighbourhood Area
- TRA1 Key Locations



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POLICY TRA2: PUBLIC PARKING FOR NON-RESIDENTIAL USE

- A. Schemes to improve public parking for cars and bicycles within the village that allows safe and easy pedestrian access to village services will be supported providing they comply with design, and other relevant, policies.**
- B. Provision must be made for sufficient off-road parking for non-residential uses, including adjacent to schools, community facilities, amenities, shops and industrial units.**

School sites, Fairview Nursery and at the Medical Practice in the village. The policy therefore retains this policy from the made Neighbourhood Plan (previously Policy TRA4) and supports any schemes that are brought forward to improve parking for either cars, or bicycles, and seeks to ensure that sufficient off-road provision is made for non-residential uses. The policy also now recognises that there are specific provisions within the Horsford Design Guidance and Code, the GNLP, and the Parking Guidelines for New Developments in Norfolk, 2022, which seeks to guide the design of such schemes, as well as private parking provision.

48. Community parking is an important consideration in the development of a well functioning place, in particular for easy access to shops, schools and community facilities, particularly for those who are unable to walk or cycle and for easy access for emergency vehicles. Whilst the Neighbourhood Plan encourages sustainable transport options, it is also a reality that private cars will be used within Horsford. If local shops are to be supported, there needs to be adequate community parking for cars and bicycles.

49. The majority of those who responded to this project's consultations felt strongly that there continued to be parking issues at both Primary

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POLICY ENV1: GREEN INFRASTRUCTURE NETWORK

- A.** The Parish contains a variety of green and blue infrastructure that provides an environmental support system for the community and wildlife, including a County Wildlife Site existing in Horsford Woods. The Neighbourhood Plan designates this as a Horsford Green Infrastructure Network, as shown on the Policies Map, for the purpose of creating and contributing to multi-functional green infrastructure links including the completion of a Green Circular Path.
- B.** As appropriate to their scale, nature and location, development proposals that lie within or adjoining the Network are required to have full regard to maintaining and improving the functionality of the Network, including delivering the nationally required minimum 10% net gain in biodiversity, and integrating existing green and blue infrastructure assets in the overall design of their layouts and landscaping schemes.
- C.** Proposals that will lead to a loss of land lying within the Network and that will undermine its integrity will not be

supported. Development proposals that will lead to an extension of the Network, including the provision of the Green Circular Path will be supported, provided they are consistent with all other relevant development policies of the development plan.

- D.** Any proposal that can demonstrate that off-site compensation to mitigate for biodiversity loss is necessary must follow a sequential approach to its delivery. The gain should be delivered within or adjoining the network where the land is suited in principle for delivering the necessary gain. If this is not practical, then gain should be delivered on land within an adjoining Parish that is suited in principle for delivering the necessary gain. Only if it can be shown that this is not practical may the gain be delivered on other land.

50. The Greater Norwich Growth Board defines green infrastructure as the provision of connected and multi-functional green spaces. It includes all forms of green spaces such as sports and recreation grounds, allotments, parks, and natural open spaces. It also includes Blue Infrastructure such as rivers, canals, ponds, wetlands, and floodplains. Clause A of the policy defines the presence of green and blue infrastructure assets in the Parish. The Policies Map shows the full

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extent of the Network, and the proposed Green Circular Path, which allows applicants to determine if their proposals should take this policy into account.

51. The policy therefore refines the provisions of GNLP Policies 2 and 7.4 in relation to multi-functional green infrastructure by identifying local green and blue infrastructure assets and opportunities to improve them. The policy approach is also in accordance with the vision and principles of the Greater Norwich Green Infrastructure Strategy currently being reviewed to build on the overall ambitions of the adopted strategy:

- Sustaining and enhancing the character and local distinctiveness of riverscapes, landscapes and townscales
- Making space for wildlife
- Providing a high quality, multi-functional and connected network of accessible green spaces for people
- Adapting to climate change through sustainable planning and design.

52. The network therefore also identifies elements of the Greater Norwich Green Infrastructure Strategy in Horsford and the opportunities for improvements from site allocations in Policy SS2 of this Plan. Horsford lies in the Northern Greater Norwich Area of the Local Green Infrastructure Corridor Network with Local Green Infrastructure Corridors connecting to the Sub-Regional Green Infrastructure Corridors, the latter also identified in the GNLP.

53. Clause B of the policy requires that all development proposals that lie within the network, or that adjoin it, should consider how they may improve it, or at the very least do not undermine its integrity of connecting spaces and habitats, as per clause C. This may mean that development layouts are designed to contribute to the network's effectiveness, including the provision of the Green Circular Path. The policy also recognises the national standard for biodiversity net gain to be delivered. This is expected to be in line with national provisions which is currently a minimum of 10% as identified in the Environment Act 2021. Net gain will be measured using DEFRA's latest biodiversity metric.

54. Clause D responds to the biodiversity net gain (BNG) provisions of the Environment Act 2021, now a statutory part of plan making and development management. It sets out how the loss of biodiversity value will be addressed through a sequential approach. The new biodiversity net gain requirement of at least 10% (as set out by the Environment Act of 2021) should be delivered either onsite or within or adjoining the Network so that the benefits of development are accrued as close as possible. However, it is accepted that the Network in the Parish may not be suited to delivering every type of required off-site gain. In such cases Clause D allows for the gain to be delivered in adjoining Parishes to Horsford or, as a final resort, on land elsewhere. The spatial risk multiplier built into the BNG Metric will continue to demonstrate the penalties associated with the distance the biodiversity net gain is delivered from the proposed development e.g. 1x in the development's local planning authority area

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or national character area, 1.5x the adjoining local planning authority or national character area, or 2 x another part of England.

55. There are no international or national designations falling within Horsford Parish. There are however eight County Wildlife Sites (CWS) in the Parish, most of which are in private ownership. CWSs are 'areas of land rich in wildlife: a tract of heath, a meadow, a copse or a village pond'. CWSs can be found throughout Norfolk and outside of the nationally protected areas. In Horsford these are:

- Horsford Woods (part of) – two connected blocks of mature pine plantation to the north of Horsford, with an area of open, maintained heath.
- The Broadland Country Park is a 140 acre site to the north west of the village, part of which falls within the Parish Boundary. The Park was created in 2020 following the purchase of Houghen plantation by Broadland District Council and is a mosaic of heath, woodland and marshy grassland. The Park is now actively managed to improve biodiversity and revive the natural heathland.
- Pyehurn Lane Woodland – most of the site is broad-leaved semi-natural woodland.
- The Wilderness – a dense neglected area of young scrub, with trees, occupying a shallow depression with several shallow pools. The northern end of the site is mature oak.

- Black Park and The Thicket – a large area of oak dominated woodland with varied ground flora. The east end of the site has several ponds.
- Horsford Heath – a mixture of moderately diverse, neutral or slightly acid grassland on sandy soils and thick tall scrub of Scot's pine and oak.
- Horsford Rifle Range – a mosaic of dry dwarf-scrub heath and acidic grassland adjacent to Horsford Woods. The site is privately owned and is used as a shooting range, leased to Smallburgh Rifle and Pistol Club.
- Botany Bay Farm – a mosaic of marshy grassland and remnant heath-acidic grassland with scrub and scattered trees. There is a history of grazing on the site, which is currently horse grazed from May to October.

56. The rare silver-studded blue butterfly has a colony in Horsford Woods and Horsford Rifle Range and a population of turtledove bird, in decline, is found in Horsford. There are five different species of deer found in Horsford.

57. The natural environment is very important to the residents of Horsford, who recognise the privilege it is to have accessible woodland on the edge of the village, where it is already permitted. It is the countryside surrounding the village that gives the Parish its rural rather than suburban or urban feel. It also gives the feeling of being distinct as a settlement, but still within a short distance of Norwich

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58. It is the overwhelming view of residents that the Parish should only grow in an environmentally sustainable way, providing places for people to live that are considerate of the natural environment. The conservation, enhancement and creation of wildlife habitats have an important role to play in the achievement of Horsford being a sustainable place. The prospect of further development in Horsford provides an opportunity not only to conserve the precious environmental assets, but also to enhance what is already there and to create new areas. The community consultation event in May 2023 was used to identify additional green infrastructure assets. The Review Workshop in November 2022 and the consultation in November 2024 also confirmed continued support for this policy idea.



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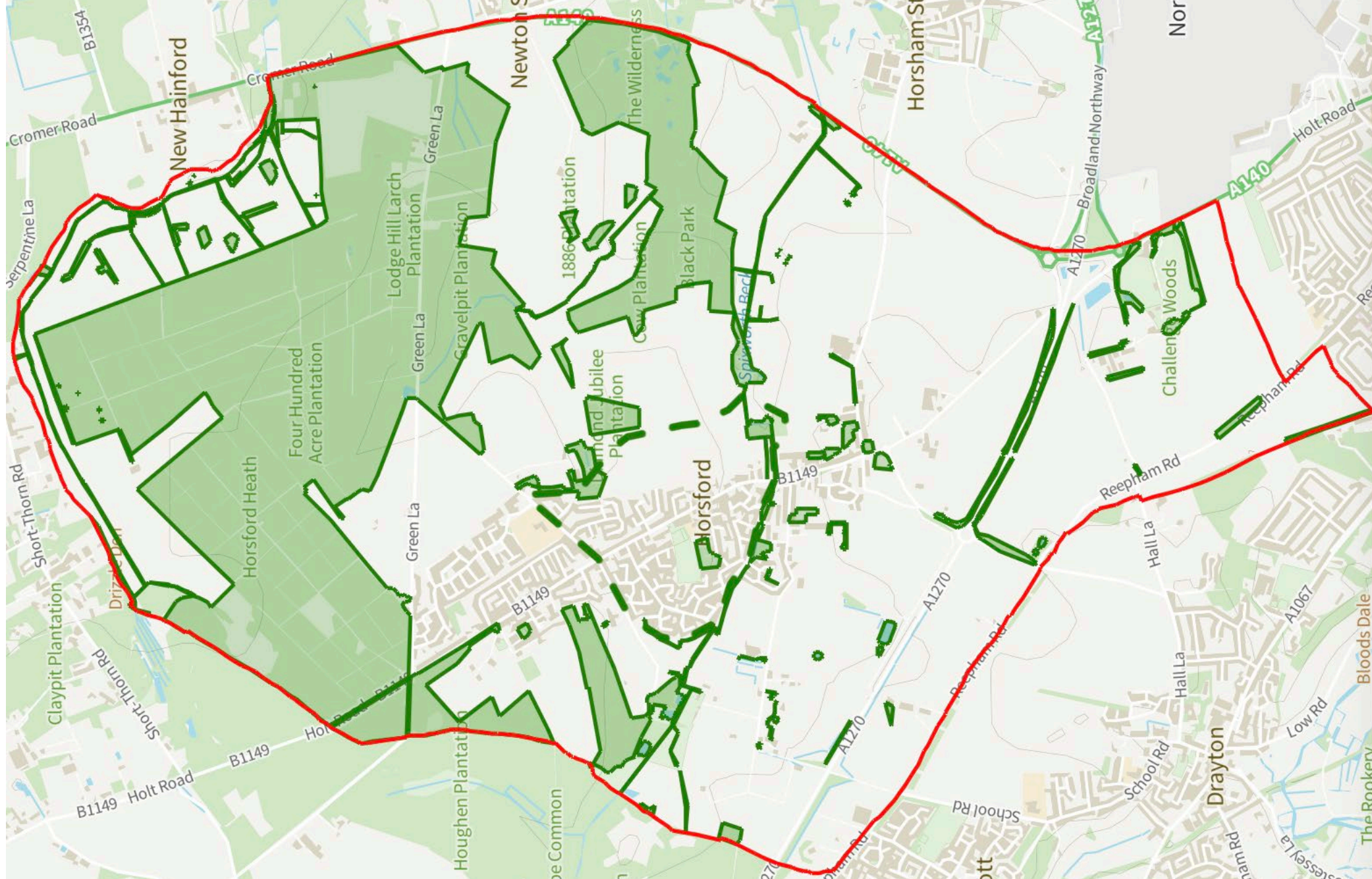


Fig 10. ENV1 Green Infrastructure Network

 ENV1 Existing Green and Blue Infrastructure

 ENV1 Proposed Green Circular Path



Designated Neighbourhood Area



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POLICY ENV2: LOCAL GREEN SPACE

A. The Neighbourhood Plan designates the following Local Green Spaces, as shown on the Policies Map:

- a. Horsford Recreation Ground (behind Horsford Village Hall)**
- b. The Butterfly Mill Green**
- c. The Pinelands Green**
- d. Strip of land containing village sign**
- e. Green Lane Pit**
- f. Pyehurn Pit**
- g. Dog Lane Pit**

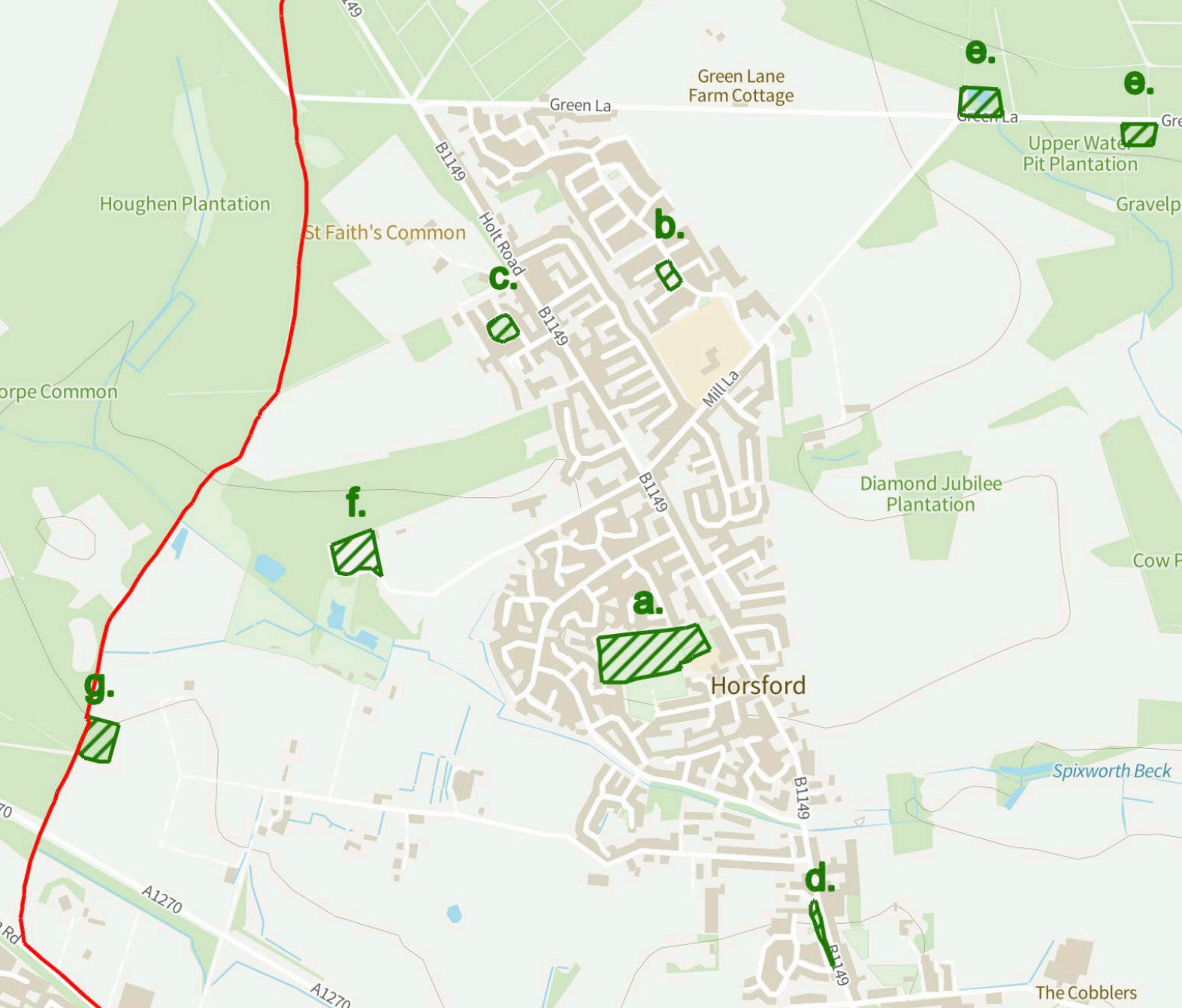
B. Proposals for development in a local green space will only be supported in circumstances as set out in the NPPF Paragraph 108 referring to Local Green Space

that Horsford Recreation Ground (a.) had obvious recreational value (including as a playing field) which remains the case. The Butterfly Mill and Pinelands Green (b. & c.) are in the north of the village surrounded by 21st century residential development having been created to serve the development and each continues to achieve that purpose. The strip of land containing the village sign (d.) maintains its attractive nature as a grassed area with trees, flowers and blossoms, and the village sign (also identified as a locally important heritage asset). The proximity test for the remaining Horsford Pits (e., f. & g.) was rehearsed during the made Neighbourhood Plan examination and confirmed that each was sufficiently close to the community it serves also recognising their local and historical importance and green areas with a richness of wildlife.

60. A designation has the policy effect of the equivalence of the Green Belt in terms of the definition of 'inappropriate development' and of the 'very special circumstances' tests in the NPPF when determining planning applications located within a designated Local Green Space. Similarly, to Policies HBE2 and HBE3, this policy will safeguard the tranquillity and rural character of the area.

59. The policy retains the made Neighbourhood Plan Local Green Space designations (previously Policy ENV3) in accordance with §105 - §107 of the NPPF. The made Neighbourhood Plan examination recognised

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 Designated Neighbourhood Area

 ENV2 Local Green Spaces

- a. Horsford Recreation Ground (behind Horsford Village Hall)
- b. The Butterfly Mill Green
- c. The Pinelands Green
- d. Strip of land containing village sign
- e. Green Lane Pit
- f. Pyehurn Pit
- g. Dog Lane Pit

Fig 11. ENV2 Local Green Spaces

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POLICY ENV3: LOCAL VIEWS AND VISTAS

A. The Neighbourhood Plan seeks to protect views across the Parish and therefore identifies key views, as shown on the Policies Map, listed as i. – iv. below and described in the supporting text of this policy, that are of a particular community importance. Development proposals that would adversely affect any of these key views will not be supported.

- i. Green Lane Pit towards the Cromer Road**
- ii. Green Lane looking northeast towards the rifle range and Horsford Woods**
- iii. View from Gordon Godfrey Estate to Dog Lane**
- iv. View from Mill Lane East towards Horsford Woods**

B. Views and vistas along streets and/or open spaces to the surrounding countryside should be created or kept within new developments to ensure the rural feel and connection with the countryside is maintained.

61. Broadland District is predominantly rural, covering an area of 213 square miles to the North of the City of Norwich, Norfolk. It embraces large areas of low-lying arable land and, to a lesser extent, pasture farmland. It also contains numerous woodlands and plantations along the areas of historic parkland. The main purpose of the Broadland Landscape Character Assessment Study (BLCA) is to evaluate the quality of the landscape to inform a review of the existing boundaries of areas of important landscape quality designated in the then Local Plan. The main aim of the Study is to provide an up-to-date integrated assessment of the landscape character of the district, reviewing the existing landscape character assessment, in accordance with current guidance and best practice, and highlights the importance of landscape character.

62. As a result of the BLCA study Landscape Planning Guidelines apply to Horsford Woodland Heath Mosaic Landscape Character Area as follows:

- Seek to ensure the sensitive location of development involving tall structures (such as telecommunication masts and wind turbine for example) in relation to prominent wooded skyline locations both within the area and within adjacent character areas;
- Seek to conserve the landscape setting of seventeenth and eighteenth century estates;
- Seek to ensure any new development considers the effect on wide

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and expansive views from the edge of this area to the Bure valley;

- Seek to conserve the sparse settlement pattern characteristic of the area;
- Seek to ensure that potential new developments comprise a fully integrated landscape and urban design strategy, which is consistent with the local landscape character and screen existing and potential harsh settlement edges.

63. Particular open and framed views over the countryside from the edges of the urban element of the village as well as particular lanes or heritage assets are all important in defining the character of the Parish and are valued by local people as indicated during consultations. Contributing, significantly, to the village's distinctive character and identity, and to the lives and social cohesion of those who live or visit the village. Within Horsford there is a strongly recognisable sense of place as a result of views to adjacent Landscape Character. This policy is supported by the Broadland Landscape Character Assessment.

64. The following views, as listed in the policy, are of particular importance to the village of Horsford:

i. Green Lane Pit towards the Cromer Road;

Location & Accessibility: The view is taken from Green Lane looking towards the Cromer Road A140. It is accessible from Green Lane which terminates into a footpath walking towards the Cromer Road A140.

Nature & Characteristic in View: This view is representative of the view experienced by people walking, cycling or horse-riding along Mill Lane. The footpath reaches a T-junction. If you take the track to the right for just a few yards there is a small pond nature area that can be a nice spot for a rest, a picnic or simply to enjoy the birdlife and dragonflies. The introduction of buildings within this view is considered harmful to this enjoyment.

ii. Green Lane looking northeast towards the rifle range and Horsford Woods;

Location & Accessibility: The view is taken from Green Lane looking across the land towards Horsford Woods. It is accessible from Green Lane at the north end of the village walking towards the Cromer Road A140.

Nature & Characteristic in View: This view is representative of the view experienced by people walking, cycling or horse-riding along the lane that runs adjacent to this land. From here you can value the rural setting to the north of the village where the land abuts Horsford Woods. Further development to the east of the village would harm the rural appearance of this particular location and block the skyline of trees and woods.

iii. View from Gordon Godfrey Estate to Dog Lane

Location & Accessibility: The view is at the rear of the Gordon Godfrey Estate looking across the Meadow towards Dog Lane. A footpath

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runs parallel to this meadow.

Nature & Characteristic in View: This view is representative of the view experienced by people walking or cycling along the footpath that runs adjacent to this land and around the rear of the Gordon Godfrey Estate on the Western side of Horsford. From here you can appreciate the marshland and rural setting of the western fringe of the village. Any development would obscure the view and skyline of trees and be harmful to the natural environment.

iv. View from Mill Lane East towards Horsford Woods

Location & Accessibility: The view is taken from Mill Lane looking across the land towards the rear of Horsford Woods. It is accessible from the Mill Lane footpath track walking towards Horsford Woods.

Nature & Characteristic in View: This view is representative of the view experienced by people walking, cycling or horse-riding along the footpath that runs adjacent to this land. From here you can appreciate the rural setting of the eastern side of the village, where this land lies between Green Lane and Mill Lane. Development would harm the rural appearance of this particular location and block the skyline of trees and woods.

65. The views shown above are of particular community significance. To contribute to the rural village feel, residents need to maintain a connection with the countryside within the Parish and beyond. The policy therefore retains this policy from the made Neighbourhood Plan (previously Policy

ENV4) which identifies two views from public vantage points, adding an additional two views in the Parish that are considered an important element of preserving the character of the village and the surrounding landscape. Development which would obstruct such a view, or which would lead to a detrimental impact on the view should not be permitted.

66. New development can have a significant and detrimental visual impact upon such views and vistas, so any proposals should give consideration to the visual impact of any development, protecting that which is valued. New developments should be encouraged to maintain the rural feel and connection with the countryside. Ensuring key sight-lines, particularly any design element safeguards these views and preserves the vistas as it is highly likely that any building would harm and block or obscure vistas or have an adverse effect to the environment. The location of these views are clearly shown on the Policies Map.

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ii. Green Lane looking northeast towards the rifle range and Horsford Woods



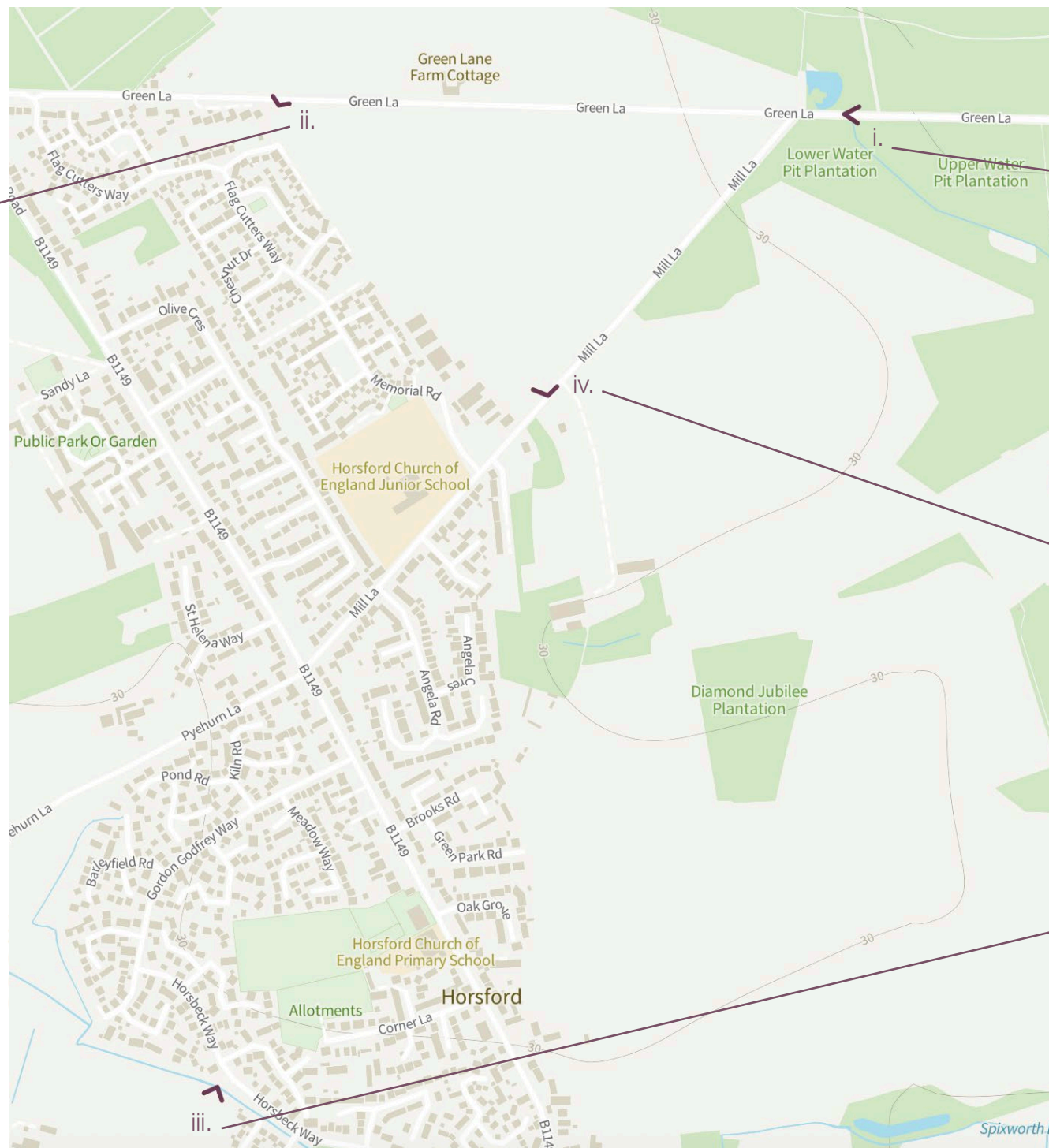
i. Green Lane Pit towards the Cromer Road



iv. View from Mill Lane East towards Horsford Woods



iii. View from Gordon Godfrey Estate to Dog Lane



ENV3 Views and Vistas

Fig 12. ENV3 Views and Vistas

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POLICY ENV4: PROTECTING THE SETTING OF HORSFORD

- A. The Neighbourhood Plan defines land to the north of the Broadland Northway (A1270), as shown on the Policies Map, as a Local Green Gap. This designation will provide protection to the open countryside to the south of Horsford and maintain the long-term physical and visual separation with the urban area of Norwich.**
- B. Proposals for development within the Local Green Gap will only be supported where its role and function would not be materially harmed and they:**
- i. represent the provision of appropriate development for a countryside location in accordance with Policy SS1 Settlement Limit or is for facilities (in connection with the existing use of land or a change of use) for outdoor sport and recreation, cemeteries and burial grounds or allotments;**
 - ii. improve access to, and the enjoyment of, the countryside in accordance with Policies ENV3 Views and Vistas and TRA1 Sustainable Travel;**

- iii. would not diminish the physical and/or visual separation of Norwich and Horsford or harm its landscape setting; and**
- iv. protect and reinforce the identified positive features of the landscape in the Local Green Gap.**

67. The policy anticipates development pressures that may arise from the growth of the urban area of Norwich by defining a Local Green Gap to the north of the Broadland Northway (A1270). The designation helps to maintain a clear separation between the village and the urban area of Norwich to retain their identities as a rural and urban edge respectively. The extent of land identified is the minimum area of land necessary for the policy to have effect and is defined on the Policies Map. The policy gives local effect to Broadland Development Management DPD Policy EN2 which seeks to protect and enhance, where appropriate, gaps between settlements as well as spaces which make a significant contribution towards defining the character of an area.

68. Broadland District Council's Landscape Character Assessment SPD 2013 identifies the land forming the Local Green Gap as part of the 'Spixworth Wooded Estate lands' and recognises that it forms an important landscape setting to the city of Norwich and villages. It seeks to conserve the predominantly rural character of the area, ensuring that

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any new development is well integrated into the surrounding landscape and maintain greenspace between the edges of the Norwich urban area and adjacent villages and conserve and enhance the landscape setting of Norwich.

69. Land uses for sport and recreation, cemeteries and burial grounds or allotments are considered compatible with the spatial openness function of the Local Green Gap, much in the same way as national Green Belt policy considers these uses as exceptions to Green Belt policy, and the policy therefore makes provision for such uses to be accommodated in this location if necessary. The allocation Policy SS2 of this Plan will ensure that appropriate landscape treatments are secured to realise opportunities for the restoration of fragmented hedgerows associated with this landscape character.



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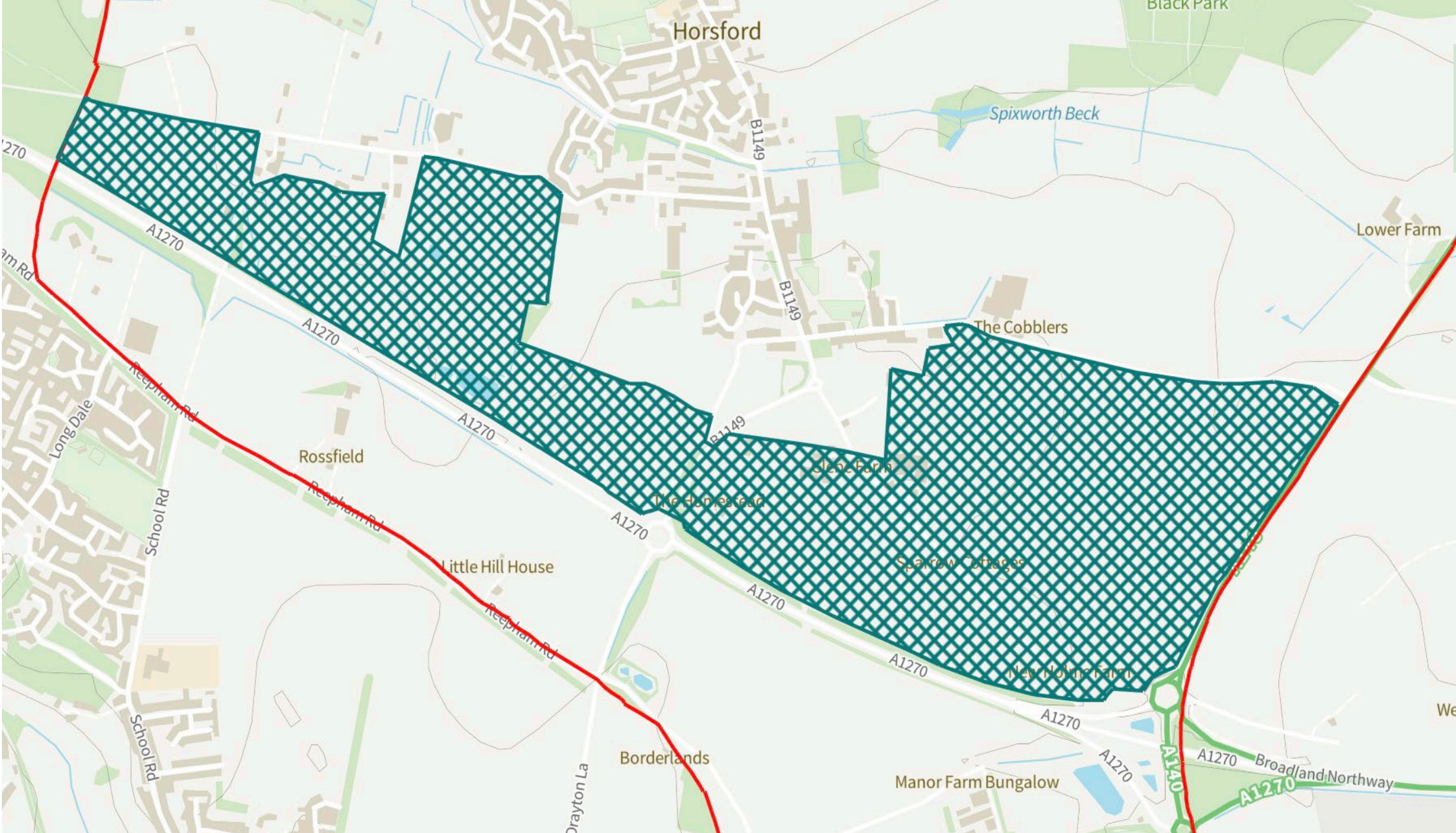


Fig 13. ENV4 Local Green Gap

-  ENV4 Local Green Gap
-  Designated Neighbourhood Area



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POLICY ENV5: STREET LIGHTING

- A. Street lighting should be restricted to main roads only. Side roads should only have low-level lighting for safety of residents.**
- B. Developments that provide intelligent or adaptive street lighting will be supported.**
- C. There should be no street lighting adjacent to woodland which may impact the biodiversity and amenity value of the woods.**

70. There are mixed views on the need for street lighting within the village. On the one hand residents want to limit the impact on dark skies. However, there was also concern for safety, and so a compromise has been reached to have street lighting on main roads and low-level lighting for safety on side roads. It was also felt critical that no street lighting has an impact on woodland, so as not to impact the biodiversity and amenity value of the woods. The policy has been retained from the made Neighbourhood Plan.



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BUSINESS AND EMPLOYMENT

POLICY BUS1: NEW BUSINESS

- A. The Neighbourhood Plan encourages and supports planning applications for new starter units, businesses and employment that fit within the surroundings, and which are appropriate both in scale and environmental impact.**
- B. Any new business units should enhance pedestrian access, and be linked to cycle ways, be near a bus stop and have good parking provision, as well as comply with design, and other relevant policies.**
- C. The provision of a new or expanded supermarket or convenience store is encouraged to meet the needs of the Parish, and to reduce additional journeys out of the village. This should be in an accessible location for walking and cycling, provide sufficient parking provision, and take advantage of the existing public transport routes.**
- D. Proposals that seek to retain commercial premises in the Parish will be supported. More shops, particularly Class E (a) Shops and E (b) Cafés, will be encouraged to locate within the Parish within easy access of housing and employment. The loss of existing Class E (commercial,**

business and service) premises, as shown on the Policies Map, will not be supported, unless the current use is demonstrably no longer viable.

- E. Planning permission for development that enables home working will be encouraged, where it does not conflict with other development plan policies.**

71. Census data from 2021 shows Horsford has continued the trend of a higher proportion of the population who are economically active when compared to Broadland. The main employment areas are Horsbeck Way Industrial Estate and Holt Road Industrial Estate. There are other businesses in their individual premises. There are also a growing number of businesses which operate from peoples' homes. The Neighbourhood Plan is positive about new business and employment, provided it is on a scale, and in a location appropriate to a growing rural village as per the requirements of Policy 7.4 of the GNLP. The more job opportunities there are locally, the greater chances of Horsford being a flourishing and attractive rural village and the less people have to travel further afield.

72. There was overwhelming support from the community for more shops and cafés within Horsford during the preparation of the made Plan. Young people, in particular, want more within the village. This would contribute to the vision for Horsford, continuing to be a flourishing attractive rural village. The policy therefore continues to encourage this.

BUSINESS AND EMPLOYMENT

5. VISION OBJECTIVES AND LAND USE POLICIES

BUSINESS AND EMPLOYMENT

The planning system classifies shops and cafés as Class E (a), which is a shop other than for the sale of hot food and Class E (b), which is a premises where food and drink are mostly consumed on the premises. Any new retail units need to have good pedestrian and cycle access, be near a bus stop and have good parking provision if they are going to be the first choice for shopping by local residents. The policy therefore continues to make provision for this.

73. The majority of those that responded to the community consultation on this review project felt all commercial premises should be protected from change of use. It is recognised that some changes of use do not now require planning permission. This is because new permitted development rights have enabled future changes of use from what are now Class E (commercial, business and service) uses to residential uses through the prior approval system which is different to the planning application determination system. Essentially this means that the provisions of this policy will not always apply, and in particular when prior approval applications are determined. It is therefore possible that commercial, business, and service use premises may be lost over the course of the plan period. The Parish Council will monitor any impacts of these new permitted development rights together with BDC. If at any point it becomes clear that there are harmful effects then the Parish Council will raise the option of using an Article 4 Direction with BDC. Article 4 Directions remove permitted development rights, enabling changes to remain in planning control but must be prepared by BDC and are difficult to implement.



BUSINESS AND EMPLOYMENT

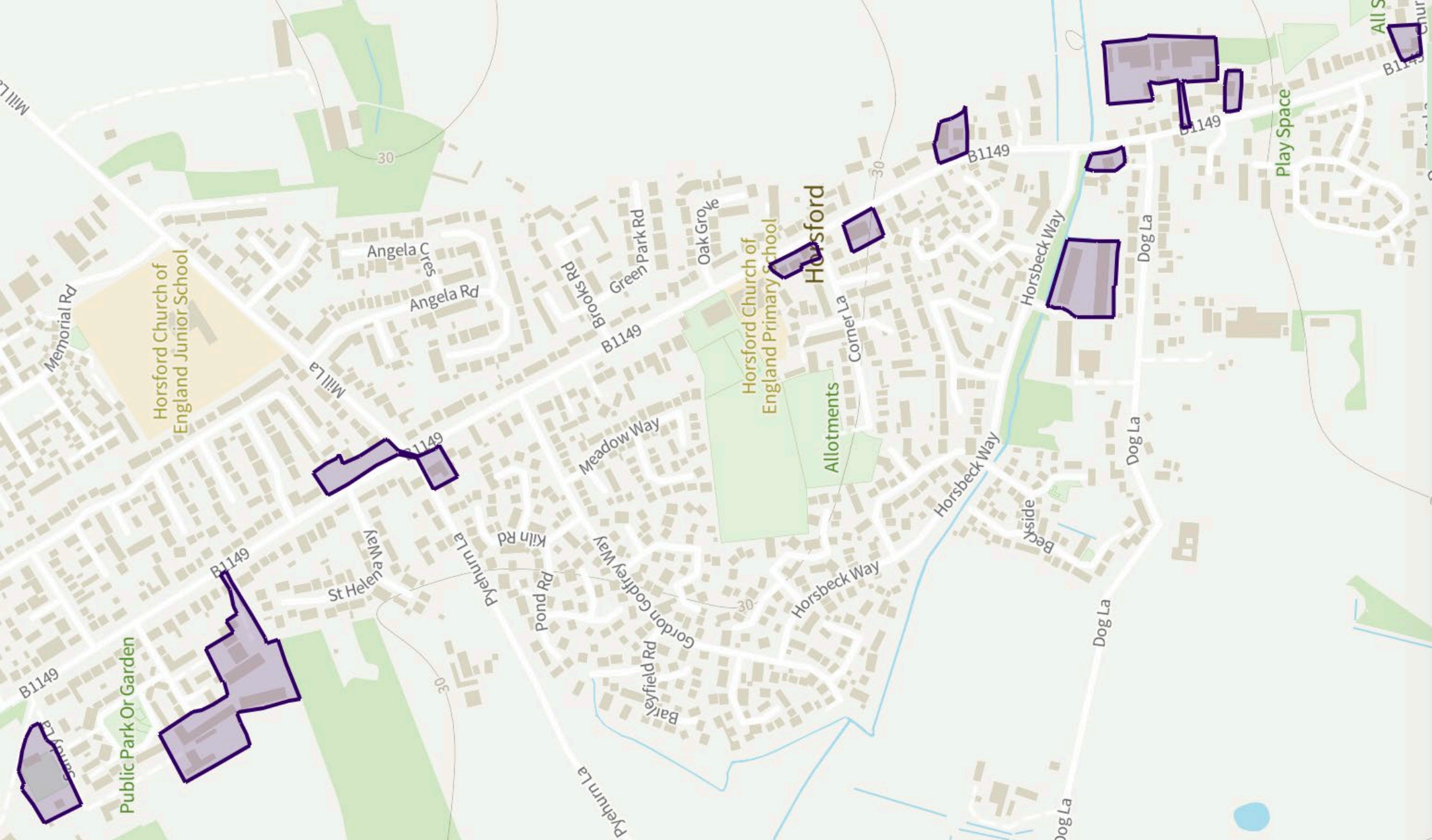


Fig 14. BUS1 New Business

 BUS1 Existing Business



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5. VISION OBJECTIVES AND LAND USE POLICIES

INFRASTRUCTURE

POLICY INF1: DEVELOPER CONTRIBUTIONS

- A. Major housing developments should contribute to the range of planning obligations as set out within the policies of the current and any future adopted development plan. Where economic pressures require a change to the original planning consent, the use of space allocated for sports, recreation and play provision to adjust the number of dwellings to be built, will not be supported.**
- B. Other housing developments, including infill and windfall sites, should also contribute to the range of planning obligations if it is demonstrably clear that the net developable area of the site could otherwise accommodate a suitable major housing scheme. On phased schemes, a planning application for a phase with fewer than 11 homes as part of a larger site, should also contribute to the range of planning obligations.**
- C. The following are local priorities for contributions:**
- i. Horsford Transport Masterplan projects**
 - ii. Enhancement and maintenance of community facilities**
 - iii. The provision of education and medical facilities/**

contributions that are required as a result of the development

- iv. Improving existing play areas in the village**
- v. Provision of playing fields and land costs**
- vi. Enhancement of public open space**
- vii. The promotion of a village centre, any buildings or structures of historic importance and fabric, its directional signage and the enhancement of parking provision to reduce the amount of on street parking**

74. Specific contributions on major development sites allocated in this Plan are dealt with within the site-specific policies. This policy broadly applies to other housing development which may come forward within the plan period, including infill and windfall sites. For these, contributions should give priority to the infrastructure requirements as set out in this policy.

INFRASTRUCTURE

5. VISION OBJECTIVES AND LAND USE POLICIES

INFRASTRUCTURE

75. Policy 4 Strategic Infrastructure of the GNLP requires new development to support local infrastructure capacity improvements through a combination of on-site provision, and land and developer contributions. The Parish Council receives 25% of the Community Infrastructure Levy received from new development in the parish. The policy therefore makes it clear how local infrastructure capacity improvements will be prioritised in Horsford. The policy also seeks to ensure that sites are not artificially subdivided to purposely avoid the threshold for making developer contributions. Where there are issues relating to viability, the infrastructure requirements set out in this policy will take priority over other developer contributions.

INFRASTRUCTURE

5. VISION OBJECTIVES AND LAND USE POLICIES

INFRASTRUCTURE

POLICY INF2: DIGITAL INFRASTRUCTURE

- A. All major housing developments and all employment developments must provide 'Fibre to the Premises' (FTTP) technology. This is also encouraged for smaller schemes, where practical. At the very least, non-Next Generation Access (NGA) technologies that can provide speeds of more than 24Mbps should be delivered.**
- B. Developers are required to work with recognised service providers supporting broadband, fibre optic and telecommunications networks, to design appropriate infrastructure, wherever practicable, for the development.**

coverage of 85% by 2025 and up to 100% in 2030.

77. Fibre to the Premises (FTTP) is one of the technologies used to deliver gigabit-capable broadband, a cable directly from the telephone exchange into your home or business. The policy therefore seeks to ensure that any new homes, as part of major housing developments, and new employment developments makes provision for this technology. In terms of actual connections and intended providers, applicants should engage with network providers from the outset to ensure the needs of the service, as well as appropriate ducting, can be introduced alongside other on-site infrastructure works as part of the new development to ensure the most efficient and viable approach is taken to securing gigabit capable broadband.

76. Slower internet speeds can discourage home working and can also isolate communities. The GNLP notes that there is variable access to high-speed broadband and mobile phone connectivity can be poor across Norfolk. The Better Broadband for Norfolk programme is currently seeking to help address this issue and has helped improve superfast broadband coverage to over 96%. The programme is now focusing on gigabit capable broadband (delivering at speeds of at least 1000 megabits per second, or 1 gigabit per second) and is being supported by the Government's Project Gigabit programme, with anticipated

INFRASTRUCTURE



6. IMPLEMENTATION & MONITORING

1. The Neighbourhood Plan policies will be implemented through the determination of planning applications for development in the Parish by BDC.

DEVELOPMENT MANAGEMENT

2. The planning authority will use a combination of adopted Local Plans and Neighbourhood Plan policies to inform and determine its planning application decisions. The Parish Council is a statutory consultee on planning applications made in the Parish and it will be made aware of any future planning applications or alterations to those applications by BDC. It will seek to ensure that the Neighbourhood Plan policies have been identified and applied correctly by applicants and by officers in their decision reports.

3. Where necessary, the Parish Council may seek to persuade the Secretary of State to call-in a planning application that it considers is in conflict with the Neighbourhood Plan but which the planning authority has deemed to consent. Similarly, it may also seek to persuade the Secretary of State to recover an appeal of a refused application, where the conflict with one or more Neighbourhood Plan policies has been important in the reasons for refusal. In both cases, the Parish Council will do so if it considers matters of national policy significance (for neighbourhood planning) are raised.

LOCAL INFRASTRUCTURE IMPROVEMENTS

4. As there is already a made Neighbourhood Plan, the Parish Council already determines how and where 25% of the CIL collected from

schemes in the Parish is spent. Should opportunities arise through S106 agreements or the Community Infrastructure Levy (or through any future Infrastructure Levy) to secure financial contributions to invest in improving local infrastructure, the Parish Council will use the list of local priorities set out in Policy INF1 Developer contributions to inform its decision-making. This is in addition to the infrastructure projects that are proposed to be delivered through site specific policies in this Neighbourhood Plan.

MONITORING & REVIEW

5. The Parish Council will continue to monitor the effectiveness of the policies in this Neighbourhood Plan through the development management process as set out above. Where necessary, it will engage with BDC to understand decisions made on planning applications or planning appeals. The success, or otherwise, of the policies will feed into the assessment of the need for a future review of the Neighbourhood Plan.

6. The Parish Council will also assess the need, or otherwise, for a full or a partial review of a made Neighbourhood Plan throughout the plan period. Such assessments will be made:

- within five years of the making of the Plan;
- within six months of the adoption of a new Local Plan;
- if changes to national policy are so significant that they make the policies in the Plan ineffective or out of date;
- at the end of the Plan period; and

6. IMPLEMENTATION & MONITORING

- If significant, local issues arise in the interim which it is felt could be addressed through neighbourhood planning.

OTHER NON-PLANNING MATTERS

7. During the process of preparing the Neighbourhood Plan, there have been many ideas for improving or addressing current problems in the Parish that lie outside the scope of the land use planning system to control. The Parish Council has noted these issues and will take them forward through its day-to-day business and in partnership with the local community and relevant parties. These include:

8. Community Benefits

In the future, to implement the community benefits the Horsford Neighbourhood Plan will bring forth, there will be a management structure including the relevant groups in Horsford, such as the Horsford Parish Council, Village Hall Management Committee (VHMC), the Management of the large number of football teams in the village, the FA and Broadland District Council.

It is premature to visualise what that management structure will be but there will be projects that come out of the community benefits on offer and the Business Action Plan Group will be involved as projects emerge.

9. Sports Hub

Working with the Football teams, FA, BDC and all interested parties to assist with the implementation of the Sports Hub

10. Community Barn

Working with the community to identify the viable options for the use of the community barn and assist with their implementation.

11. Highways Issues in Horsford

i. Traffic Calming

The number of HGVs going through Horsford was the main concern at the November 2024 Showcase and a project based on a feasibility study that will be carried out by NCC Highways will form the basis of a project to try to ease concerns about traffic on the Holt Road.

ii. Puffin Crossing near the Holt Road Primary School

Following on from the successful installation of a Puffin Crossing at the Mill Lane/Holt Road junction, there is a strong desire for a similar crossing to replace the current pedestrian crossing outside of the Primary School on the Holt Road.

iii. No Right Turn, Church Street/Holt Road

This is considered to be a dangerous junction where cars coming from Brewery Lane are competing with cars emerging from Church Street to get out onto the Holt Road. When the new development opposite was built, the bus stop was moved closer to Church Street and cars start queuing back to the Brewery Lane roundabout. This junction will be included in the NCC Highways feasibility study and a project with NCC Highways will emerge from its findings.

POLICIES MAP

The full policy map appears on page 80.

An interactive Policies Map is also available online

at: <https://futurehorsford.co.uk/regulation-14-consultation/policy-map/>

	SS1 Horsford Settlement Boundary		HBE3 Locally Important Buildings		ENV4 Local Green Gap
	SS2 Land East of The Village Centre		HBE4 Addressing the Performance Gap		ENV5 Street Lighting
	SS2 Land South of Holt Road		TRA1 Sustainable Travel Network Shared Foot and Cycleways		BUS1 New Business
	SS2 Other New Development		TRA1 Sustainable Travel Network Footway		BUS1 Existing Business
	COM1 Community Facilities and Local Services		TRA1 Sustainable Travel Network Key Locations		INF1 Developer Contributions
	COM2 Early Years Provision		TRA2 Public parking for non residential use		INF2 Digital Infrastructure
	COM3 Allotments		ENV1 Existing Green and Blue Infrastructure		Designated Neighbourhood Area
	HBE1 Mixed Housing		ENV1 Proposed Green Circular Path		ENV3 Views and Vistas
	HBE2 Horsford Design Code		ENV2 Local Green Spaces		

