HORSFORD NEIGHBOURHOOD PLAN 2025 - 2045

REGULATION 15 VERSION
OCTOBER 2026



















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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

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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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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 2045. The Plan will form part of the development plan for Broadland; 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 he or she may recommend that the revised Plan (as it is or following specified modifications) proceeds to a referendum before it can be adopted. It will then be for BDC to ultimately decide whether the Plan will go to a referendum of the local electorate. If so, and if a simple majority (over 50%) of the turnout votes in favour of the Plan, then it becomes part of the statutory development plan for the neighbourhood area and will be adopted by Broadland District Council.

THE PRE-SUBMISSION PLAN

5. A Draft Neighbourhood Plan (the Pre-Submission Plan) was published for consultation in October/November 2025 in line with the Regulations. The Parish Council has reviewed the comments received from the local community and other interested parties and have made changes to this final Regulation 15 ("Submission") version.

1. INTRODUCTION AND BACKGROUND

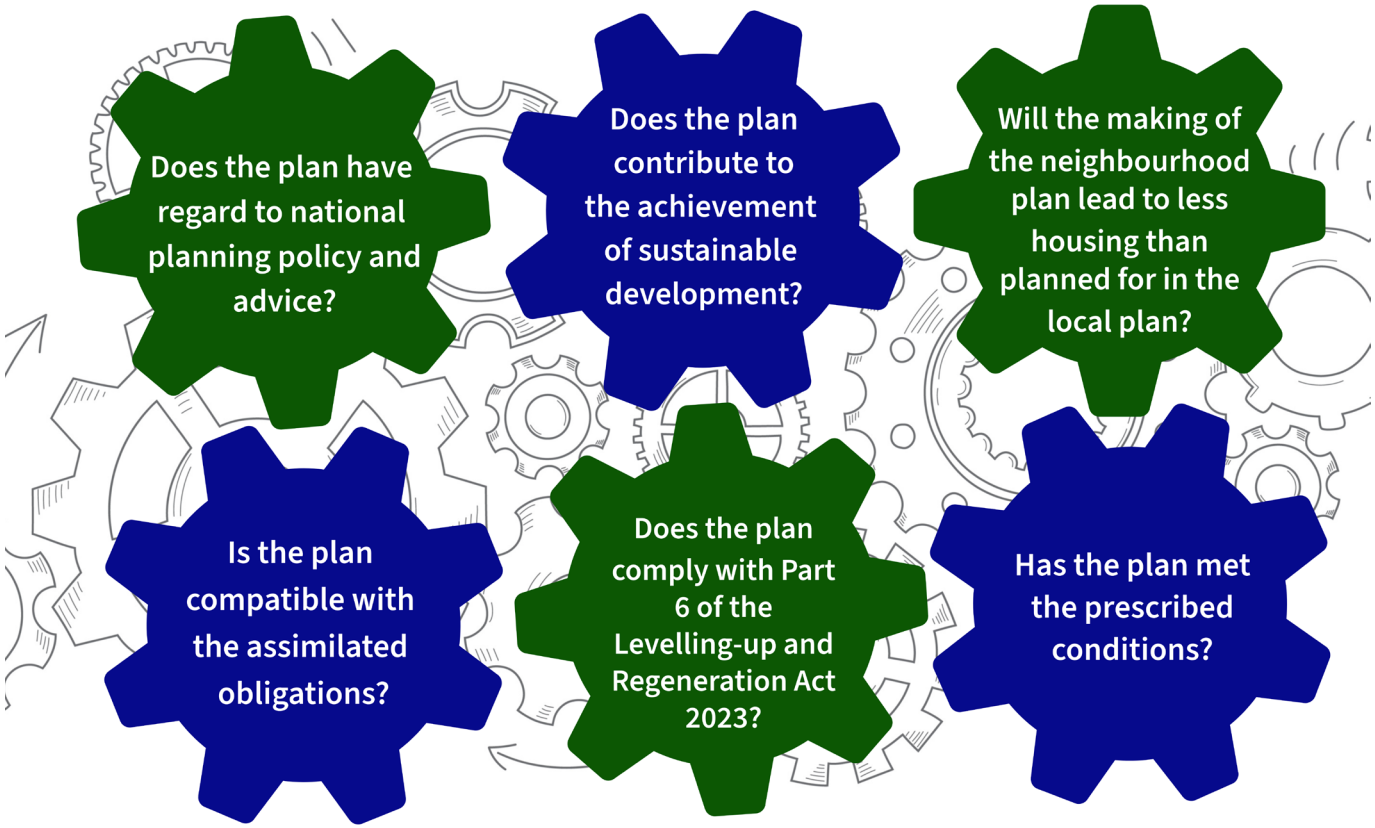


Fig.1 Neighbourhood Plan Basic Conditions

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 system, particularly the amendment of the basic conditions, have now commenced following the publication of secondary legislation which the plan has taken into account. A new National Planning Policy Framework (NPPF) has also been published. This Plan is therefore being submitted in accordance with the new

1. INTRODUCTION AND BACKGROUND

NPPF (2026) and policy wording has therefore been amended to take this into account.

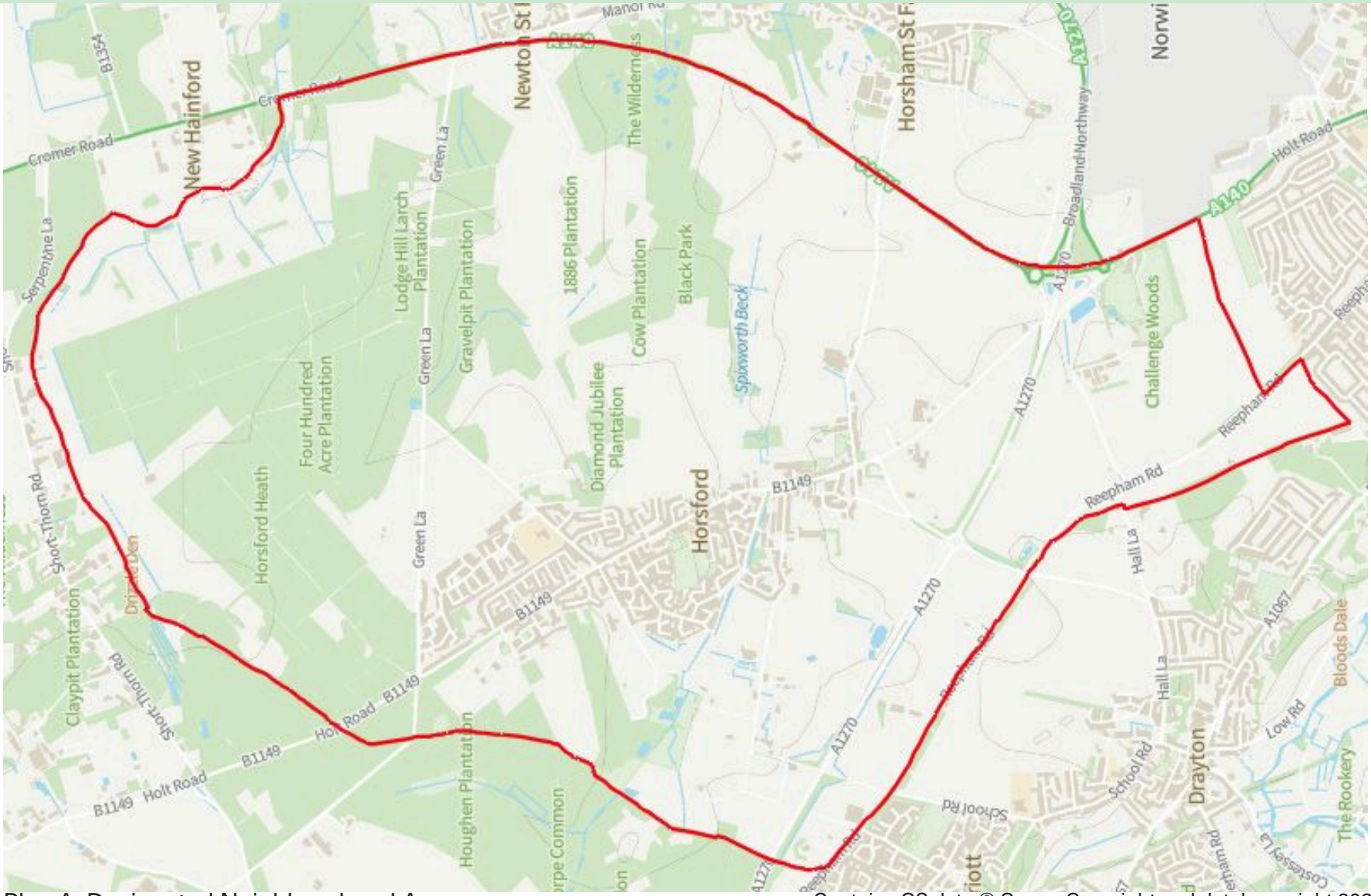
STRATEGIC ENVIRONMENTAL ASSESSMENT & THE HABITATS REGULATIONS

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 and final addendum 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.



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).




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3. PLANNING POLICY CONTEXT

1. The Parish lies within Broadland District situated in the county of Norfolk. Broadland District Council (BDC) is the Local Planning Authority for the area. A unitary model for the wider area is currently being considered.

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 plan-making paragraphs of the latest NPPF version, published in August 2026, are considered especially relevant.

3. 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. The Greater Norwich Authorities have begun a review of the GNLP which will likely look ahead to 2045, and possibly 2060 if a new settlement or settlements are included.

STRATEGIC PLANNING POLICY

4. The Neighbourhood Plan must ensure that it does not promote less development than identified in the adopted 'development plan'. The 'development plan' comprises the adopted Greater Norwich Local Plan (GNLP), Broadland Development Management Development Plan Document (DPD), and the Norfolk Minerals and Waste Local Plan.

THE GREATER NORWICH LOCAL PLAN (GNLP)

5. 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.

6. 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.

7. Policy 7.4 also allows for additional residential and small-scale employment development in Village Clusters within settlement

3. PLANNING POLICY CONTEXT

boundaries and limited affordable housing led development and self-build and custom build windfall development within or adjacent to settlement boundaries.

8. 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)

9. 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 DOCUMENTS (DPDS)

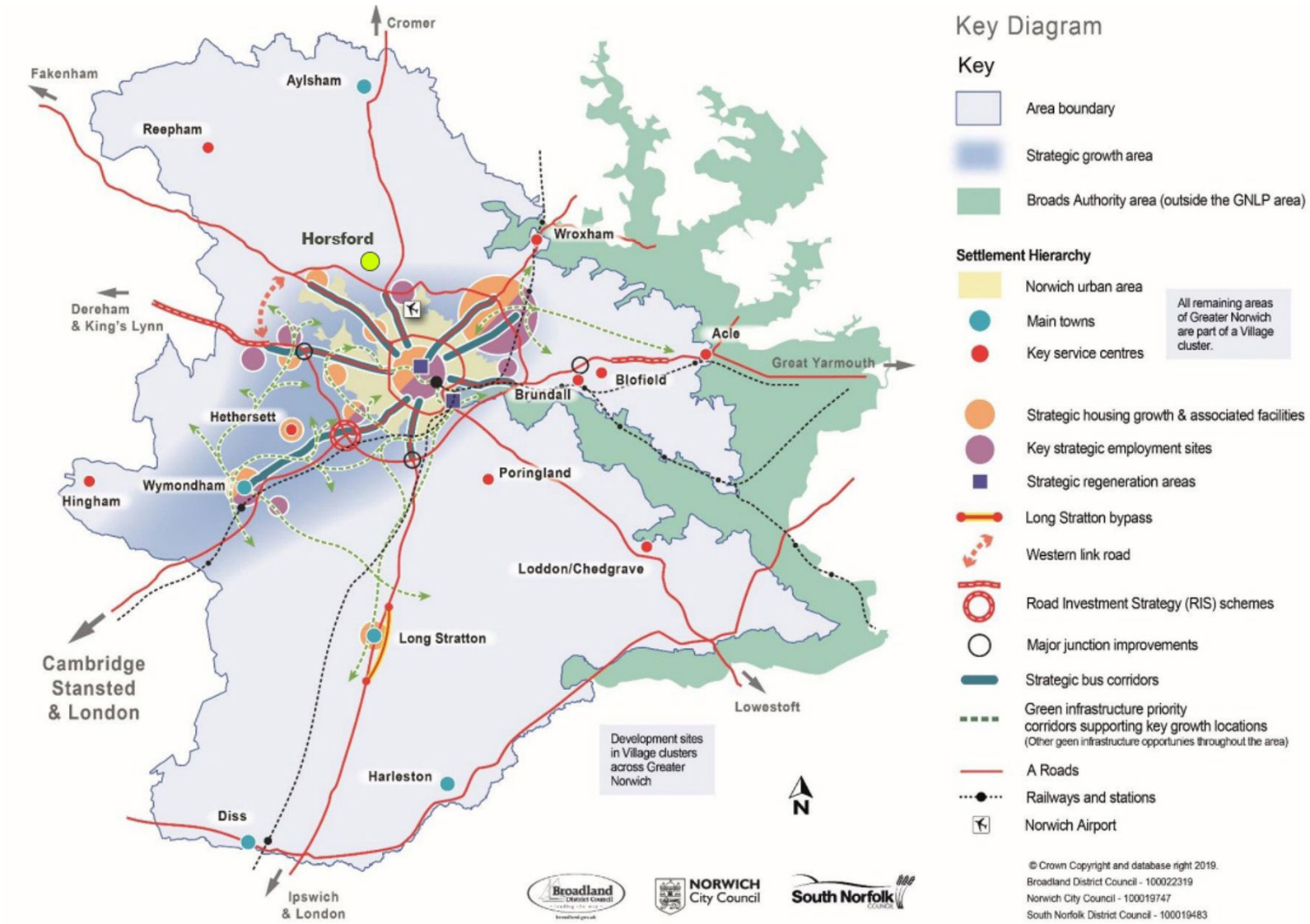
10. The Norfolk Minerals and Waste Local Plan 2023-2038 was adopted on 20 May 2025. The Plan continues to define a Minerals Safeguarding Area for sand and gravel which extends across parts of the designated neighbourhood area. This means that future development sites within the Minerals Safeguarding 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. Mapping is published on Norfolk County Council's (NCC) website. As Lead Local Flood Authority, NCC also publishes information for developers on its website.

NEIGHBOURHOOD PLANNING POLICY

11. 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.



3. PLANNING POLICY CONTEXT



PLAN B. Greater Norwich Local Plan Key Diagram

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 is set out in the Consultation Statement published in the evidence base.



5. VISION OBJECTIVES AND LAND USE POLICIES

By 2045 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. The policies also seek to avoid duplication, substantively restate or modify the content of national decision-making policies set out in the NPPF.

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

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 national decision-making policies on the principle of development within and outside settlements. Self-build and custom build windfall housing development outside the defined settlement boundary will continue to be supported in accordance with Policy 7.5 of the GNLP, or any subsequent replacement thereof.

4. The policy defines the extent of the settlement boundary at Horsford for the application of national policies S4 and S5. Policy 7.5 of the GNLP also makes provision for small scale self-build and custom build schemes outside of defined settlement boundaries. These 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.

5. VISION OBJECTIVES AND LAND USE POLICIES

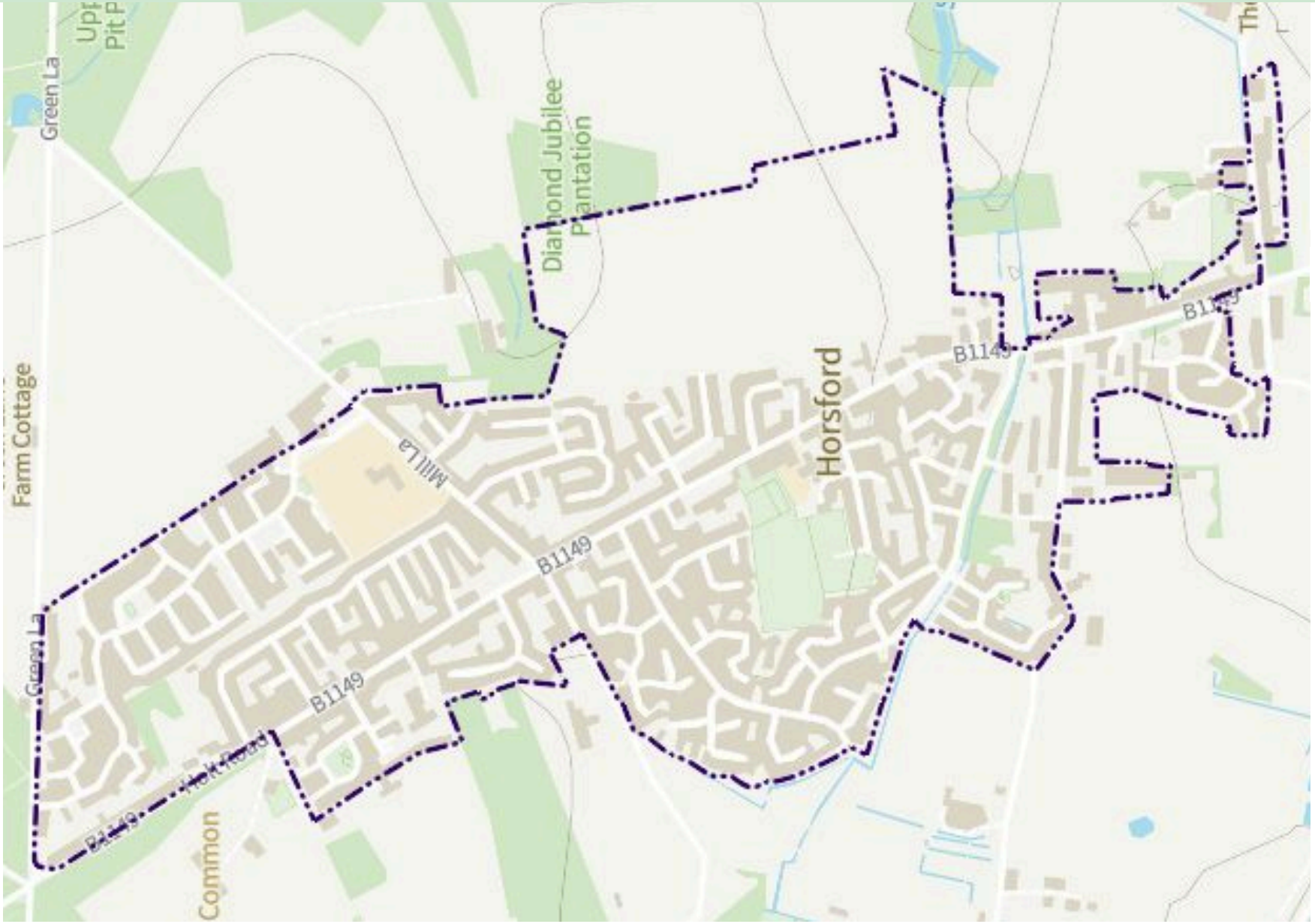


Fig 2. SS1
Settlement Limit

Horsford Settlement Boundary

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5. VISION OBJECTIVES AND LAND USE POLICIES

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 mixed-use venue which must include local community 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.

*The facilitating residential scheme is designed to enable the provision of a Sports Hub on land south of Holt Road for sport and recreation uses. A legal agreement will be required committing the developer to provide the minimum requirements towards the Sports Hub scheme, as set out in Clauses B and C below.

B. Proposals must be made by the land promoter/developer either as a single comprehensive planning application for the facilitating residential scheme and the change of use of land for the Sports Hub, including its access and the supporting infrastructure in Clause C, or as two planning applications, one for each, determined together and tied by a Section 106 agreement. In either case, proposals must include:

i. An illustrative masterplan for both parcels of land developed and agreed with Horsford Parish Council that defines the land uses and key development principles for access, layout, design, and the principles of phasing and implementation taking into consideration the development principles listed and shown at Figure 2;

ii. A delivery plan setting out when the Sports Hub land will be transferred and when the supporting infrastructure for the Sports Hub scheme as set out in Clause C, will be delivered or the financial contribution paid, in relation to the phasing of the facilitating residential scheme;

iii. Any further drainage or ground conditions information for the Sports Hub land needed to update or supplement

the technical evidence supporting this allocation;

iv. A planning obligation to secure:

a. the transfer of the land for the Sports Hub and supporting infrastructure to Horsford Parish Council, or a nominated appropriate body, by way of either a freehold transfer or a lease for a term of not less than 100 years, together with governance arrangements, following planning consent and prior to the commencement of the facilitating residential scheme. Where a lease is proposed, details of its renewal, the ownership of buildings and infrastructure, and the future operation and management of the Sports Hub must be provided with the planning application;

b. the Sports Hub supporting infrastructure required by Clause C, either through their delivery by the developer or through a financial contribution in accordance with that clause;

c. the operation of the community hub as a mixed-use venue at an appropriate trigger point during the build of the facilitating residential scheme, including space available for hire by the local community at rates comparable to local community facilities; and

d. other relevant community facilities and infrastructure and financial contributions at appropriate trigger points.

C. The development shall provide, as a minimum, the following supporting infrastructure to enable the delivery of the Sports Hub by Horsford Parish Council, or a nominated appropriate body:

i. vehicular access to the boundary of the Sports Hub land from Holt Road in a form to be agreed with the local highway authority;

ii. a shared footway/cycleway linking the Sports Hub site entrance to the existing active travel network at the Brewery Lane roundabout, including a safe crossing point on Holt Road south of the roundabout, in a form to be agreed with the local highway authority;

iii. utility connections to the boundary of the Sports Hub land comprising foul water drainage (including any off-site rising main and on-site pumping station required), a mains water supply, an electricity supply of sufficient capacity to serve the Sports Hub, and telecommunications; and

iv. structural landscaping comprising a planted

buffer to the A1270 and boundary containment planting to the Sports Hub land.

This supporting infrastructure shall either be delivered by the developer or be secured through a financial contribution equivalent to its full cost, as assessed by an independent quantity surveyor and agreed with Horsford Parish Council. Any contribution shall be index-linked and made available to Horsford Parish Council, or a nominated appropriate body, to draw down as and when required to implement the scheme. Where the supporting infrastructure is to be secured through a financial contribution, it shall be paid prior to the commencement of the facilitating residential scheme. Where it is to be delivered by the developer, it shall be completed prior to the first occupation of any dwelling within the facilitating residential scheme.

D. 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.

E. 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 on weekdays and weekends.

F. 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 appropriate offset distances and screening to protect the residential amenity of the existing dwellings.

G. The facilitating residential scheme application shall be accompanied by an active travel strategy that must include

5. VISION OBJECTIVES AND LAND USE POLICIES

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.

H. The facilitating residential scheme application shall be accompanied by a transport strategy that must comprise measures to satisfactorily manage the traffic effects of this 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.

I. The facilitating residential scheme 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 for the Greater Norwich area under the Government's new mandatory 'standard method' for the period to 2045. The land for the residential scheme is well located in respect

5. VISION OBJECTIVES AND LAND USE POLICIES

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 development principles diagram shown below is 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 addressed 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.

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 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. Since the Regulation 14 consultation, the proposals for the community hub have evolved. Rather than dedicated space managed by the Parish Council, the intention is that the existing barns will be converted/ part redeveloped to provide a mixed-use venue, retained by the landowner, which includes community space available for hire. The Parish Council has accepted this change given the long-term security and supporting infrastructure now secured for the Sports Hub.

10. The facilitating residential scheme serves several purposes. Firstly, it makes the land available from its private owner for the Sports Hub scheme and provides an opportunity for additional local community space for hire to become available. Despite extensive efforts no suitable public or other private land has been made available for these purposes. Secondly, it goes some way to assist in meeting the government's new standard method for local housing need in Greater Norwich. Therefore, the Parish Council anticipates that, should the

5. VISION OBJECTIVES AND LAND USE POLICIES



Fig 3. SS2A: New Development 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

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plan be made, the parish will benefit from the provisions of national decision-making policy S6 of the NPPF. 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 developer is responsible for securing planning permission for the change of use of the Sports Hub land, its access and supporting infrastructure. Any subsequent application for buildings, pitches and supporting infrastructure such as car parking on the Sports Hub land will be brought forward by the Parish Council or nominated appropriate body. The policy requires that proposals, whether made as one comprehensive application or two applications tied by a Section 106 agreement, must cover all of its elements and must set out precisely how and when the community hub scheme will be delivered and the serviced land for the Sports Hub will be transferred. This reflects that the facilitating residential scheme must enable the timely delivery and transfer 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 promoter has confirmed its commitment to making the Sports Hub land available and to the delivery or funding of the supporting infrastructure set out in Clause C. The policy does not repeat the requirements of other parts of the 'development plan' which will continue to apply alongside the HNPR. If two applications are made, they must be submitted together and tied by a Section 106 agreement.

12. The Sports Hub is one of the principal community benefits relied upon to justify the scale of the facilitating residential scheme, which is substantially above the level of growth that would ordinarily be expected in a Village Cluster settlement under the Greater Norwich Local Plan. That benefit must therefore be enduring. Broadland District Council has advised that a time-limited benefit cannot reasonably be relied upon to justify permanent housing development and that, ideally, the land should be transferred freehold or, as a minimum, by way of a lease of not less than 100 years. A freehold transfer is preferred by both the District and Parish Council and would be likely to carry significant weight in the planning balance. A long-term interest will also place the Parish Council, or nominated body, in the strongest position to compete for external grant funding and to justify the investment of time, money and resources needed to deliver, operate and maintain the facility. Where a lease is proposed, the planning application should be accompanied by heads of terms addressing lease renewal, the ownership of buildings and infrastructure, and the future operation of the facility.

13. Clause C sets out the minimum package of supporting infrastructure

5. VISION OBJECTIVES AND LAND USE POLICIES

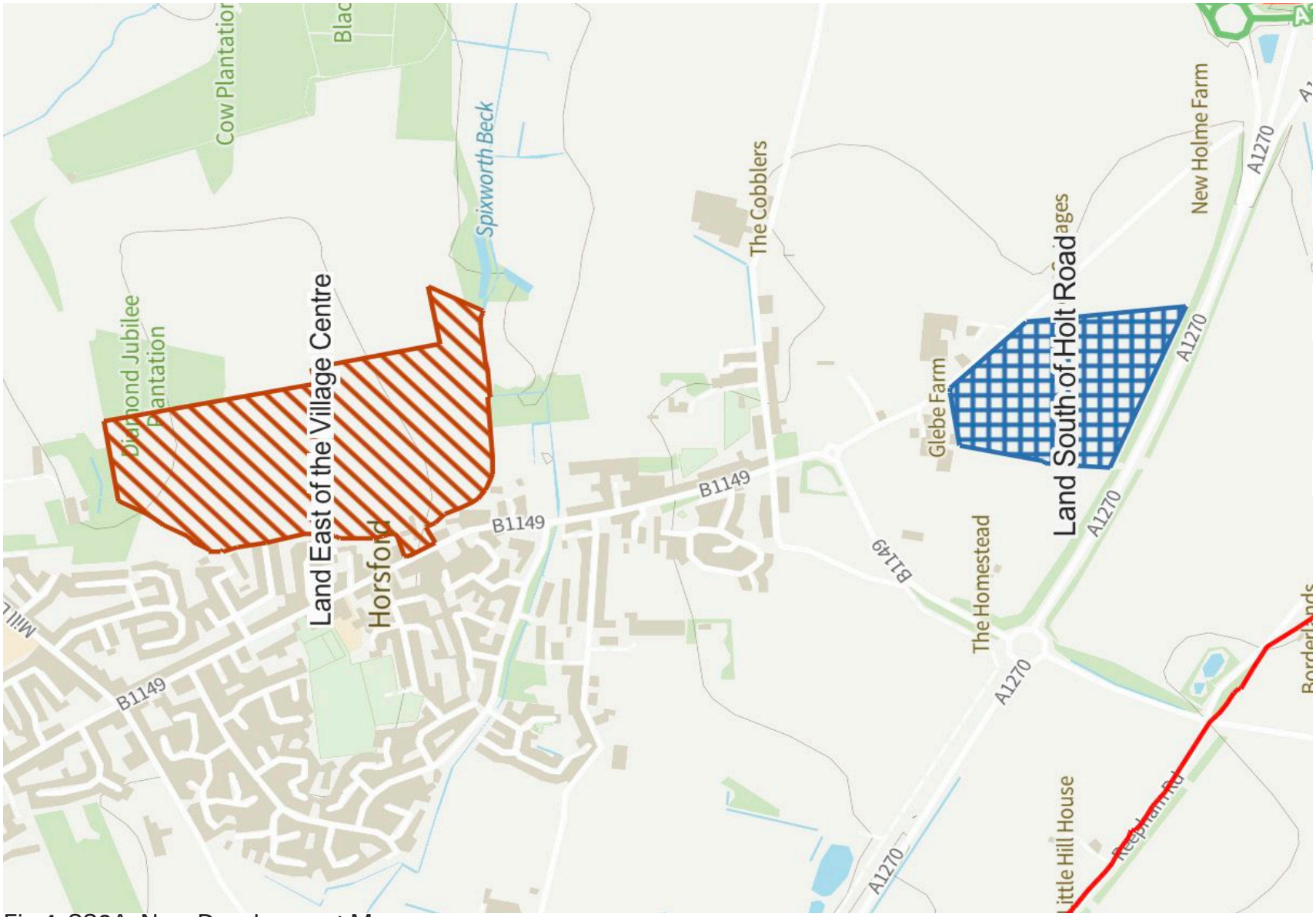


Fig 4. SS2A. New Development Map

5. VISION OBJECTIVES AND LAND USE POLICIES

works needed to enable the Sports Hub to be delivered: vehicular access, an active travel connection to the village, utilities to the site boundary and structural landscaping. These works have been identified in discussion with the land promoter and are supported by technical evidence, including a Transport Technical Note, indicative highway drawings and a Flood Risk and Drainage Technical Note (Paul Basham Associates, September 2026). None of them relies on, or would constrain, the eventual layout of the Sports Hub. The policy therefore allows flexibility in how they are secured: they may be built by the developer, or their full cost, as assessed by an independent quantity surveyor and agreed with the Parish Council, may be paid as a financial contribution for the Parish Council, or nominated body, to draw down as and when needed. This allows the works to be co-ordinated with the delivery of the Sports Hub itself. In either case, they will be secured through the planning obligation. Given that the facilitating residential scheme is only acceptable because of the Sports Hub it enables, the supporting infrastructure must be secured before the residential scheme commences (if a financial contribution is made) or completed before any dwelling is occupied (if delivered by the developer).

14. The active travel link between the Sports Hub and the Brewery Lane roundabout, and the associated crossing of Holt Road, are essential to ensure that the Sports Hub can be reached safely on foot and by bicycle from the village and is not reliant on the private car. The indicative design prepared to date is based on the likely extent of highway land, pending confirmation of highway boundary information from Norfolk County Council as the local highway authority. The precise alignment, the form of crossing (which may need to be signal-controlled depending on vehicle speeds) and the access visibility splays will therefore be confirmed at the planning application stage in agreement with the local highway authority.

15. The technical evidence confirms that the land south of Holt Road lies wholly within Flood Zone 1, is at very low risk of flooding from all sources, and is underlain by sand and gravel deposits suitable for the infiltration of surface water. It also confirms that ground levels and conditions are suitable for the formation of sports pitches. This evidence is considered sufficient to demonstrate that the land is suitable for the Sports Hub. The detailed surface water drainage strategy and any levelling works needed for the pitches can only be determined once the layout of the Sports Hub is known, and will therefore be designed and costed as part of the Sports Hub scheme itself. Any drainage strategy will need to take account of the location of the site within a groundwater Source Protection Zone. Further information may be required at the planning application stage, as provided for by Clause B(iii).

5. VISION OBJECTIVES AND LAND USE POLICIES

POLICY SS2B: OTHER NEW DEVELOPMENT

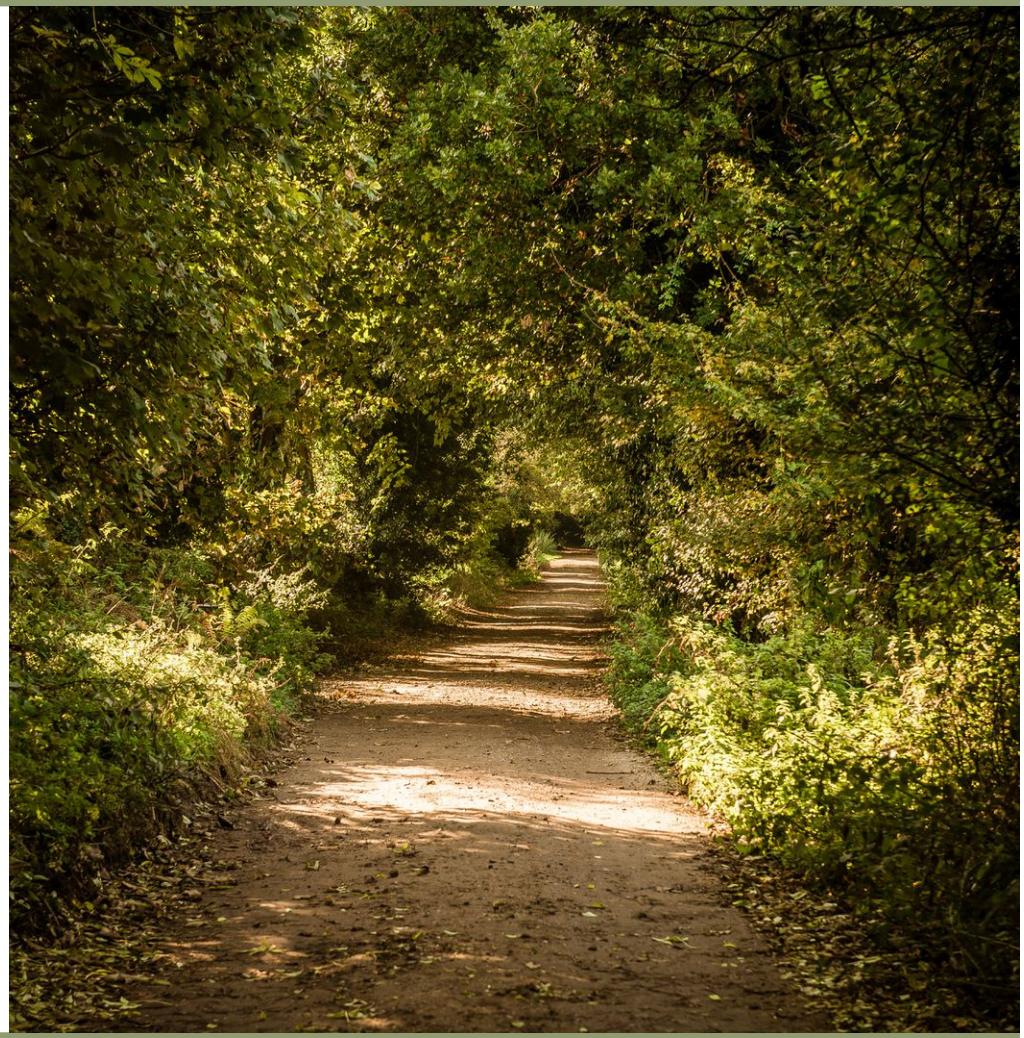
A. The Neighbourhood Plan supports the use of other land parcels, as shown on the Policies Map, for the following uses:

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 by a perimeter fence.

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. The policy does not repeat national policy requirements on improvements to the natural environment which will continue to apply alongside the HNPR.





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Fig 5. SS2B. Other New Development Map

5. VISION OBJECTIVES AND LAND USE POLICIES

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 and for the application of national decision-making policies on:

- proposals for new and improved community facilities and public service infrastructure;

- the retention of key community facilities and public service infrastructure; and

- development affecting existing recreation facilities:

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**
14. **Part of Broadland Country Park (which is based in Horsford)**

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.

5. VISION OBJECTIVES AND LAND USE POLICIES

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. 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, 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.)

The policy therefore identifies the important facilities to which national decision-making policy should apply which currently includes HC4 supporting new and improved community facilities and public service infrastructure, HC6 requiring the retention of key community facilities and public service infrastructure and HC7 avoiding the unnecessary loss of existing open space, sport and recreational buildings and land, including playing fields, other formal and informal play space and allotments.

5. VISION OBJECTIVES AND LAND USE POLICIES

COMMUNITY STRATEGY



COMMUNITY STRATEGY

10. Horsford Surgery



4. Horsford Recreation Ground



11. Allotments (Corner Lane)



8. Scout Hut



2. Horsford Primary School Mill Lane



7. Hussainy Community Centre

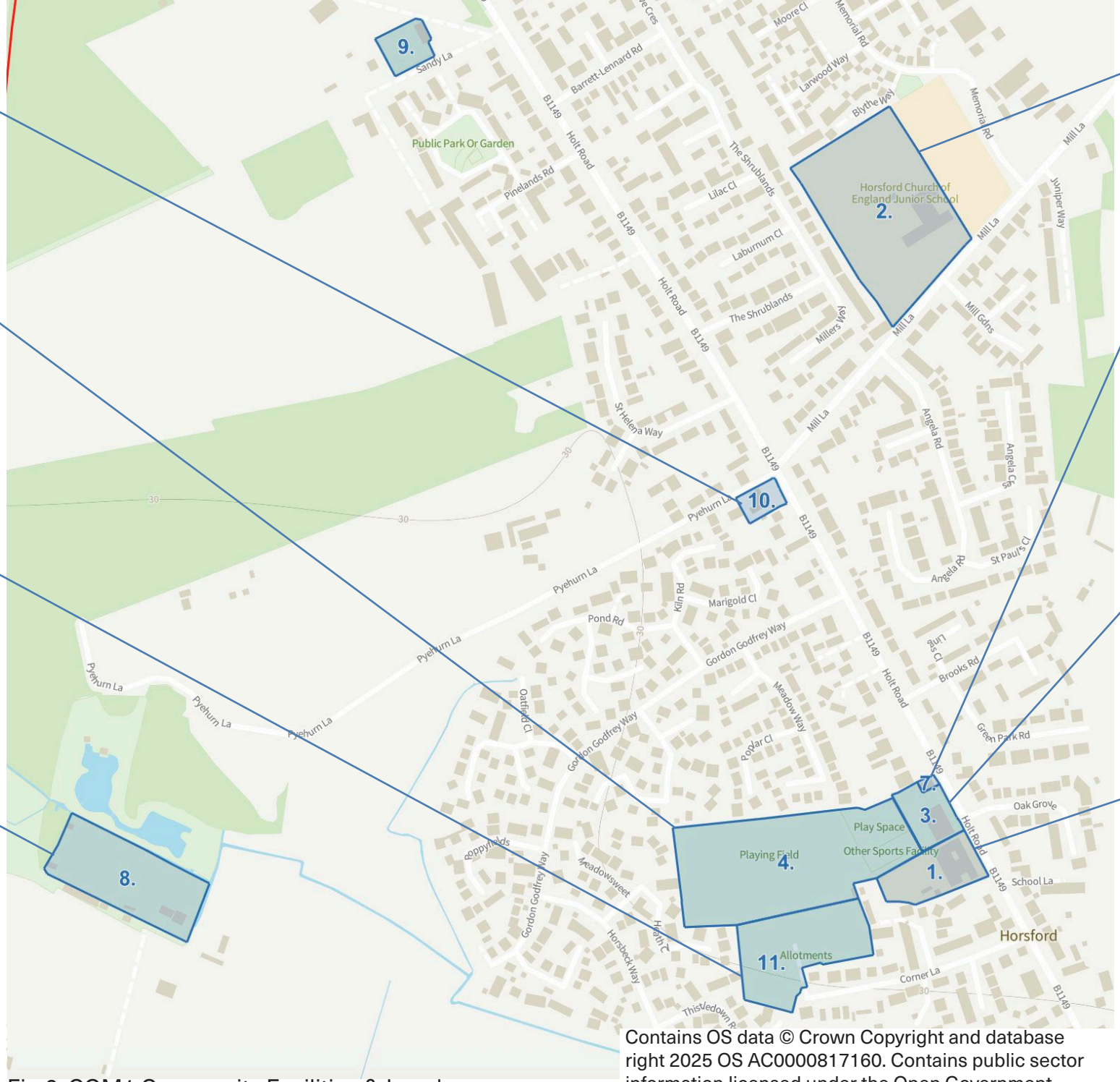


3. Horsford Village Hall



1. Horsford Primary School Holt Road





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COM1 Community Facilities

Fig 6. COM1 Community Facilities & Local Services, North of Village

5. Horsford Church Room



6. All Saints Church, Horsford



13. Horsford Cricket Club



12. The Nest



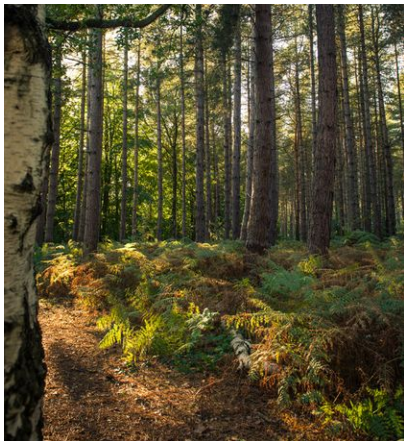
Designated Neighbourhood Area

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Fig 7. COM1 Community Facilities & Local Services, South of Village



14. Broadland Country Park (Horsford Section)



9. Horsford Bowls Club



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Fig 8. COM1 Community Facilities & Local Services, North West of village

5. VISION OBJECTIVES AND LAND USE POLICIES

POLICY COM2: EARLY YEARS PROVISION

The early years provision facility, as shown on the Policies Map, is identified for the purposes of applying national decision-making policies for:

- new and improved community facilities and public service infrastructure; and

- the retention of key community facilities and public service infrastructure.

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 15 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

5. VISION OBJECTIVES AND LAND USE POLICIES

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.

COM2
Early Years
Provision

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Fig 9. COM2: Early Years Provision

5. VISION OBJECTIVES AND LAND USE POLICIES

POLICY HBE1: MIXED HOUSING

A. Substantial weight will be given to the benefits of providing small (1-2 bedroom) homes as this will contribute towards meeting the evidenced needs for Horsford.

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 responds to the provisions of Policy 5 of the GNLP which seeks to ensure that the varied and changing need for homes 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 implements national decision-making policy HO7 in meeting the need for new homes by translating the conclusions of the HNA in order to rebalance Horsford's housing stock, tenure mix 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 will be lower than the needs

5. VISION OBJECTIVES AND LAND USE POLICIES

identified.

29. Clause B of the policy responds to national plan-making policy PM13 which encourages local accessibility standards. 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).

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 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 (extra-care C3 housing and/or C2 care home units) 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.



5. VISION OBJECTIVES AND LAND USE POLICIES

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).

5. VISION OBJECTIVES AND LAND USE POLICIES

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, for the application of national decision-making policies on non-designated heritage assets:

a. 171 Holt Road (Hussainy Community Centre)

b. Horsford C of E Primary School (Former Infant School building on Holt Road)

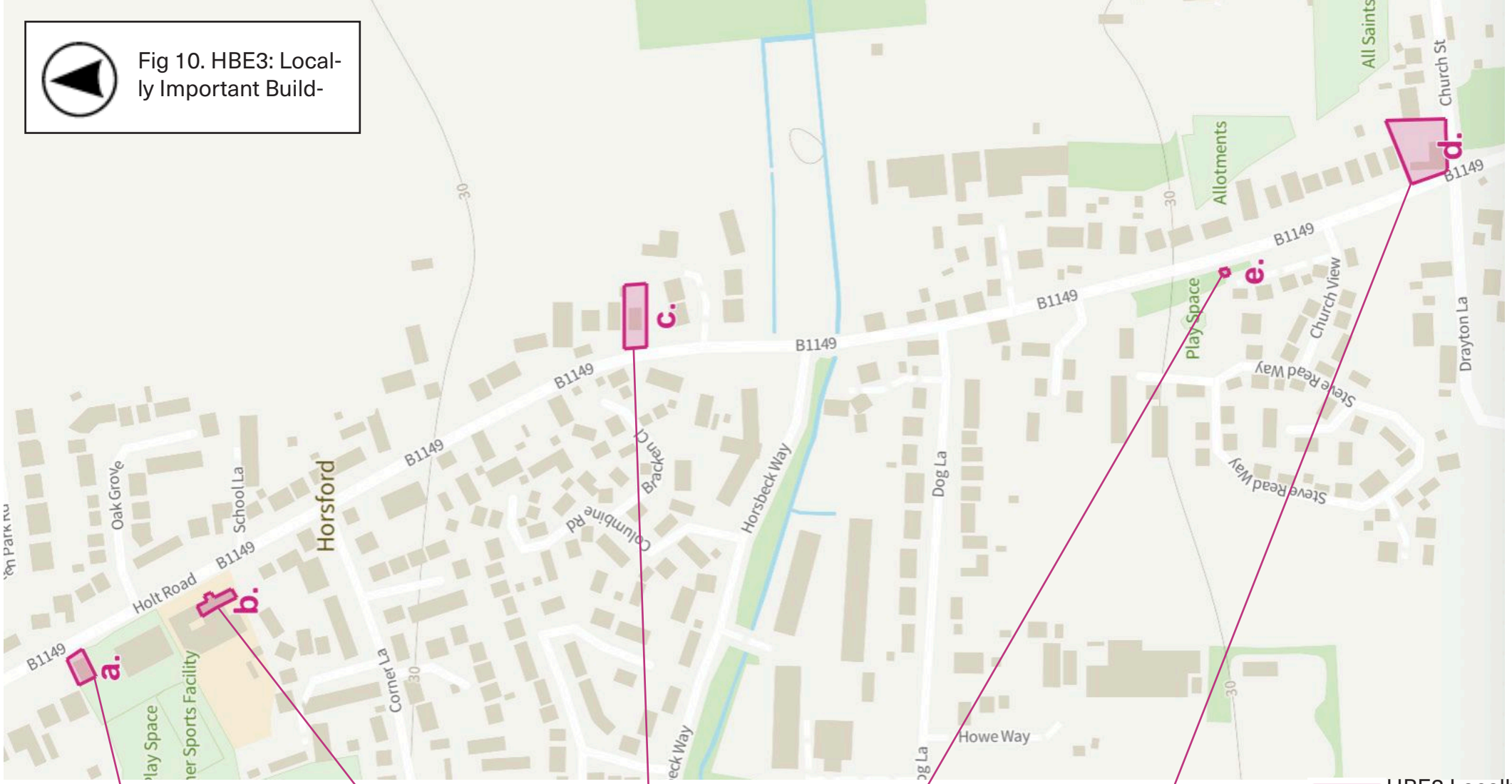
c. Horsford Church Room

d. 2 Holt Road (Spice of India)

e. The Horsford Village Sign on Holt Road

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 national decision-making policies on non-designated heritage assets, currently national policy HE7. 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.

Fig 10. HBE3: Locally Important Build-



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)



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5. VISION OBJECTIVES AND LAND USE POLICIES

POLICY HBE4: ADDRESSING THE PERFORMANCE GAP

A. Proposals for Passivhaus or equivalent standard buildings achieving a space heating demand of less than 15KWh/m2/year will be supported where they use 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, and demonstrate that those differences would not result in significant harm to the character of the area.

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. By acknowledging 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 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.

5. VISION OBJECTIVES AND LAND USE POLICIES

POLICY TRA1: SUSTAINABLE TRAVEL

A. The Neighbourhood Plan identifies the existing Sustainable Travel Network, as shown on the Policies Map, for the purpose of applying national decision-making policies on locating development in sustainable locations, street design, access and parking and public rights of way. In this respect 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, as set out in the Horsford Transport Masterplan.

B. 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.

C. 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.

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 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 as per the provisions of national decision-making policies on these matters.

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).

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.

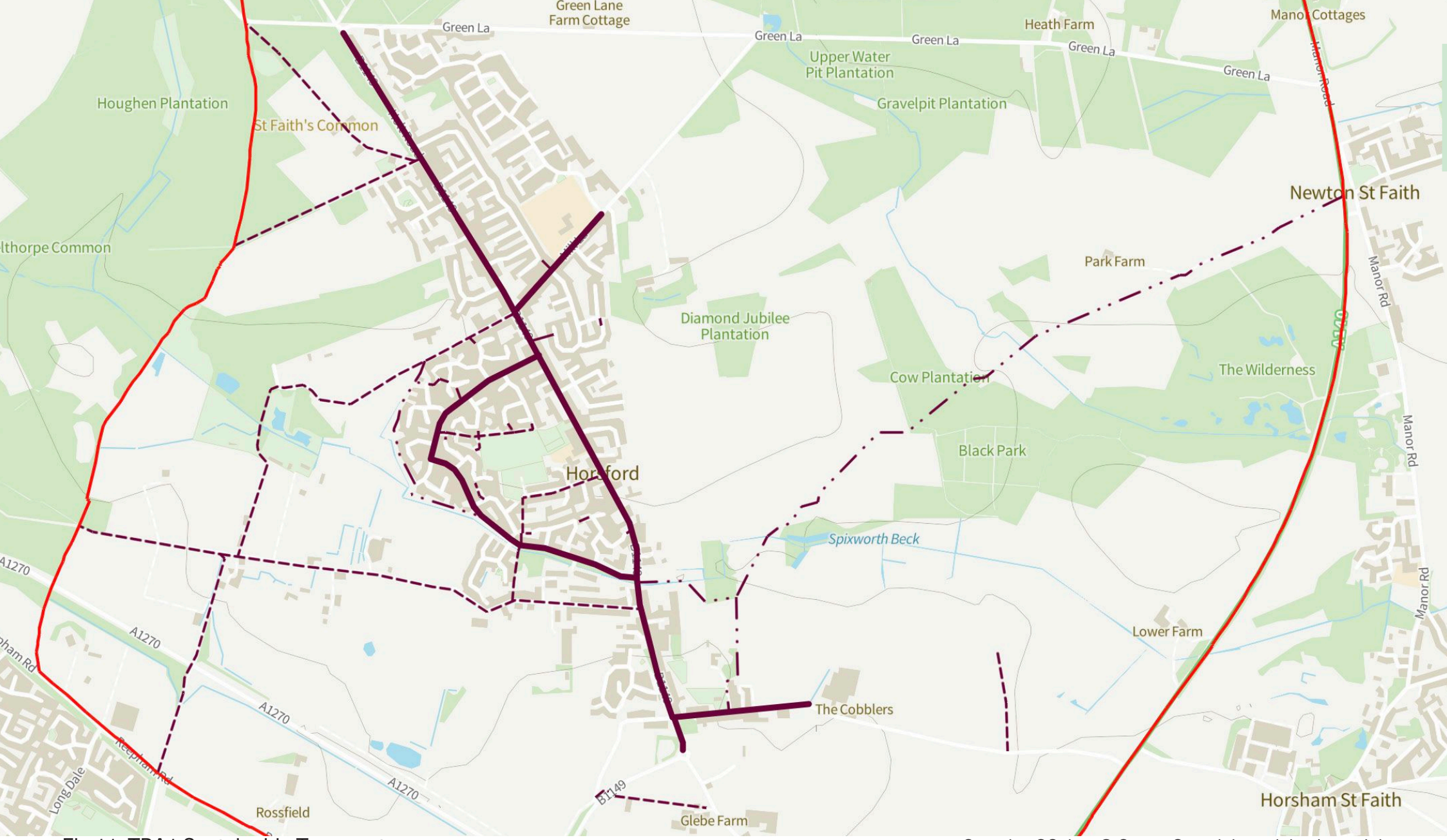


Fig 11. TRA1 Sustainable Transport

TRA1 Shared Foot and Cycleways

TRA1 Footway

Designated Neighbourhood Area

TRA1 Key Locations

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5. VISION OBJECTIVES AND LAND USE POLICIES

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 County Wildlife Sites. The Neighbourhood Plan designates this as a Horsford Green Infrastructure Network, as shown on the Policies Map, for the purpose of applying national decision-making policy on improving the natural environment.

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

51. The policy therefore identifies 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 and the Norfolk Local Nature Recovery Strategy. The latter identifies the existing Green Infrastructure Network identified here as either 'Areas of Particular Importance for Biodiversity' or 'Areas that Could Become of Importance to Biodiversity'.

52. The network therefore also identifies elements of the Greater Norwich Green Infrastructure Strategy and Norfolk Local Nature Recovery Strategy in Horsford and the opportunities for improvements from site allocations in Policy SS2A 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. 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

5. VISION OBJECTIVES AND LAND USE POLICIES

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.

54. 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. The following priority habitats are also found in Horsford: Lowland heathland, Lowland fens, Deciduous woodland and Good quality semi-improved grassland. Stone Beck along the north eastern boundary (stream), Hor (a small stream) running through the village and other unnamed watercourses are also present in Horsford.

55. 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.

56. 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.

57. National policy requirements on incorporating green infrastructure in new development (including trees, other wildlife-friendly planting, green corridors, green roofs and walls, as well as water) is not repeated here but will continue to apply.



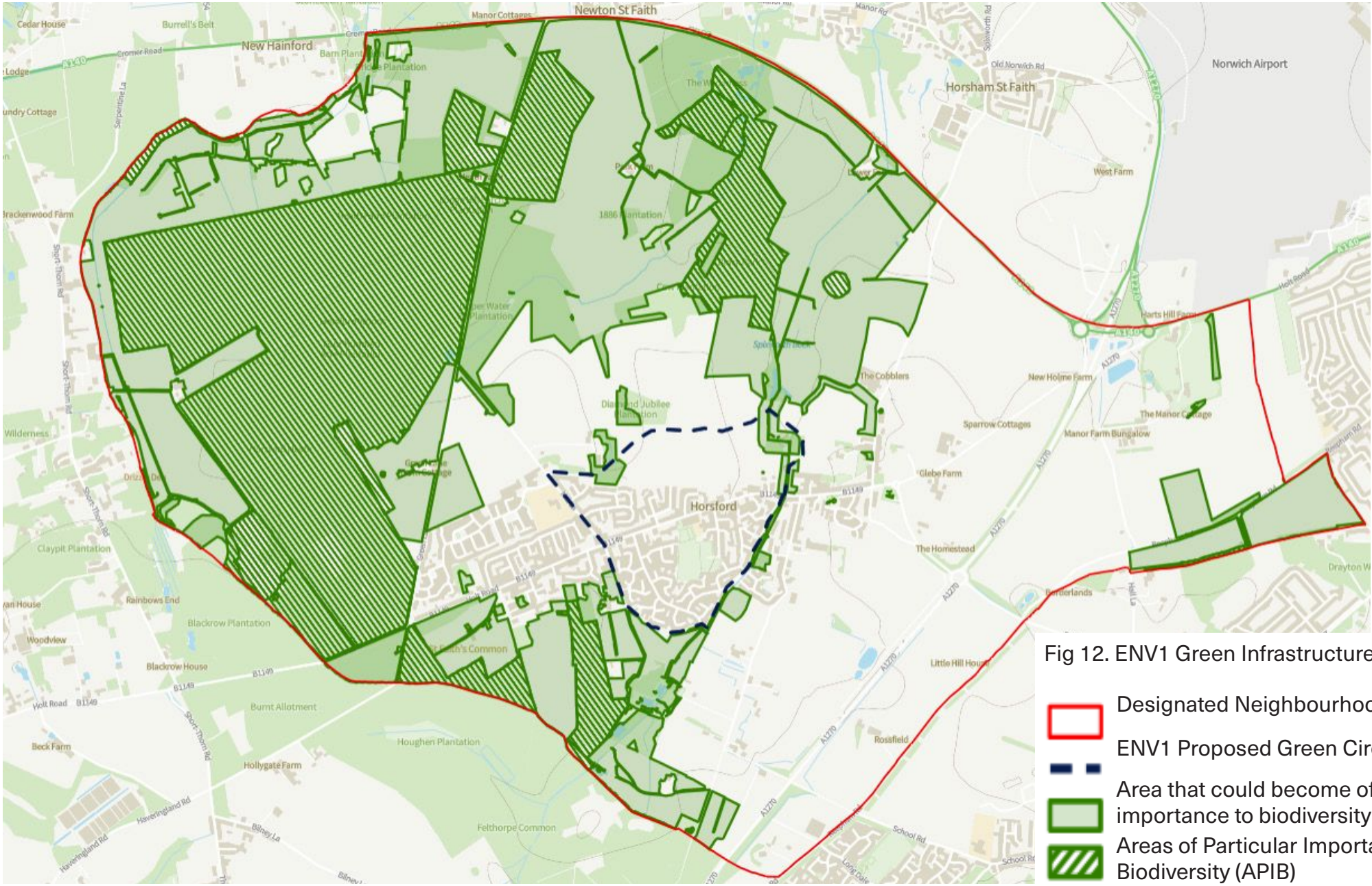


Fig 12. ENV1 Green Infrastructure Network

- Designated Neighbourhood Area
- ENV1 Proposed Green Circular Path
- Area that could become of particular importance to biodiversity
- Areas of Particular Importance for Biodiversity (APIB)

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5. VISION OBJECTIVES AND LAND USE POLICIES

POLICY ENV2: LOCAL GREEN SPACES

A. The Neighbourhood Plan designates the following Local Green Spaces, as shown on the Policies Map, for the purposes of national decision-making policies on Local Green Space.

a. Horsford Recreation Ground (behind Horsford Village Hall)

b. The Butterfly Mill Green

c. The Pinelands Green

d. Strip of land containing village sign

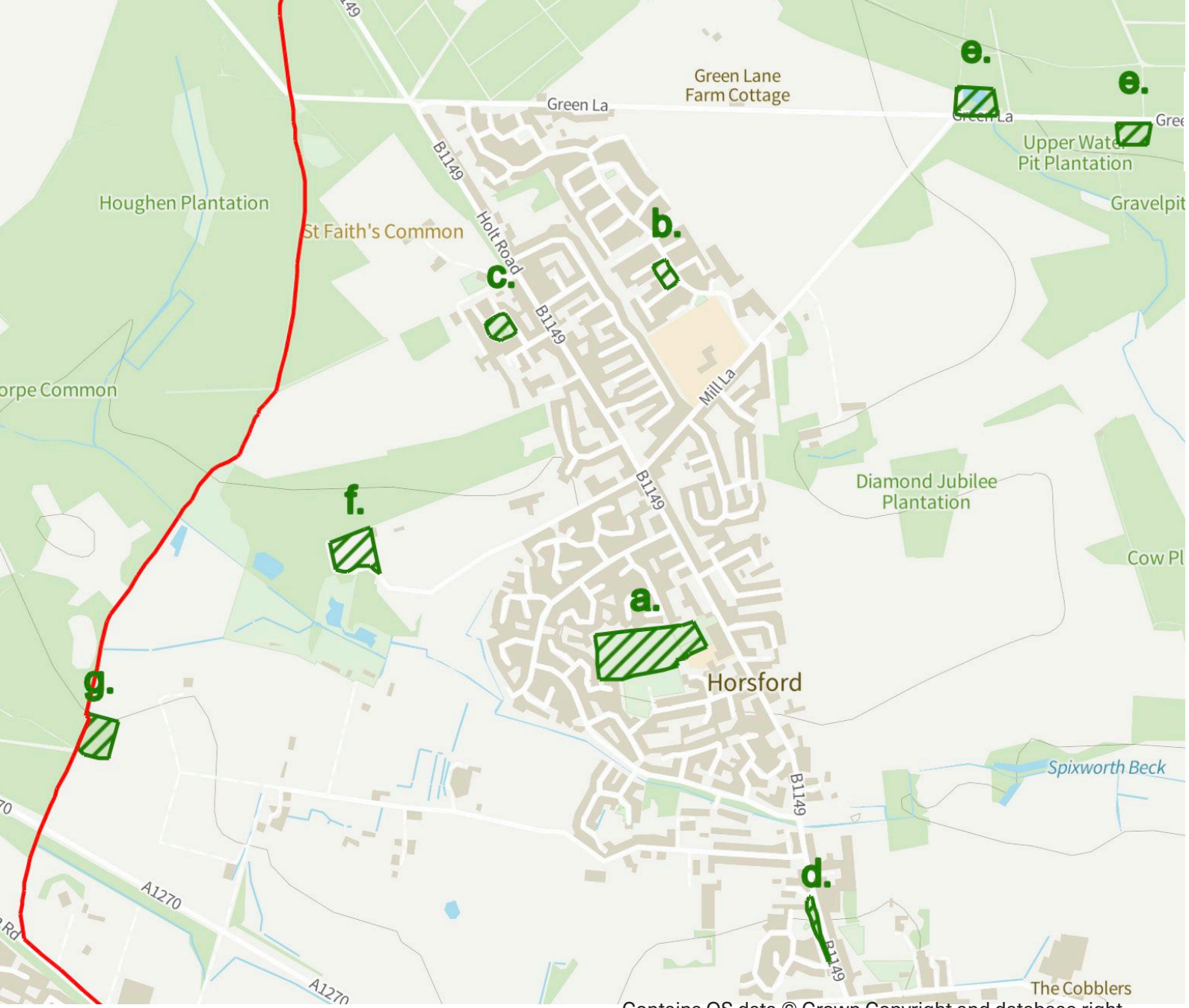
e. Green Lane Pit

f. Pyehurn Pit

g. Dog Lane Pit

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



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 13. ENV2 Local Green Spaces

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5. VISION OBJECTIVES AND LAND USE POLICIES

POLICY ENV3: LOCAL VIEWS AND VISTAS

A. The Neighbourhood Plan identifies key views, as shown on the Policies Map, listed as i. – iv. below and described in the supporting text of this policy, for the application of national decision-making policies on creating well-designed places and improving the natural environment.

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

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 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

5. VISION OBJECTIVES AND LAND USE POLICIES

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 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 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 proposals are expected to accord with national policy provisions on creating well-designed places and improving the natural environment which currently includes National Policies N.2.1.d which states that proposals should "Conserve and enhance existing natural features of visual, historic or nature conservation value (such as established trees and hedgerows) wherever possible; and use appropriate landscaping to help create a well-designed place and integrate the development into its surroundings;" and DP3.1 which states "respond to their context (the history, character and features of the site and its setting), so that they can integrate into and enhance their surroundings (such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets). This should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3;".

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.



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



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

Fig 14. ENV3 Views and Vistas

ENV3 Views and Vistas

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5. VISION OBJECTIVES AND LAND USE POLICIES

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 for the application of national decision-making policy on creating well-designed places and improving the natural environment. This designation will maintain the long-term physical and visual separation with the urban area of Norwich.

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 primary purpose of the Local Green Gap is to maintain long-term physical and visual separation between Horsford and the urban edge of Norwich, thereby preventing coalescence and safeguarding distinct settlement identities. Landscape character and green infrastructure are supporting considerations insofar as they contribute to this context rather than objectives in their own right as part of this policy. 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. In this respect it is a key attribute of the context that the NPPF expects proposals to respond to, currently DP3.1. 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.

68. The presence, scale or footprint of development is not, in itself, determinative of harm to the Local Green Gap. The key test is whether development would lead to an unacceptable erosion of the open land that provides physical and visual separation between Norwich and Horsford, particularly through continuous built form, suburbanising character, or the perception of settlement coalescence. The policy ensures that schemes can appropriately respond to the local context in the design of their schemes.

69. Broadland District Council's Architectural and Landscape Character Assessment forming part of the South Norfolk and Broadland Design Code SPD 2026 identifies the land forming the Local Green Gap as part of the 'Spixworth Wooded Estatelands' 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 any new development is well integrated into the surrounding landscape and maintains greenspace between the edges of the Norwich urban area and adjacent villages and conserves and enhances the landscape setting of Norwich. While landscape character evidence informs the detailed assessment of proposals, the justification for the Local Green Gap is primarily driven

5. VISION OBJECTIVES AND LAND USE POLICIES

by the spatial context. Changes to landscape character, including the construction of the Broadland Northway, do not alter the continuing need to prevent coalescence between Norwich and Horsford.



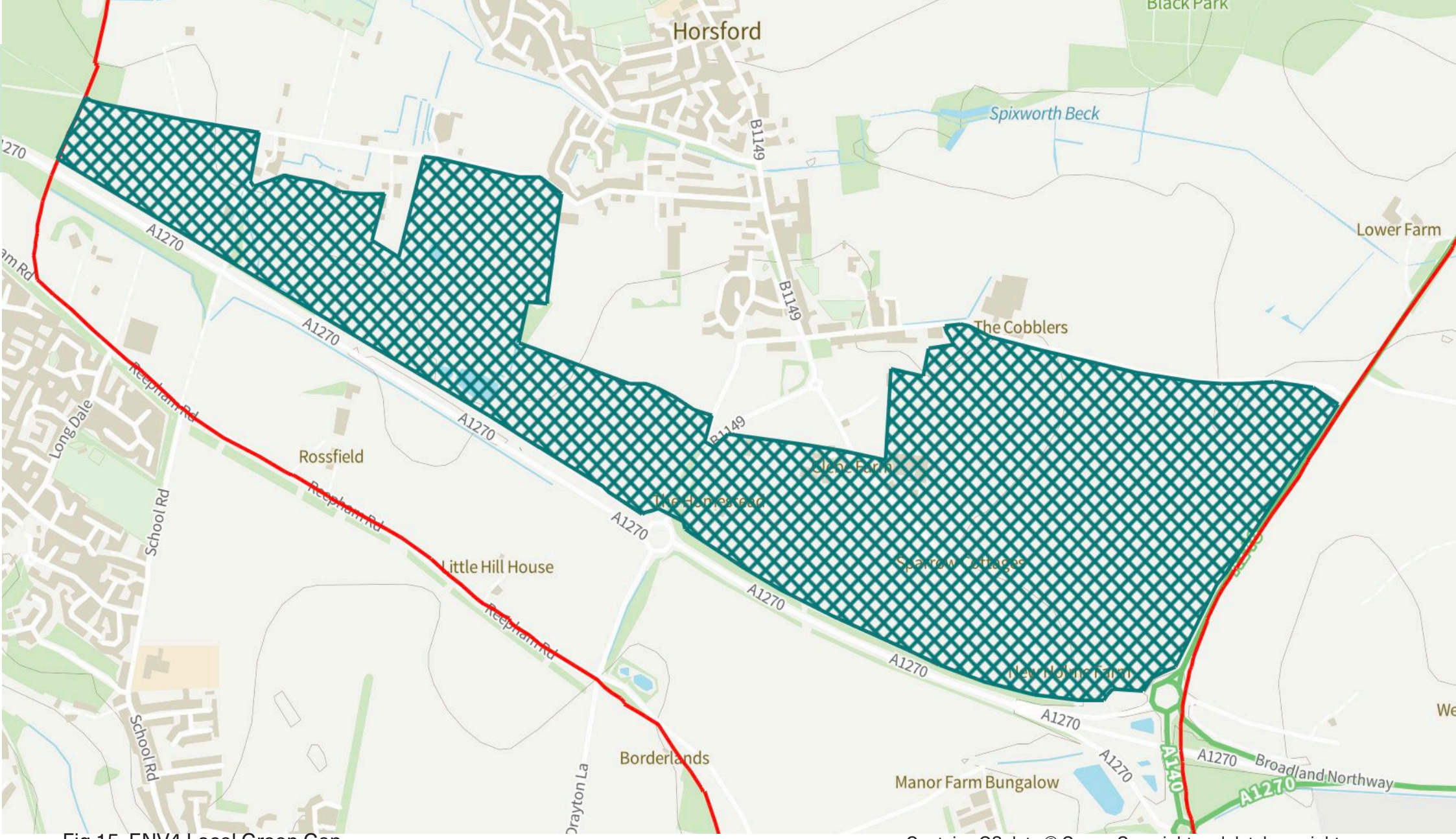


Fig 15. ENV4 Local Green Gap

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.

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, but this is already provided for through national decision-making policies. The policy has been retained from the made Neighbourhood Plan.



5. VISION OBJECTIVES AND LAND USE POLICIES

POLICY BUS1: NEW AND EXISTING BUSINESS

A. The Neighbourhood Plan identifies an acknowledged need for the provision of a new or expanded supermarket or convenience store to meet the needs of the Parish, and to reduce additional journeys out of the village. This should inform the application of national decision-making policies on the principle of development within and outside settlements and rural business development.

B. The Neighbourhood Plan defines existing business premises, as shown on the Policies Map, for the purpose of applying national decision-making policies on meeting the need for business land and premises and rural business development.

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. The village is currently served by a relatively small Co-op foodstore on Holt Road which provides an important local convenience function but does not offer the range or scale of provision associated with a larger supermarket. Planning permission has previously been granted for the relocation and expansion of this store to provide improved retail provision within the village, but the scheme has not been implemented. The need identified by the previous Neighbourhood Plan therefore remains relevant. Providing a new or expanded foodstore within Horsford would improve access to a wider range of everyday goods locally and help reduce the need for residents to travel to larger supermarkets outside the village, particularly for their main food shopping. The policy therefore establishes that meeting this identified need should be treated as a positive consideration when determining proposals for a new or expanded supermarket or convenience store, including proposals on suitable sites outside the settlement boundary where national policy allows for such development.

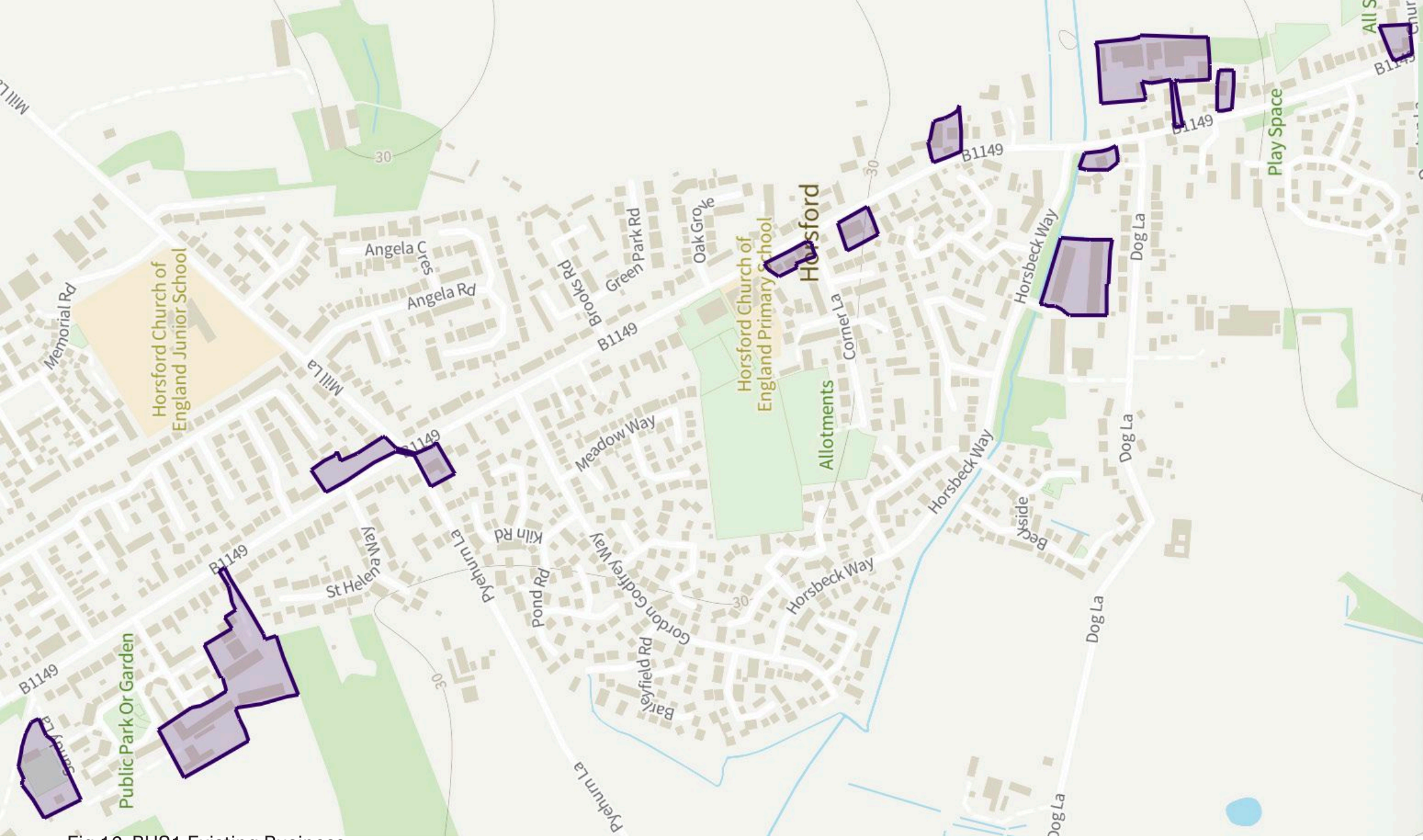


Fig 16. BUS1 Existing Business

BUS1 Existing Business

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5. VISION OBJECTIVES AND LAND USE POLICIES

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.

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.

5. VISION OBJECTIVES AND LAND USE POLICIES

INFRASTRUCTURE

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



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. 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

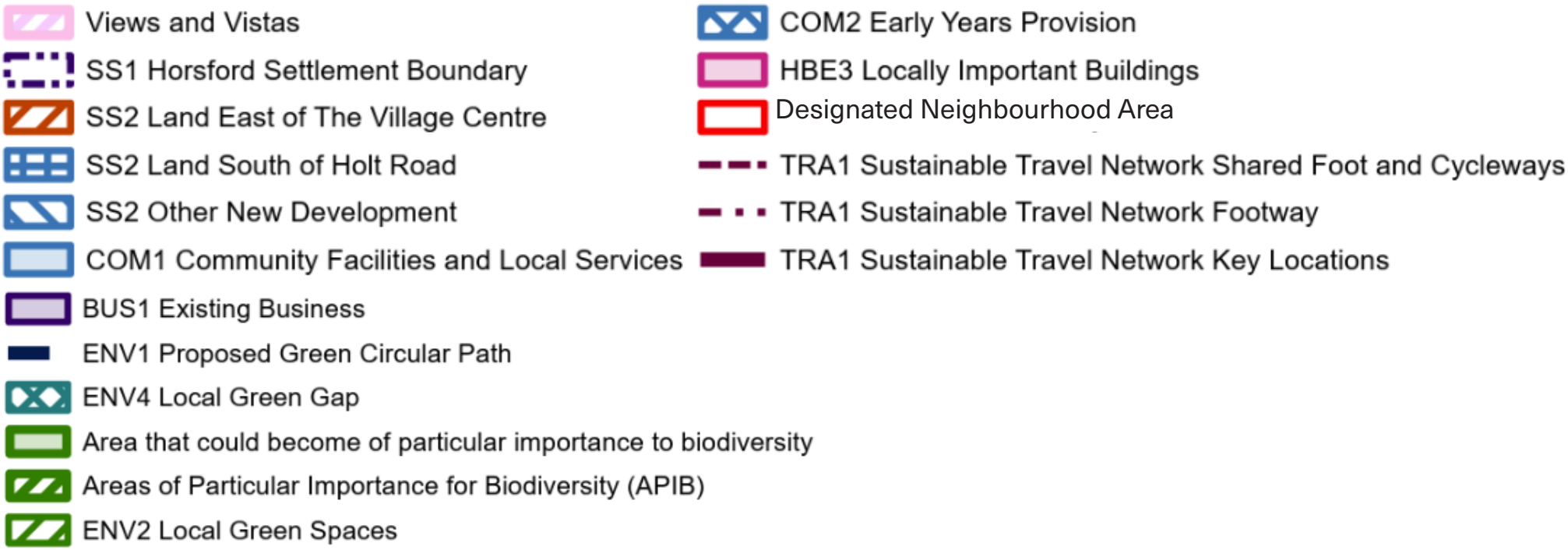
Following on from the successful installation of a Puffin Crossing at the Mill Lane/Holt Road junction, there is a strong desire for a similar crossing to replace the current pedestrian crossing outside of the Primary School on the Holt Road.

iii. No Right Turn, Church Street/Holt Road

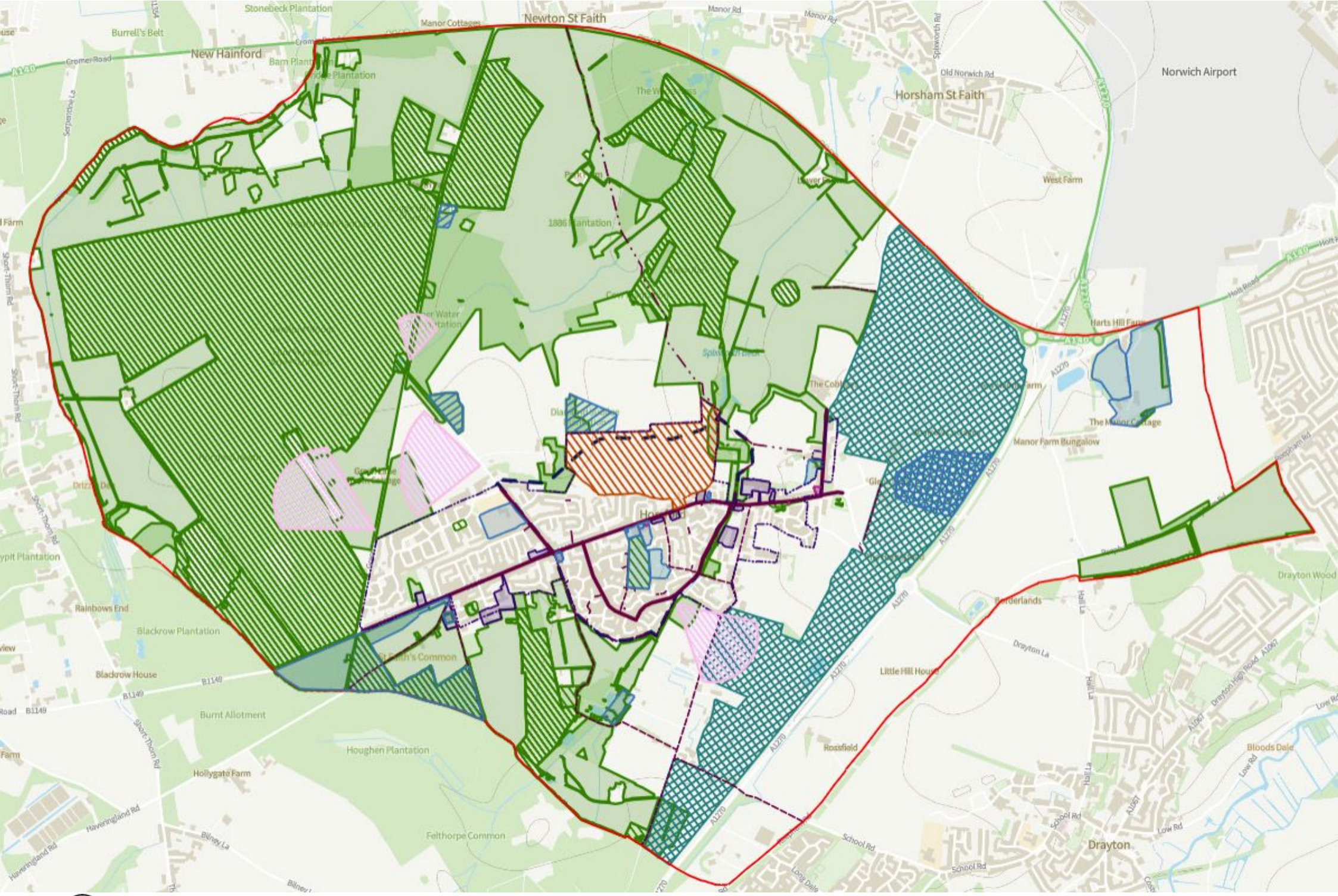
This is considered to be a dangerous junction where cars coming from Brewery Lane are competing with cars emerging from Church Street to get out onto the Holt Road. When the new development opposite was built, the bus stop was moved closer to Church Street and cars start queuing back to the Brewery Lane 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 the next page.
An interactive Policies Map is also available online
at: https://futurehorsford.co.uk/regulation-15-consultation/policy-map/



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Newton St Faith
New Hainford
Horsham St Faith
Norwich Airport
Drayton
Felthorpe Common
Houghen Plantation
Burnt Allotment
Blackrow Plantation
Rainbows End
Bladcrow House
Hollygate Farm
Rossfield
Little Hill House
Manor Farm Bungalow
Harts Hill Farm
West Farm
Drayton Wood
Bloods Dale
Cromer Road
Holt Road
Drayton High Road
School Rd
Low Rd
Drayton La
Short Thorn Rd
Havermingland Rd
Billney La
Manor Rd
Old Norwich Rd
A1270
A1067
B1149

APPENDIX A: HORSFORD DESIGN GUIDANCE AND CODES



Horsford

Design guidance and codes

September 2023

Delivering a better world

Quality information

Prepared by	Checked by	Approved by
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Revision History

Issue no.	Issue date	Details	Issued by	Position
1	06.07.2023	Draft Report	Nicholas Pascalli	Graduate Urban Designer
2	27.07.2023	Review	Horsford NP Group	Horsford NP Group
3	22.08.2023	Draft final report	Nicholas Pascalli	Graduate Urban Designer
4	05.09.2023	Review	Locality	Client
5	10.09.2023	Final report	Nicholas Pascalli	Graduate Urban Designer

This document has been prepared by AECOM Limited ("AECOM") in accordance with its contract with Locality (the "Client") and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. AECOM shall have no liability to any third party that makes use of or relies upon this document.

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Introduction

01

1. Introduction

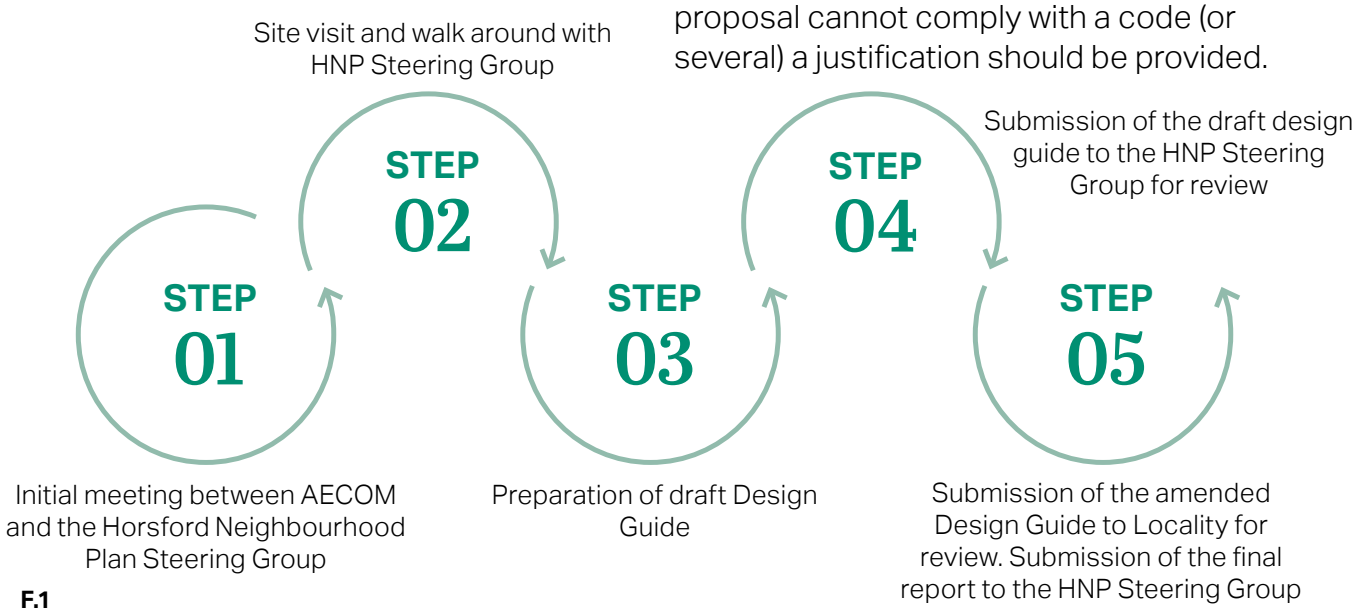
Through the Department for Levelling Up, Housing and Communities Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to Horsford Parish Council in support of the Horsford Neighbourhood Plan. The support is intended to provide design guidance and codes based on the character and local qualities of the parish to help ensure future development, particularly housing, complements Horsford's existing character.

1.1 About this document

This document sets out design guidance and codes based on the existing features of Horsford and aspirations of the local community. The design guidance and codes are intended to sit alongside the Neighbourhood Plan to provide guidance for applicants preparing proposals in the area and as a guide for the Neighbourhood Plan Steering Group and Broadland District Council when considering planning applications. It sets out the design expectations for proposals within the neighbourhood area and ensures that they will consider Horsford's key defining characteristics.

What is Guidance versus Codes?

Design guidance identifies how development can be carried out in accordance with good design practice. Design codes are requirements that provide specific, detailed parameters for development. Proposals for development within the neighbourhood area should demonstrate how the design guidance has informed the design and how the design codes have been complied with, where a proposal cannot comply with a code (or several) a justification should be provided.



F.1

Figure 01: Steps undertaken to produce this document.

1.2 Overview of Horsford

Horsford Parish is located within the Broadland District of Norfolk approximately 6 miles north of Norwich. Historically recorded in the Domesday Book, the name "Horsford" is said to derive from either the small stream Hor that flows through the village (translated from Old English to mean 'ford over the Hor' or 'Ford for Horses') or from Saxon origins by the name of Horsa.

The A1270 Broadland Northway runs east–west through the south of the parish and links Norwich Airport to the north of the city. North–south connections to Norwich and Holt is provided by the B1149.

The nearest railway station is Norwich Station located approximately 7 miles south of Horsford. There are half-hourly daytime buses from Monday to Saturday connecting the neighbourhood area to Norwich and Long Stratton.

The surrounding landscape and its proximity to the village is a valuable asset to the neighbourhood area's character. There is also a scattering of listed buildings and scheduled monuments within the parish. Amongst the oldest buildings within the parish is All Saints Church, which is Grade II* listed.

Horsford village hall offers recreational spaces inlcuding football pitches, play areas, a MUGA (Multi Use Games Area) and a new cafe. Shops include a Co-Op with a Post Office, a butchers, bakery, barbers and hairdressers, a convenience store and a farm shop that provides outdoor summer entertainment. For food options there is the Dog Inn Pub, one restaurant and multiple takeaways. There is also a Doctors' surgery, pharmacy and the Horsford C of E VA Primary School.



Figure 02: The Grade II* Parish Church of All Saints.



Figure 03: Horsford village hall.



Figure 04: Village buildings backed by surrounding woodland.

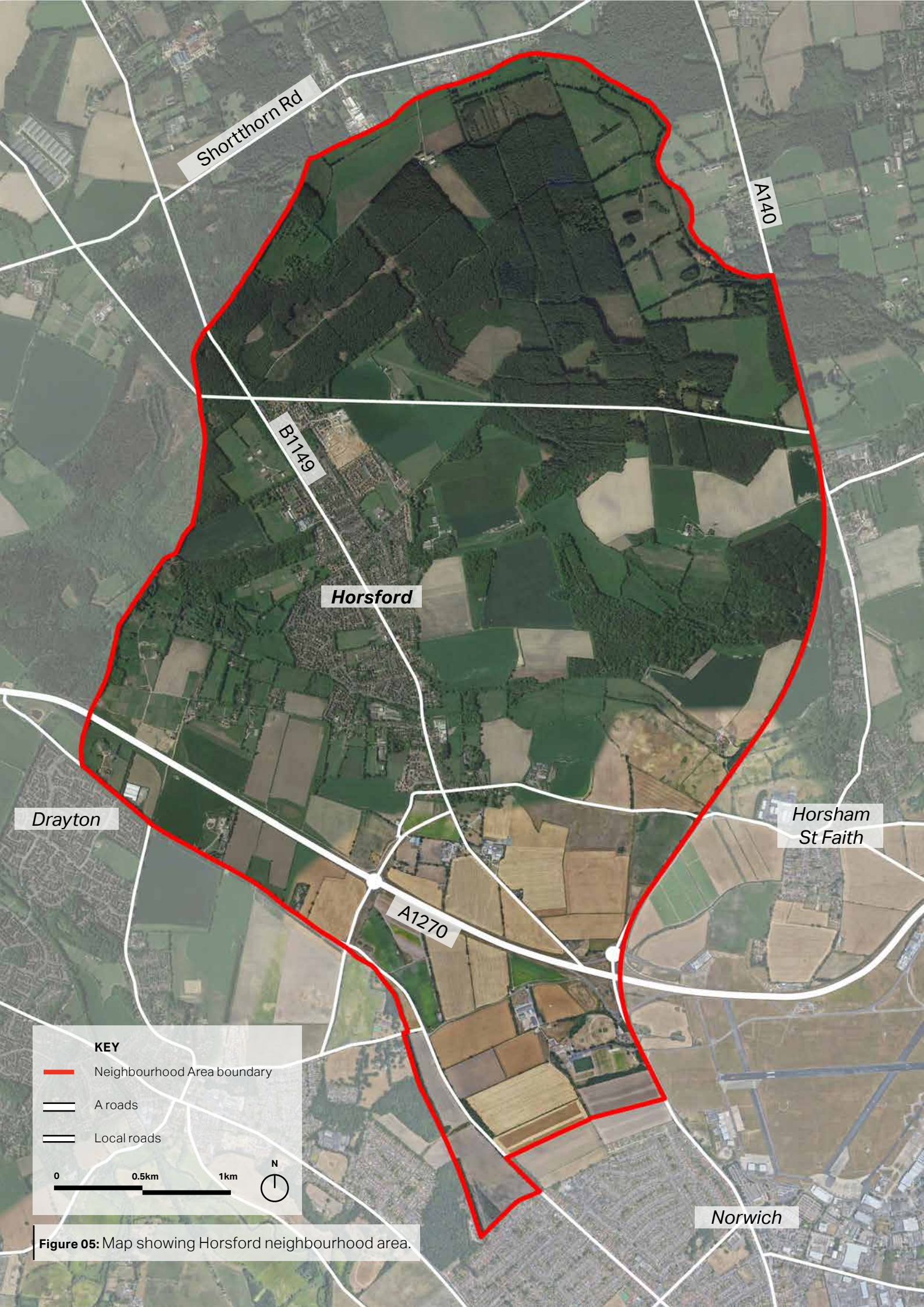


Figure 05: Map showing Horsford neighbourhood area.

1.3 Heritage

The parish of Horsford has nine listed buildings including:

A. Corn Mill, 32 metres North of Mill House (commonly known as St. Helen Mill)
B. Horsford Hall
C. Horsford War Memorial
D. Little Orchard
E. Lower Farm House and Attached Barn
F. Parish Church of All Saints
G. Poplars Farm House
H. The Dog Public House
I. The Lindens

The above are all Grade II listed buildings except for the Parish Church of All Saints that is Grade II* listed.

In addition to the listed buildings, there are also scheduled ancient monuments and nationally important archaeological sites, including Horsford Castle and two round barrows on Horsford Heath.



Figure 06: The Lindens (Grade II).



Figure 07: Horsford Hall (Grade II).



Figure 08: The Dog Public House (Grade II).

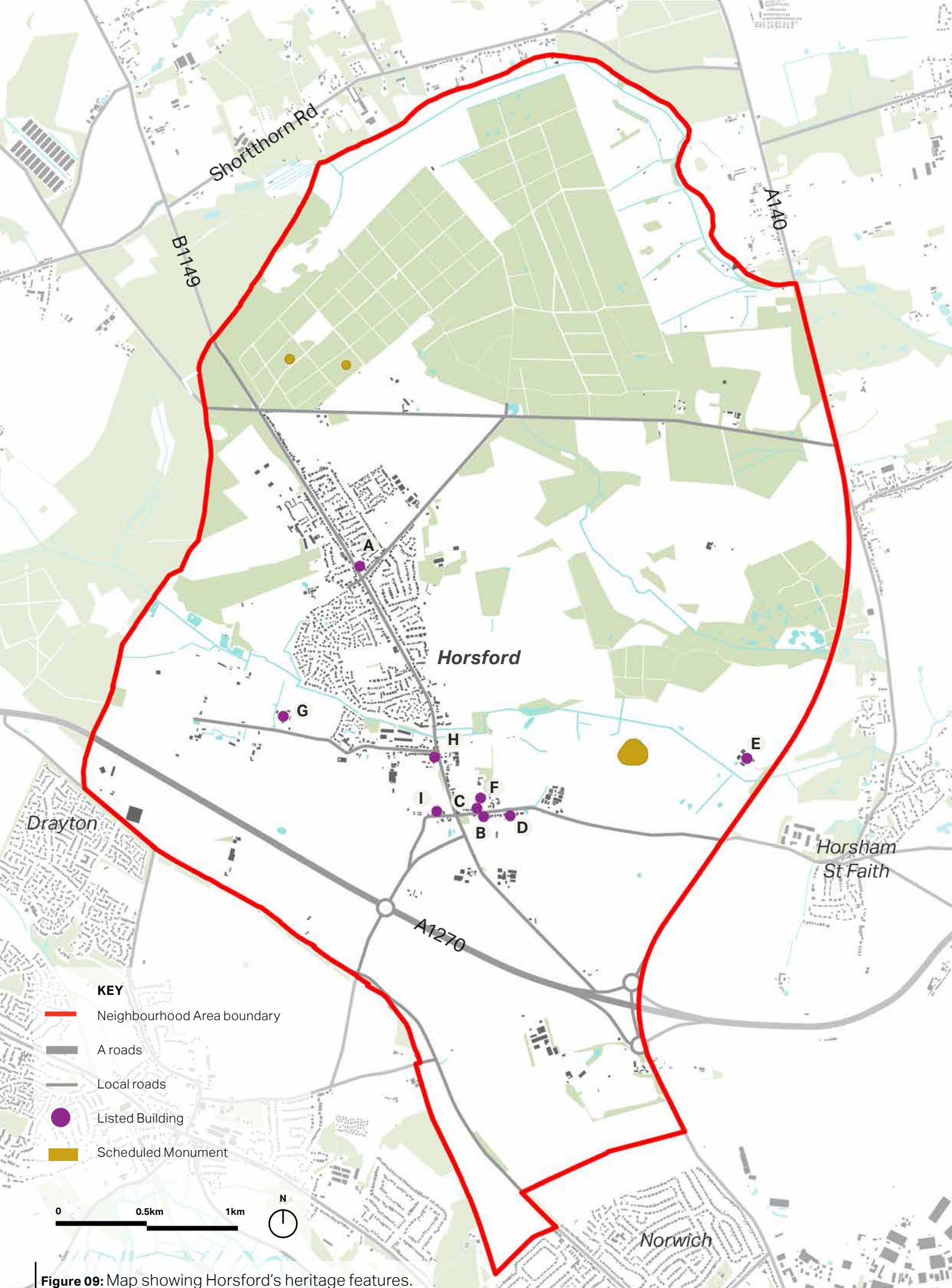


Figure 09: Map showing Horsford's heritage features.

1.4 Surrounding landscape

The parish of Horsford is set in a landscape that has a relatively flat topography, in line with the simple plateau landscape character of the River Bure upper side slopes. The only variations can be seen where tributaries of the River Bure and Wensum cut into the topography.

The area was once mainly heathland, but over the years the landscape has changed and is now a mixture of arable farmland, old deciduous woodland and recent coniferous plantations.

The northern and southern areas bordering the village are characterised by large rectangular arable fields framing the woodland. Woodland cover is more sparse towards the centre of the parish, where small arable fields are interspersed with small-scale industrial units and isolated 20th century residential developments.

The countryside landscape is characterised by its distinctive surrounding woodland. This results in views within the neighbourhood area boundary being strongly contained by woodland, and similarly, prominent views of woodland towards the area from surrounding settlements.

A network of footpaths, cycle routes and bridleways traverse the area, including a national trail west of Horsford – Marriott's Way. The proximity of access to the landscape from the village can result in greater wellbeing for the residents of Horsford and is a key defining feature of the parish.



Figure 10: Example of a gateway to the surrounding landscape.



Figure 11: A public footpath connecting Horsebeck Way and Dog Lane.



Figure 12: Public footpath traversing beside arable farmland and a tributary of the River Bure.

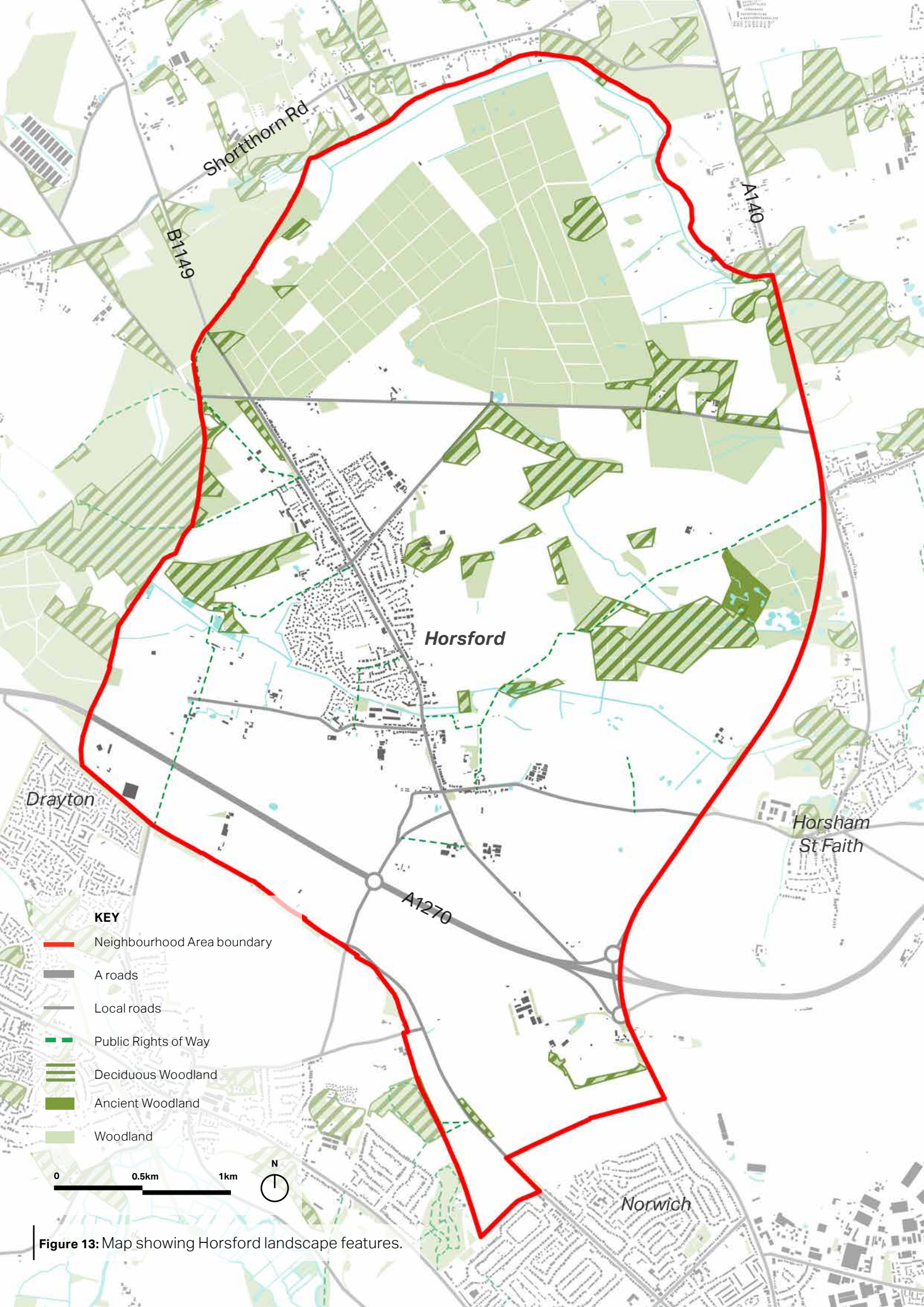


Figure 13: Map showing Horsford landscape features.

1.5 Flood risk

Horsford sits on mostly flat land adjacent to the tributaries of the River Bure.

Flooding risks (as defined on the Environment Agency's flood risk mapping) are located only along the tributary adjoining areas. Flood risk in these areas are mostly classified as zone 2, but there are some localised areas where flood risk zone 3 is prevalent.

Flood zone 2 along the tributary mostly impacts development south of Horsbeck Way. Flood zone 3 areas are currently occupied by fields where no development is present.



Figure 14: Tributary of the River Bure, located in flood risk zone 2 along Horsbeck Way.



Figure 15: Flood risk mitigation measure taken within a field located in flood risk zone 2.



Figure 16: Tributary of the River Bure going through arable land not located within a flood risk zone.

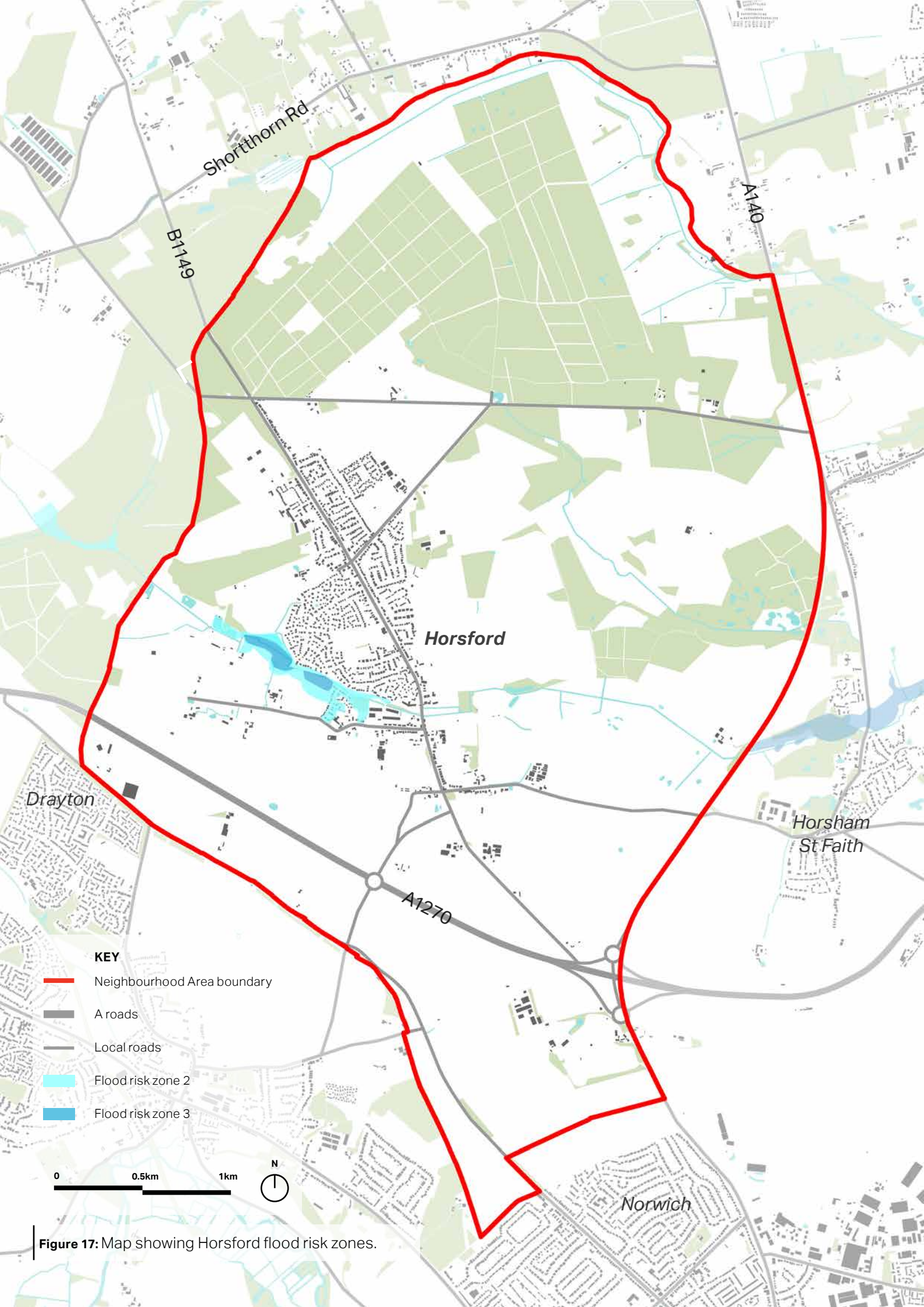


Figure 17: Map showing Horsford flood risk zones.

1.6 Community engagement

A community consultation event took place in May 2023 to seek views and opinions concerning the design of housing in the Horsford neighbourhood area.

A set of three poster boards were provided by AECOM and presented at the event with an image showing a development example and two columns for residents to list what they liked and disliked about the example.

Residents were asked to closely consider the following:

- Building appearance
- Materials and architectural features
- Relationship with surrounding context and other buildings
- Building heights
- Garden space
- Public and open space
- Boundary treatments
- Parking arrangement
- General feel of place
- Pedestrian and cycle-friendly design



Figure 18: Example 1 of development to consider featured on a consultation poster board.



Figure 19: Example 2 of development to consider featured on a consultation poster board.



Figure 20: Example 3 of development to consider featured on a consultation poster board.

1.6.1 Findings

Feedback from the event is summarised below and has informed the design guidance and design codes presented in Chapter 2 of this Design Guide.

Example 1 findings

Most frequent comments	The buildings are placed **too close** to each other, resulting in a **higher density** than is desirable for residents.	The palette is **not in keeping** with other homes in the village, especially considering the **colour of brick** used.	Concerns of **available parking provision** and potential threat of **increased street and verge parking**.
Less frequent comments	Positive comments of the amount of **greenery**, especially inclusion of **trees**.	Positive comments of the building style, specifically the **design individuality**.	Buildings potentially **too tall** concerning the roofline and attic loft conversions.

Example 2 findings

Most frequent comments	A serious concern that the architectural style, colours and materials are **not fitting for a village atmosphere**.	The **size of the garden** and **lack of open greenery and especially trees** is not sufficient nor fitting to environment.	Concerns of **available parking provision** and potential threat of **increased street and verge parking**.
Less frequent comments	There were some who enjoyed the **modern design**, especially the **build quality**.	**Layout and setback** of the building is concerning and **limits movement**.	Positive feedback towards the **accessibility to the countryside**.

Example 3 findings

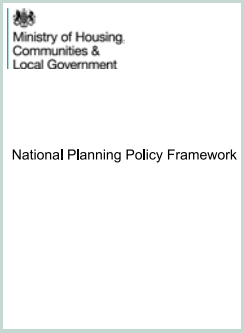
Most frequent comments	Significant number of positive comments towards the **availability of open green space** and **proximity to woods**.	Concern of **individuality of house design** relating specifically to the identity of Horsford.	Positive comments about the **materials used**, but negative comments about the **copy and paste architecture style**.
Less frequent comments	Positive comments about the **distance between houses** and **boundary treatment**.	Concerns of **available parking provision** and **street only parking**.	Concerns of movement, specifically the **lack of a bicycle path**.

1.7 Planning policy and guidance

This section outlines the national and local planning policy and guidance documents that have influenced this design guide and codes.

1.7.1 National Planning Policy & Guidance

2021 National Planning Policy Framework - Department for Levelling Up, Housing and Communities



Relevant national planning policy is contained within the National Planning Policy Framework (NPPF, July 2021). The NPPF was updated in July 2021 to include reference to the National Design Guide and National Model Design Code and the use of area, neighbourhood and site-specific design guides. Paragraph 126 states that: "the creation of high quality buildings and places is fundamental to what the planning and development process should achieve and outlines that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."

2019 National Design Guide - Department for Levelling Up, Housing and Communities



The National Design Guide sets out the government's ten priorities for well designed places and illustrates how well-designed places can be achieved in practice. The ten characteristics identified includes: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan. The Guide also reinforces the National Planning Policy Framework's objective in creating high quality buildings and places. The document forms part of the government planning practice guidance.

2021 National Model Design Code - Department for Levelling Up, Housing and Communities



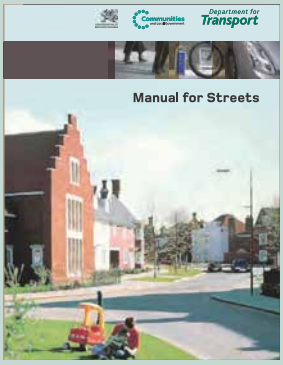
The National Model Design Code provides guidance on the production of design codes, guides and policies to promote well-designed places. It sets out the key design parameters that need to be considered when producing design guides and recommends methodology for capturing and reflecting views of the local community..

Building for a Healthy Life - Homes England



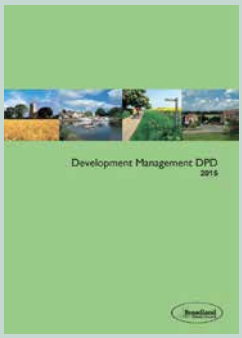
Building for a Healthy Life updates Homes England's key measure of design quality as the national housing accelerating body. The document sets out 12 considerations for creating integrated neighbourhoods distinctive places and streets for all. While it is not part of the national policy, it is recognised as best practice guidance and design tool in assessing the design quality of developments.

2007 Manual for Streets - Department for Transport



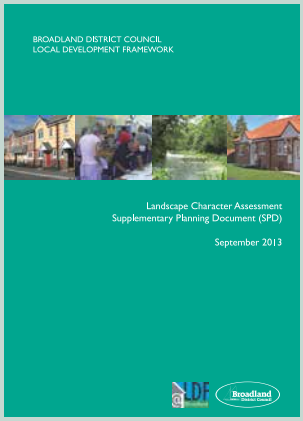
Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts and promote active travel.

Development Management DPD - Broadland District Council



Adopted in 2015, the Development Management DPD aims to further the objective set out in the National Planning Policy Framework and the Joint Core Strategy and forms part of the Broadland District Council Development Plan. It sets out generic policies that are to be applied throughout the Broadland planning authority area.

2013 Landscape Character Assessment Supplementary Planning Document (SPD) - Broadland District Council



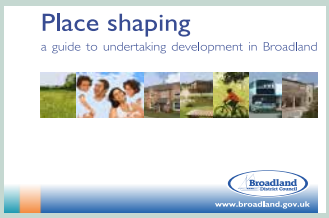
The Study covers the District excluding the Broads Authority Executive Area, for which the Broads Authority are the local planning authority, and the more built up parts of the district close to Norwich because of their urban nature. Furthermore, it updates the previous Landscape Character Assessment (1999) in accordance with the current guidance..

Greater Norwich Joint Core Strategy - Broadland District Council, Norwich City Council and South Norfolk Council



The Joint Core Strategy is part of the development plan. Adopted in 2011, the Joint Core Strategy sets out the spatial planning framework for Greater Norwich up to 2026 and forms part of Broadland District Council's Local Development Framework. It includes a spatial framework and area-wide policies covering matters such as addressing climate change, promoting good design and housing delivery in addition to more place-specific policies. It should be noted that the Joint Core Strategy will be replaced by the Greater Norwich Local Plan once it has been formally adopted. The new Local Plan will cover the period up to 2038.

2012 Place shaping - Broadland District Council



This guide was produced by the Building Research Establishment (BRE) in 2012 on behalf of Broadland District Council. It is intended to help developers, officers and communities in their role as place shapers of new development. It is a reference document that provides advice on how new development can be sustainable, well-designed and cost effective.

1.8 How to use this document

This Design Guide will be a valuable tool in securing context-driven, high-quality development within Horsford. They will be used in different ways by different actors in the planning and development process.

What follows is a list of actors and how they will use the design guidelines:

Potential users	How they will use the design guidelines
Applicants, developers, & landowners	As a guide to the community's and the Local Planning Authority's expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Local planning authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guide should be discussed with applicants during any pre application discussions.
Horsford Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guide is complied with.
Local Horsford organisations	As a tool to promote community-backed development and to inform comments on planning applications.



Codes to promote good design in Horsford

02

2. Design guidance & codes

This section outlines the positive physical, historic and contextual characteristics of Horsford and how these features should be factored into new development or retrofit of existing buildings.

2.1 Introduction

This Design Guide has been created to inform residential development coming forwards in the neighbourhood area, including proposals for new residential development as well as alterations and extensions to existing homes.

It is important that full account is taken of the local context and that the new design embodies the 'sense of place' and also meets the aspirations of people already living in that area.

Therefore, the general design guidelines that should be present in any design proposal are:

– Respect the existing settlement pattern of the area to preserve the local character;

– Respect and preserve the landscape within and around the parish;

– Aim for high-quality design that reflects and respects the local vernacular of the area;

- Respect listed and locally significant buildings and designations within the site;

– Aim for innovative design and eco-friendly buildings while respecting the architecture of the area.

– Integrate with existing paths, streets, circulation networks and reinforce or enhance the established character of streets, greens and other spaces;

– Harmonise and enhance the existing settlement in terms of physical form, architecture and land use;

– Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other; and

– Incorporate necessary services and drainage infrastructure without causing unacceptable alterations to retained design features such as historical facades.

2.2 Horsford design guidelines and codes overview

This section introduces a set of design codes that are specific to Horsford Parish. These are based on:

- Baseline analysis of the area in Chapter 1;
- Understanding national design documents such as National Design Guide, National Model Design Code and Building for Healthy Life which informed the principles and design codes; and
- Discussion with members of the Neighbourhood Plan Steering Group and feedback from the community event and previous community surveys.

Theme	Code
Rural character	RC.01 Settlement pattern
	RC.02 Layout & density
	RC.03 Building line
	RC.04 Boundary treatment
	RC.05 Sensitive character
Distinctive local vernacular	VA.01 Architecture variety
	VA.02 Detailed facades
	VA.03 Material & colour palette
	VA.04 Fenestration
	VA.05 Height & roofline
	VA.06 External Features
Landscape, nature & open space	NA.01 Siting within the landscape
	NA.02 Views & gateways
	NA.03 Trees & open spaces
	NA.04 Agricultural heritage
	NA.05 Biodiversity

Theme	Code
Connectivity, access & movement	CM.01 Setbacks
	CM.02 Parking
	CM.03 Wayfinding & legibility
	CM.04 People-friendly streets
	CM.05 Public rights of way
Infill development	ID.01 Tandem development
	ID.02 Development along the building line
	ID.03 Regard for context
	ID.04 Building heights
	ID.05 Movement, access & refuse
Sympathetic conversions & extensions	CE.01 Scale
	CE.02 Placement
	CE.03 Typology
	CE.04 Facade treatment & vernacular details
	CE.05 Roofline

2.3 Rural character

Forthcoming development within Horsford should consider and respond sensitively to the neighbourhood area's rural character.

Key contributions to this rural character can be attributed to Horsford's historic linear settlement pattern along the B1149, the informal layout of buildings and its low density. Any significant changes to these could be detrimental to the core character and identity of Horsford and is thus a key focus of this design guidance theme.

Additionally, the rural character can be supported from the streetscene through the slight staggering of the building line, the use of boundary treatments that are fitting with rural villages, such as low brick and flint walls and a defined hedgerow, and the consideration of the sensitive character especially concerning historic and significant local buildings.

The following guidance and codes should be considered by development:



Figure 21: High fencing obstructing views to the locally significant and Grade II listed The Dog Inn.



Figure 22: Example of a strong uniformity in building line, roof height and spacing between buildings.



Figure 23: The Lindens is a good example of sensitive rural character such as in its setback, boundary treatment and permeable paving.

Code	Rationale	Implementation
RC.01 **Settlement pattern**	*New housing may be established within the centre or at the edges of the settlement. it is imperative for development to understand and respond to the streets and wider village development pattern so as to not undermine the existing rural character of Horsford.*	• Horsford has a linear pattern of development along the north–south B1149 and a semi-circle pattern of development west of the B-road. New development should follow this established pattern and reflect the organic layout and appearance where individual dwellings have been added over time in an incremental fashion. Development should not branch out of this defined village boundary so as to significantly alter the rural settlement pattern of Horsford. • Cul-de-sac development of varying sizes are prominent throughout Horsford. Any new cul-de-sac development should be relatively short and provide onward pedestrian links for a more connected and permeable settlement.
RC.02 **Layout & density**	*Different types of development may be appropriate for different areas of the village depending on the uses, density and heights of the existing buildings. Any notable changes in layout and density to an area could impact part or the whole of the village's rural character.*	• New development must demonstrate an understanding of the scale, building orientation, enclosure and facade rhythm of its surrounding built environment to respect the informal layout of Horsford's rural character. • New dwellings should have similar spacing between buildings to that commonly found on the street frontage. Where houses are terraced, the new development should normally adjoin the adjacent property or properties. • Densities should reflect the settlement's rural character and reference the density of existing development within the village. The edge of the village should maintain a lower density with regular breaks designed into all new development to increase visual permeability.



Figure 24: Example of the established linear development along the B1149 (red dotted) and development that negatively impacts this settlement pattern of Horsford (yellow dotted).

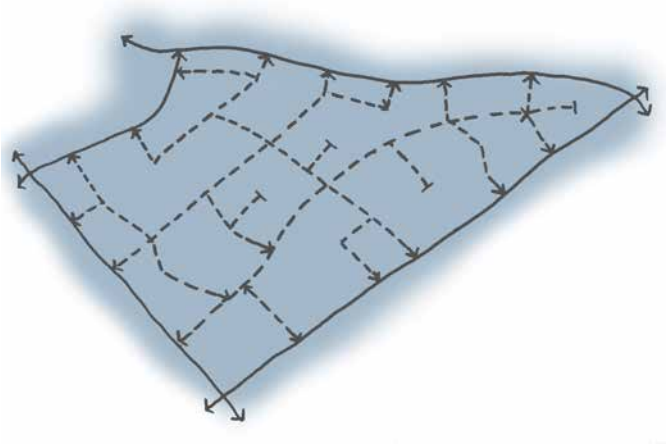


Figure 25: Indicative diagram of a connected layout with short cul-de-sac development that maintains permeability and a consistent density.

Code	Rationale	Implementation
RC.03 **Building line**	*The building line, especially along major axis streets such as the B1149, should be consistent to reinforce a coherent design and uniformity of development.*	• The building line along any street should be consistent and form a unified whole but still allow for subtle variations in the form of recesses and protrusions. This provides variety and movement along the street. • New development should be oriented front facing and parallel to the street with slightly staggered setbacks as is reminiscent of the existing rural character of Horsford. Where new development would require a different orientation so as to best benefit from solar gain, the street-facing elevation should be active and positively contribute to streetscene.
RC.04 **Boundary treatment**	*Boundary treatments are an opportunity to provide uniformity to the existing built environment and enhance the rural character of Horsford through new development.*	• New development must identify existing boundary treatments in the context of the site and consider appropriate boundaries for new development to ensure integration with the existing context. • Proposed boundary treatments must reflect locally distinctive forms and materials, such as low brick and flint walls or well defined hedgerow. Tall fences that obscure sight lines between buildings should be avoided.
RC.05 **Sensitive character**	*If not planned correctly, new development can have a detrimental affect on the heritage setting formed by the built and non-tangible (experiences of tranquillity, for example) qualities of the rural character of Horsford.*	• Future development should respond to the rural non-tangible character of the settlement. Proposals should consider how the tranquillity of Horsford can be protected, and where there could be a detrimental impact, include appropriate mitigation measures. • New development must respect and respond to the historical context, particularly listed buildings, and should respect the scale, mass and form of its surrounding context. This can include implementing both sensitive modern and traditional designs, though it is advised to seek pre-application advice from the local planning authority. • New development should use permeable paving finishes, and limit hard surfacing as much as possible.



Figure 26: Positive examples of boundary treatment in Horsford, including low brick and stone walls and a defined hedgerow.



Figure 27: Slightly staggered but consistent setback and orientation within Horsford.

2.4 Distinctive local vernacular

Horsford has a distinctive architectural vernacular that should be referenced in all future development to support cohesion, uniformity and overall good housing design.

The vernacular can be divided into categories of roofs, fenestration and facades that are further subcategorised into a colour and material palette. This sets a standard of style, quality and individuality that is already present in Horsford and which should be preserved and enhanced by the considerate design of new development.

There is also a range of a strong architectural variety with a mix of housing typologies, roof designs, neighbouring facades of brick, render, exposed timber frame and rubble flint walls and a scattering of historic buildings with architecture features dating back to the 13th Century. New development should build upon the existing variety and interpret the local vernacular in a sensitive and complementary way to reinforce Horsford's distinct identity.

The following guidance and codes should be considered by development:



Figure 28: Distinctive local vernacular showing a positive reference of fenestration, roofs and facade detailing.



Figure 29: Development that offers a good variety of vernacular style, mass and roof type.



Figure 30: Development that does not adequately reference Horsford's vernacular palette and does not have a distinctive style.

Code	Rationale	Implementation
VA.01 **Architecture variety**	*Creating variety and interest in architecture style is an important element in the design of distinctive and attractive places. Including a range of typologies also encourages a greater range of residents to settle in the area across multiple generations.*	• New development should complement the village's existing architectural variety by providing variation in built form, typology and style. This includes, for instance, a mixing of bungalows and two-storey houses. • The built form, typology and style of all new developments should conserve and enhance the distinctive local character and heritage of the village, with particular consideration of building design along the B1149, surrounding the Parish Church of All Saints and within immediate context of any other listed or locally significant buildings.
VA.02 **Detailed facades**	*The intricacies of the architectural features and detailing in the Neighbourhood Area are locally distinctive and create a local character associated with Horsford. They provide visual interest and reduce the scale, bulk and overall homogeneousness of building design.*	• Include locally distinctive detailing in the design of new development, drawing on examples outlined in the facades palette (see F.32) and seen on listed buildings within the Neighbourhood Area. However, avoid recreating and mixing historic styles where inappropriate with the surrounding context. • Development involving multiple houses should ensure a variety of detailing is utilised across the development to provide visual interest along the street and avoid homogeneous building designs. • Include detailing on street-facing roofs and facades to minimise the bulk and scale of buildings, for example ornate brickwork around fenestration and across walls.
VA.03 **Material & colour palette**	*The materials and colour palette used throughout Horsford can be a positive reference point for new development and contribute to its distinctive local character.*	• Materials should be of a high quality and reinforce local distinctiveness. Development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment and refers to the outlined material palette (see F.31 and F.32) found throughout Horsford. • Where colour is applied to a building facade, a muted tone should be used which refers to the existing colour palette outlined within the guide (see F.32).
VA.04 **Fenestration**	*A consistent style of fenestration across the site can create a sense of cohesion and uniformity between existing and new developments. Proper implementation of fenestration can also enhance street scenes and improve the overall quality of housing design.*	• New development should reference and complement the existing fenestration present in the area as outlined in the fenestration palette (see F.31), considering the surrounding orientation, proportion and size, symmetry, profile and rhythm. Particular consideration should be focused on window design and reference traditional buildings within the surrounding context or well-proportioned modern windows, for instance installing sash windows where these are present in the surrounding context and replicating muntin design. • Blank facades, especially for corner buildings, should be avoided for street oriented development.

Code	Rationale	Implementation
VA.04 **Fenestration** **(continued)**		• All fenestration, including windows, dormers, entryways, porches and garages, should be aligned at the same base height on the facade. Fenestration height should reference neighbouring buildings to create consistency and uniformity to its surrounding context. • Windows in developments involving multiple houses should have consistent colour, thickness of frame, pane detailing and quality of windows across all facades to create distinct character areas within the village.
VA.05 **Height & roofline**	*Creating variety and interest in the roofscape is an important element in the design of attractive buildings and places. Having a consistent roofline is vital to preserve the view into the village from the surrounding landscape and to ensure contemporary buildings blend into the existing rural village setting.*	• Ensure the height of new development responds to the surrounding buildings, street width and sense of enclosure, topography and mature vegetation. Existing buildings are predominantly one to two storeys in height and new development should follow this precedent. • Ensure the roof design integrates with the surrounding development, with the scale and pitch referencing neighbouring dwellings. • Avoid overly complex and unfitting roof designs by limiting the number of junctions, hips, valleys and dormers to what is observed in the roof palette (see F.31) outlined in this guide. Hipped and gabled roofs are all commonly found within the site, which create an interesting and distinct roof variety which should be considered in future development. • The roofline has a consistent and rhythmic pattern of chimneys throughout the village. These should be preserved and the roofline can be further enhanced with the addition of chimneys in future development. These should use the same materials as the main building and be placed centrally or at either end, although other positioning will be considered if appropriate in its setting.
VA.06 **External Features**	*Modifications to the external building fabric can detract from the overall building design and cohesion with the surrounding context if not integrated sensitively.*	• Gutters should be designed unobtrusively or fitting with the surrounding context and should not detract from the surrounding character. • Security systems, external lighting and satellite additions should be placed discretely to minimise their impact on the streetscene. The direction and brightness of lighting should consider the effects of light pollution on dark skies and wildlife movement at night. • PV panels should be integrated into the roof and, where possible, align with roof and facade fenestration.

Roof



Gable roofs with varying shades of grey slate tiles



Crossed gable roofs with varying colours of red and grey pantiles



Hipped roof with consistent height across neighbouring dwellings



Attached gable roofs of varying heights and mixed colour clay pantiles



Mix of roof types and heights including additions such as a dormer window

Fenestration



Long flat roof dormer casement window with dark grey framing throughout facade



Two evenly spaced shed roof dormer windows with double casement frames



Gable dormer windows of varying sizes inset with white uPVC framed windows



Side by side comparison of wooden and white uPVC window framing



Consistent height of fenestration across multiple facade orientations



White uPVC window with a grid pattern mullion and brick lintel



Colour framed bow window with a patterned grey fascia and diamond muntin pattern



Small gable porches over the entryway in a consistent style to neighbours



Square bay window with dual casement panels and a hipped roof



Bow windows of varying sizes and diamond muntin pattern on upper panes

Figure 31: Architectural detailing and vernacular palette for future development reference.

Facades



Variety of brick colouring including red, brown and sand with darker accent bricks



Single dwellings utilising a variety of facade materiality such as brick and render



Neighbouring dwellings with differing facade colours of white, beige and cream



One of a few examples of a facade featuring rubble flint between red brick



Brick detailing around fenestration including a soldier course curved lintel



Timber framed facade with sand brick nogging in a herringbone pattern



Decorative semi circle render above window with semi circle brickwork



Camber flat arched render lintel above windows on the Horsford Hall facade

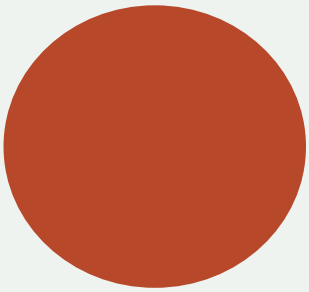


Grey prefabricated weatherboarding aligned with window placement

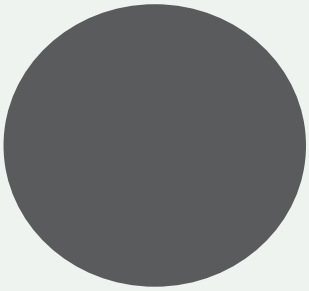


Contemporary use of decorative wood panelling added onto existing building

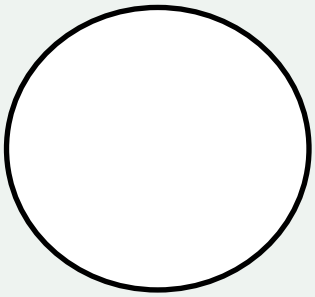
Colour palette



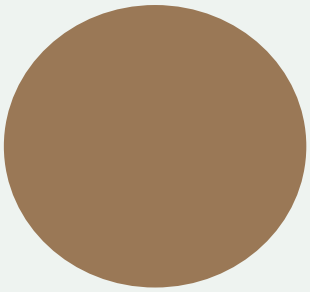
Red brick



Slate grey



White



Tan

Cream

Figure 32: Architectural detailing and vernacular palette for future development reference.

2.5 Landscape, nature & open space

Horsford is largely defined by its surrounding landscape that encloses the village and provides a barrier from Norwich and other nearby settlements.

The relationship between Horsford and nature creates a distinctive natural village that promotes an active, healthy lifestyle, improved mental wellbeing, an attractive identity and opportunities to support increased biodiversity. The consistent views into and out of the village garners a unique identity for Horsford and creates a sense of place. This is further supported by the strong agricultural heritage through scattered settlements of farms and barns located within the countryside.

The immediate access to nature, both visually and as a means for actively traveling through, is a notable benefit for residents and is a key theme to preserve and enhance through this guidance.

The following guidance and codes should be considered by development:



Figure 33: Development that is backed against the treeline with appropriate height, boundary treatments and gaps for increased view visibility.



Figure 34: Open green space and fenced in park overlooked by new development.



Figure 35: Development with boundary treatments that infringe on the site edge without landscape buffering to the surrounding woodlands.

Code	Rationale	Implementation
NA.01 **Siting within the landscape**	*New development often occurs at the edges of a settlement. Development on the edge of settlements plays an important role in defining the interface between the settlement and surrounding countryside. It is key that Horsford's relationship with the surrounding landscape is not disrupted by new development.*	• The landscape setting of the site must be assessed and the design concept of new development must respond to the specific landscape setting within which it is located. • Any new development that threatens the landscape character of Horsford, including the physical and visual connection to the landscape, should be avoided. • Edge of settlement development should gradually transition to the surrounding landscape context by utilising comprehensive landscape buffering implemented along the edge of new developments. Abrupt edges to development with little vegetation or landscaping on the edge of the settlement should be avoided.

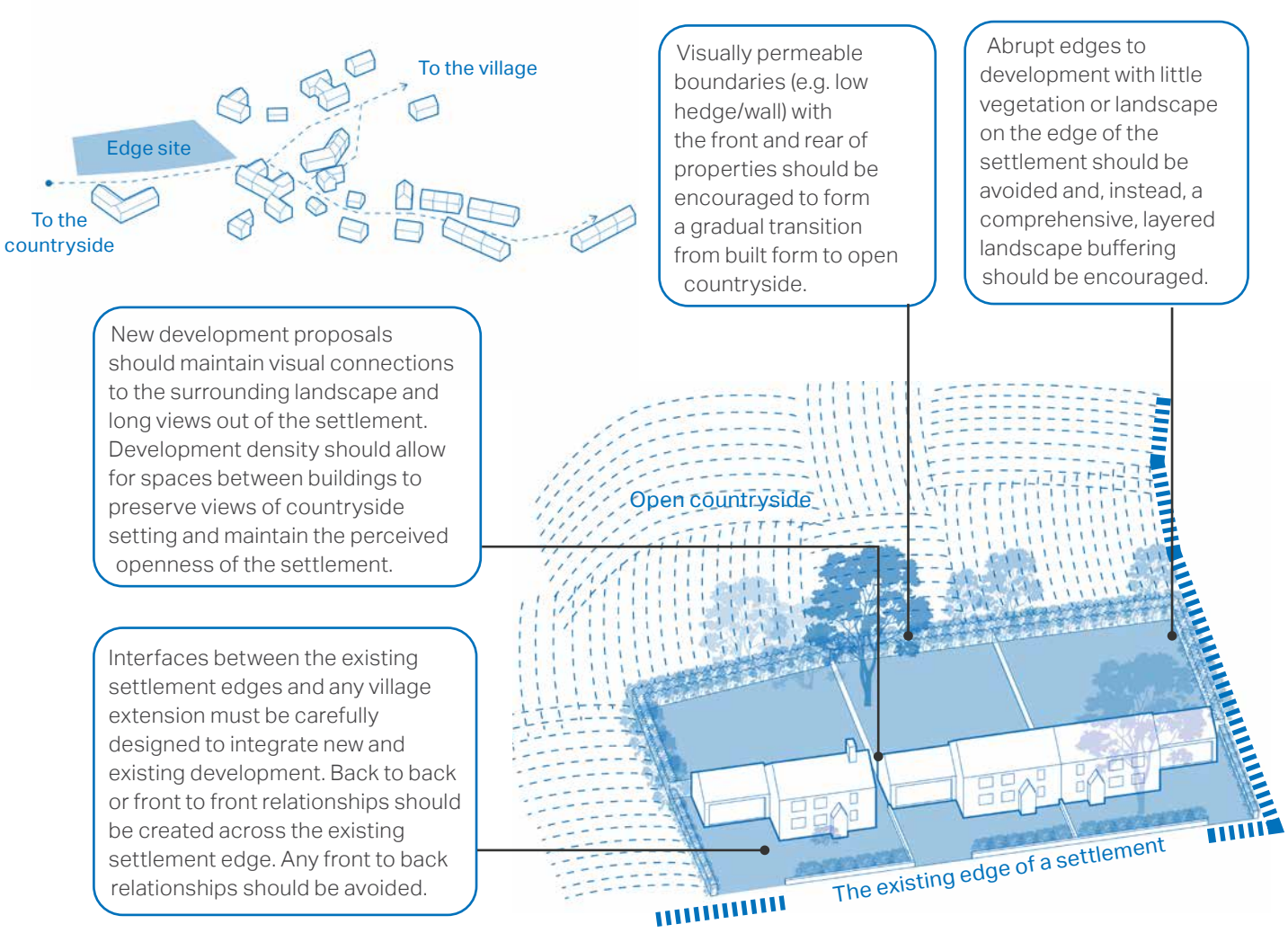


Figure 36:
An indicative diagram highlighting elements of design codes for an edge site.

Code	Rationale	Implementation
NA.02 **Views & gateways**	*Views and vistas towards the countryside from the village are fundamental to the village's landscape and historic setting. Access to this surrounding landscape promotes health and wellbeing and encourages an active lifestyle.*	• Ensure the scale and design of development and boundary treatment, including landscape screening, is not visually intrusive to the surrounding landscape. Consideration to the scale and design of the roofline and preserving and incorporating gaps between buildings is especially important for preserving views to and from Horsford. • Preserve and enhance existing landscape gateways by maintaining and restoring natural wooded corridors and hedgerows leading to and from the village. • Where appropriate, incorporate landscape and built features to create and strengthen views and vistas and potentially help with legibility. For example, mature trees and other landscape features at entrances to the landscape gateways. This can also be achieved through a noticeable change in scale, enclosure or road configuration.
NA.03 **Trees & open spaces**	*It is widely acknowledged that access to nature and green space has an extremely beneficial effect on health and wellbeing. Access to nature and green space provides space for people to exercise and reflect, but also crucial space for interaction and play.*	• Preserve existing mature hedges and trees and incorporate them into the new landscape design where possible. • When planting new trees, canopy size should be considered in order to have the greatest positive impact, for example reducing the overall number of smaller trees and increasing the size of a single tree. Large trees in particular can be used as a landmark to assist in wayfinding and can also provide shaded spaces. • New development in the village should aim to provide access to multifunctional green open space for the benefit of residents and wildlife. These should include small informal and formal areas of play, which are well interspersed throughout the village as well as adequate seating and lighting provisions.
NA.04 **Agricultural heritage**	*Horsford's agricultural legacy is evident through the numerous farmhouses and barns spread across the Parish area. Many of these structures will provide opportunities for modification and reuse which must be done with consideration to the surrounding landscape.*	• New development should preserve the scattered settlement pattern of significant gaps between farmhouses and avoid any new development that resembles ribbon settlement patterns. • Barn conversions and extensions should be designed to match or compliment the existing facade material of the structure and retain evidence of the structure's previous use where possible. • Modifications to the outer appearance of farmhouses and barns must respect or enhance the appearance of the original building and the wider landscape scene.

Code	Rationale	Implementation
NA.05 **Biodiversity**	*Biodiversity is essential for ecologically friendly neighbourhoods and enhancing biodiversity can have positive benefits such as reducing pollution and also creating attractive green features. These implementations will be maintained either by the highways authority (county council) or by the landowner and developer.*	• Consider how the development's layout can create wildlife corridors. For example, the layout of roads, aligning front, back and rear gardens, providing undisrupted gaps to the countryside and connecting green spaces through a green network. • Connecting green spaces with existing water features can reverse the effects of fragmentation on biodiversity as well as have a positive social impact to communities and help to mitigate flooding. • Roadside grass verges, hedges and trees should act as natural buffers and should be protected and incorporated into new developments. • Open space and gardens should be planted and designed with nature in mind, incorporating a range of small-scale biodiversity improvements which may include: nest boxes, bird feeders, bug hotels, hedgehog houses, bat boxes, log piles, pollinator nest sites and wildflower planting. These improvements should be carefully planned and should support native floral and fauna species.

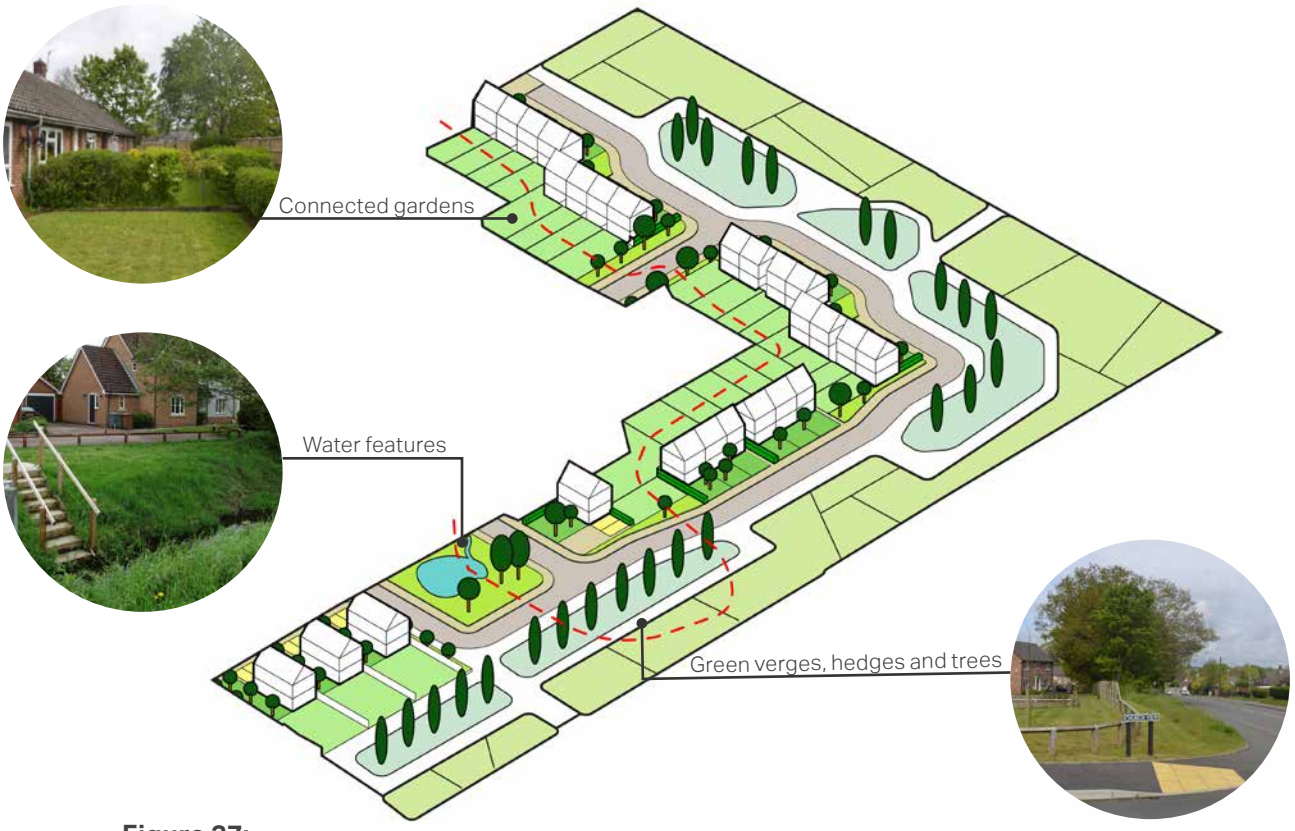


Figure 37:
An indicative diagram of a wildlidfe corridor created by development layout with highlighted examples and opportunities found throughout Horsford.

2.6 Connectivity, access & movement

Horsford has a notable presence of on street parking, resulting in congestion in the village, which has been detrimental to the connectivity, access and movement within the site.

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.

The following guidance and codes should be considered by development:



Figure 38: Significant local landmarks should have preserved viewpoints to aid in distinctive wayfinding.



Figure 39: Development that has inadequate parking provisions leading to pavement parking.



Figure 40: Example of a public footpath connecting roads which should be implemented in future development to increase movement permeability.

Code	Rationale	Implementation
CM.01 **Setbacks**	*Setbacks allow space for greenery, on-plot parking and pavements which all affect movement patterns and general feel of the area. Efficient provision of setbacks can decongest streets and encourage active transport and social interactions with neighbours.*	• Footways should be wide enough for all users including adults with pushchairs, mobility scooter users, wheelchair users etc. The Department for Transport Manual for Streets (2007) suggests that in lightly used streets, the minimum width for pedestrians should generally be 2m. Where routes are to be shared by pedestrians and cyclists, such as between residential areas, widths should be a minimum of 3m - ideally 4m. • Green verges are important to the open feel of the area as well as for pedestrian safety, therefore the existing green verges along the streets should be retained. • Streets must incorporate opportunities for street trees, green infrastructure, and sustainable drainage.
CM.02 **Parking**	*Poorly designed on-street parking can have a detrimental impact on the appearance of the streetscape and safety of pedestrians. Parking within the village is a real and perceived issue and improvements to street parking is a priority for new development.*	• 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. • Detached garages should not be constructed in front of the principle building line. Parking can be covered by a car port if it is located to the side of the building in line with or setback from the building line. • High-quality and well-designed soft landscaping should be used to improve the aesthetics of parking, for instance aligning the hedgerow adjacent to the parking space. Parking spaces integrated within the streetscene should be combined with generous planting to provide screening.
CM.03 **People-friendly streets**	*Ensuring pedestrian safety is critical in order to promote active travel throughout the site.*	• Traffic calming should be achieved by design utilising landscaping, parking and building layout. Avoid using forms of engineered traffic calming like humps, cushions and chicanes. Lane width can vary to discourage speeding and introduce a more informal and intimate character. • Crossing points must be placed at frequent intervals on pedestrian desire lines and at key nodes and incorporate level paving finishes, dropped kerbs and tactile paving for accessible movement through the village. • Junctions must enable good visibility between vehicles and pedestrians. For this purpose, street furniture, planting, and parked cars must be kept away from visibility splays to avoid obstructing sight lines.

Code	Rationale	Implementation
CM.03 **Wayfinding & legibility**	*Signage and way finding techniques encourage sustainable modes of transport, as they make traversing easier by ensuring that routes are direct and memorable.*	• Providing signage around the village showing destinations, travel times for walking and cycling would be beneficial for both visitors and residents • Ensure streets are laid out to encourage connectivity, including direct access to key destinations such as The Dog Inn. Designers should collaborate with adjacent landowners and provide connections to existing and future development areas, particularly via walking and cycling routes. • Local landmark buildings or distinctive building features such as towers or chimneys can aid legibility. • Landscape features, distinctive trees and open spaces can be used as wayfinding aids as well as providing an attractive streetscape and promoting active travel.
CM.05 **Public Rights of Way**	*PRoWs are a key link between areas of the village and to nearby settlements and the surrounding countryside.*	• The existing PRoW network should be protected and promoted, such as Pyehurn Lane, Mill Lane and the PRoW that links Holt Road with Horsbeck Way. • New developments should facilitate outward connections by linking to the existing PRoWs.

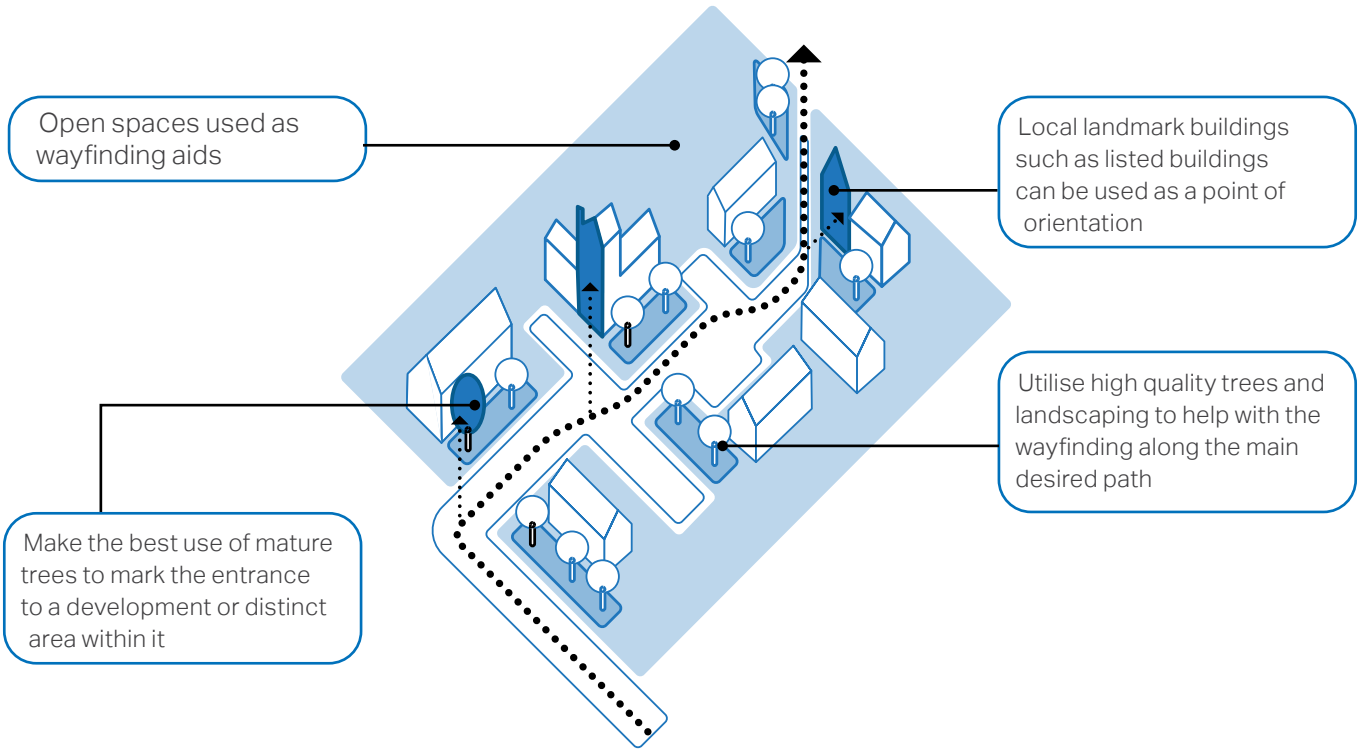


Figure 41: Diagram showing the wayfinding elements in the public realm.

2.7 Infill development

Most new development in Horsford will be through infill sites. Therefore, it is crucial to have guidelines to ensure that all future infill development is designed to positively impact and strengthen the character of Horsford.

Infill development can be detrimental to the layout, density, roofline and views, uniformity and cohesion of the village if not designed with consideration to the surrounding context and the wider village setting. However, good infill design can set a precedent for future development and existing housing to reference, leading to an overall stronger identity and quality of housing as well as providing more homes and access to a wider range of generations to reside in the village. Therefore, infill development should not be resisted but rather encouraged to incorporate good design practices through these guidelines.

The following guidance and codes should be considered by development:



Figure 42: An example of tandem infill development that can be seen from the streetscene.



Figure 43: Example of infill along the building line (right) that disregards its surrounding context.



Figure 44: Backland development that does not offer an adequate variety of options in scale and typology.

Code	Rationale	Implementation
ID.01 **Tandem development**	*Poorly designed tandem development can disrupt the established layout and density that is critical to the rural character of Horsford.*	• Infill proposals set to the rear of the existing dwellings should not be obtrusive in character nor be an overbearing or dominant feature within its overall setting. It should respond sensitively to the scale, massing and architectural style of its immediate surroundings. • Development behind the building line should prioritise respecting neighbours' privacy and access to light by minimising the impact of overlooking and overshadowing. This is achievable through appropriate design interventions including the provision of adequate screening and referencing existing developments for the appropriate proportion of built areas within the plot. • Large-scale backland development behind existing dwellings should be avoided to prevent disruption to the defined settlement pattern and urban levels of density.
ID.02 **Development along the building line**	*Development on the building line will directly face the street and will have a significant impact on the cohesiveness and uniformity of building line, architectural style and boundary treatments.*	• Development fronting an existing street should comply with the existing building line and should have its primary aspect and windows facing the street. • Plot infill should largely respect the existing setback if there is a standard street edge. Where there is no standard street edge, infill development should provide a setback that is fitting with the village as seen in existing development.

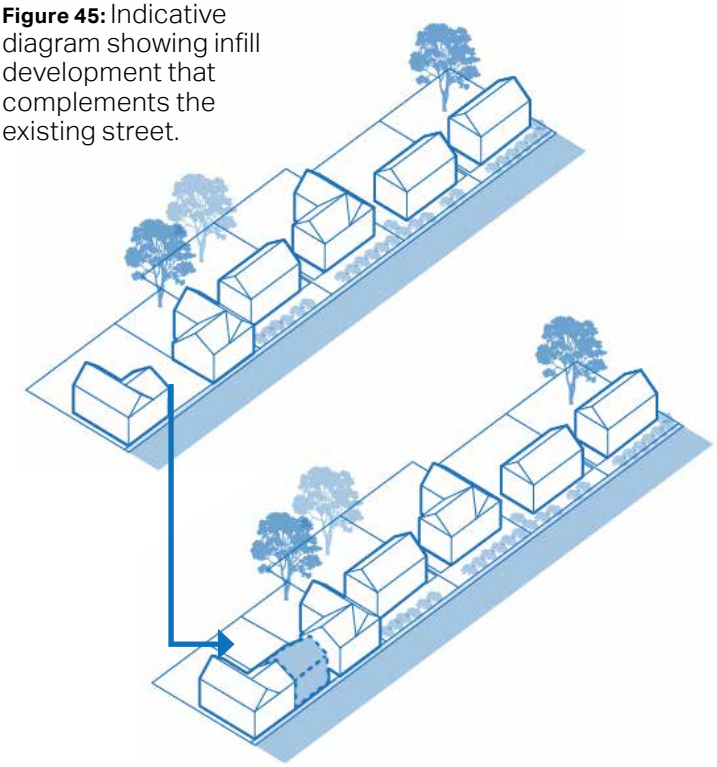


Figure 45: Indicative diagram showing infill development that complements the existing street.

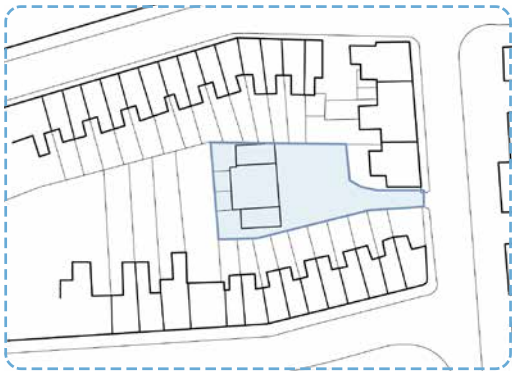


Figure 46: Indicative plan showing tandem infill.

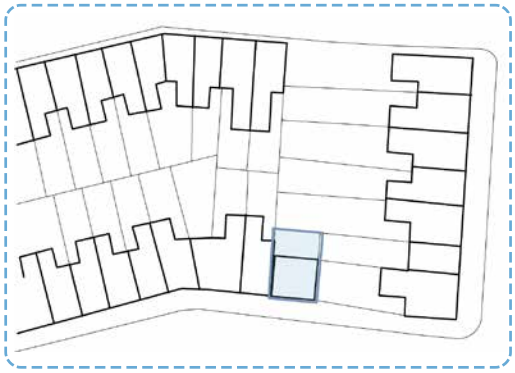


Figure 47: Indicative plan showing infill development along the building line.

Code	Rationale	Implementation
ID.03 **Regard for context**	*Poorly designed infill development can be detrimental to the design and character of its surrounding context, while well designed infill development in an area that lacks cohesion can be a good reference point for existing development.*	• Infill development that can be seen from the streetscape must be responsive to surrounding context while not detracting from the existing rhythm and pattern of development. Built gaps must be retained to an appropriate degree of at least 3-5 metres. • New infill development should have regard for visual integration with neighbouring buildings by referring to the architectural vernacular palettes outlined in this guide (see F.31, F.32). It does not need to mimic the existing styles, but its scale, massing and layout need to complement the surrounding context. • Any new development should enrich the supply of housing by providing a variety of options in terms of size and height, whilst still respecting the existing surrounding context.
ID.04 **Building heights**	*Horsford has a well established building height that does not exceed two storeys. Any development that goes significantly above the building height risks setting a precedent for taller buildings with typologies not typically found in Horsford.*	• The building heights of new development should respect the existing surrounding buildings and not dominate the streetscape. • Proposals should consider the views of the village and ensure that development will not detract from them, with reference in particular to building height. • Variation in storeys is good design for new developments of multiple dwellings but infill development should reference the number of storeys found in the existing context, for example infill within cul-de-sac developments occupied entirely by bungalows.
ID.05 **Movement, access & refuse**	*Infill development can either enhance or deteriorate the existing movement networks which will have direct affects on the connectivity of development to nature and the promotion of active travel.*	• Infill development should not close significant access gaps to local amenities and to the surrounding countryside. • Sufficient private amenity for residents of existing buildings should be retained. • New developments should have front gardens with greenery and vegetation to provide additional access to green space. • Infill developments should retain access for refuse collection alongside discreet solutions to bin storage.

2.8 Sympathetic conversions & extensions

Proposals to modify existing dwellings should seeks to complement and enhance the host dwelling and surrounding context.

Consideration should be had to the host dwelling to ensure a complimentary style, scale and placement. Additions and alterations do not need to mimic the existing styles, but its scale, massing and layout should not dominate or detract from the host dwelling.

Additionally, it is important to note that some extensions are covered by permitted development rights and this design guide will not be able to influence extensions that fall under this.

The following guidance and codes should be considered by development:



Figure 48: Example of development that is disproportionate and disregards the existing vernacular and roofline.



Figure 49: Visible rear extensions that consider the roofline of the existing development.



Figure 50: Instance of where rear extensions will be visible to the streetscene and must be designed with this consideration.

Code	Rationale	Implementation
CE.01 **Scale**	*The scale of the existing dwellings is crucial to the rural character of Horsford. Any extensions that significantly increase the scale of the dwelling risk undermining this character.*	• The general size, height and width of the extension should normally be less than the original building, ensuring that it remains similar or subordinate to the original building in terms of scale and form • Single-storey rear extensions are generally the easiest way to extend a house and provide extra living space. The extension should be set below any first-floor windows and designed to minimise any effects of neighbouring properties, such as overshadowing. • Double-storey rear extensions are not common as they often affect neighbours' access to light and privacy, however, sometimes the size and style of the property allows for a two-storey extension. In these cases, the roof form and pitch should reflect the original building and sit slightly lower than the main ridge of the building.
CE.02 **Placement**	*The placement of extensions must be done sensitively to ensure the building line is not significantly altered to retract from the existing character.*	• Extensions to the rear and side of dwellings are preferable to extensions to the front of dwellings which would undermine the character and appearance of the streetscene • Extensions should not be scaled so as to result in a significant loss to the front, side and rear gardens of the dwelling. This will maintain the character of the area as well as prevent any loss in privacy and access to light for neighbouring dwellings.
CE.03 **Typology**	*Changes to building typology will directly affect the accessibility to the property.*	• Conversions should not change the building typology of development within an area that has a standard building typology, such as a cul-de-sac entirely occupied by bungalows in which a conversion to add a second storey would impact the character of that area.

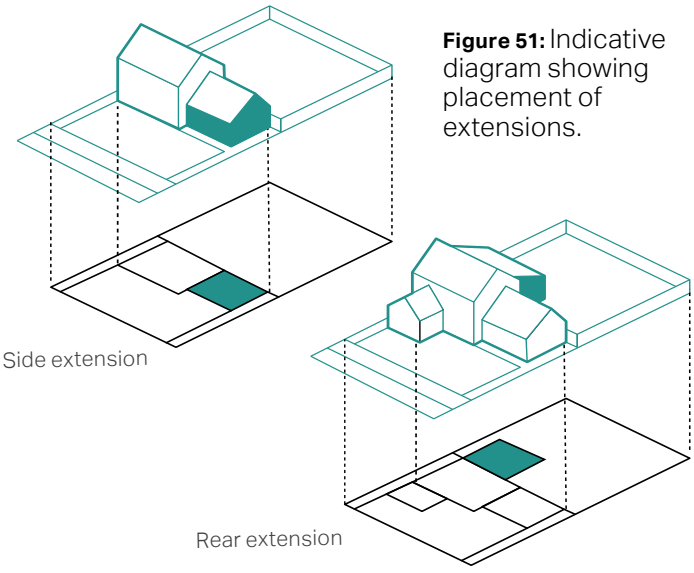
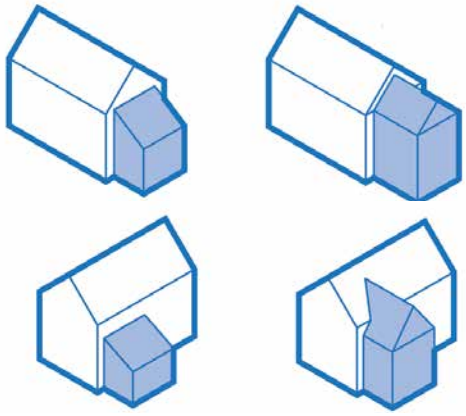


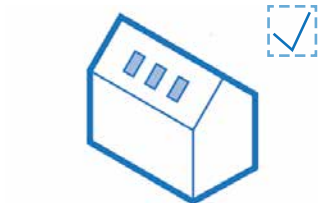
Figure 51: Indicative diagram showing placement of extensions.

Figure 52: Indicative diagram for good example for side extensions, respecting existing building scale and massing.

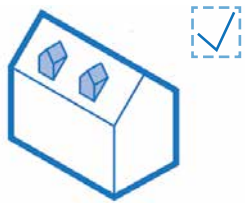


Code	Rationale	Implementation
CE.04 **Facade treatment & vernacular details**	*Extensions and conversions that do not align with the existing design of the building risk undermining the rural character of Horsford.*	• Extensions must use complimentary facade treatments in line with the detailed palettes outlined in this guide (see F.31, F.32). • Detailing of the development should look to provide a design that complements the existing facade and surrounding buildings, for example continuing detailed brick lines. • Fenestration on extensions should be aligned with that of the existing building. The style, proportions, materiality, colour and window pane detailing should also be replicated from the existing development. • Upper floor side windows should be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties (such as through obscure glazing).
CE.05 **Roofline**	*Creating uniformity of building height and roof style will not only enhance the site from the countryside, but will also create a consistent character identity within the area and promote overall good design.*	• The roof of the extension should harmonise with that of the original building and surrounding context as outlined in the roof palette in this guide (see F.31). Flat roofs should be avoided in side extensions. • The height of development should take into consideration the surrounding context of surrounding buildings, tree line and landscape views. • Dormer conversions and extensions should be in style, proportion and symmetry to the surrounding context. They should be aligned with the building's windows below or centred in the middle.

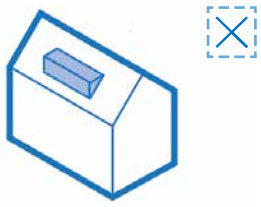
Figure 53: Design treatment in case of loft conversion:



Original roofline of an existing building



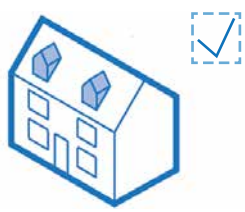
Loft conversion incorporating gable dormers.



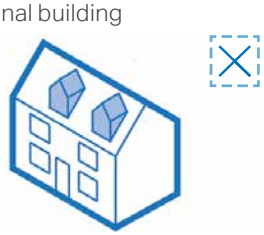
Loft conversion incorporating a long shed dormer which is out of scale with the original building



Loft conversion incorporating skylights.



Loft conversion incorporating gable dormers in alignment to existing fenestration.



Loft conversion incorporating gable dormers which are out of scale and do not consider existing window rhythm.



Checklist for new developments

03

Delivering a better world

3. Checklist for new developments

This section sets out a general list of design considerations by topic for use as a quick reference guide in design workshops and discussions.

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Positively integrate energy efficient technologies;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind;
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources; and
- New development should guarantee an adequate mix of services and community facilities based on the surrounding context requirements.

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?

3

Local green spaces, views & character:

- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?

3

Local green spaces, views & character:

- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match or complement those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

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APPENDIX B: HORSFORD LOCALLY IMPORTANT BUILDINGS

1. The following buildings and structures are not on the National Statutory List of Buildings ('nationally listed buildings') but have been identified as having local heritage value in relation to the provisions of Policy HBE3. These assets have been identified using the criteria established by Historic England for this purpose: Local Heritage Listing: Identifying and Conserving Local Heritage Historic England Advice Note 7 (Second Edition)

CRITERION LEGEND

A. Age

B. Rarity

C. Architectural & Artistic interest

D. Group value

E. Archaeological interest

F. Historic interest

G. Townscape or Landscape value

Map of site locations on page 48 of the Neighbourhood Plan

Property	Hussainy Community Centre
Photo	
Location	171 Holt Rd, Horsford, Norwich NR10 3DN
Asset Type	Place of Worship
Special Local Interest	The Wesleyan Methodist chapel at 171 Holt Road in the village centre was constructed in 1882 and remains in use as a place of worship. A two storey, domestic scale structure in white render with a hipped red pantile roof and a simple symmetrical front elevation, it sits close to the street edge on the historic building line of the village centre. Despite the recent lean-to brick extension it retains a singular presence on its plot as a notable remnant of the 19th century character of the village.
Criterion	C, F, G
Map Reference	a.

Property	Horsford CofE VA Primary School
Photo	
Location	Holt Road, Horsford, Norwich NR10 3DN
Asset Type	School
Special Local Interest	The building, a school and teacher's house dating from 1865 was provided by the National Society to promote the education of the poor. Constructed in the Gothic style from white brick it is detailed with a red brick string course above pointed window arches and a red brick dentil course under the eaves and gable and a slate roof. The windows have stone surrounds, cills and quoins and the southern gable end has a large window with stone tracery and a belfry feature. It is set back from the street behind a low brick wall and has presence as a local landmark of architectural interest and value.
Criterion	C, F, G

Property	Horsford Church Room
Photo	
Location	Holt Rd, Horsford, Norwich NR10 3DE
Asset Type	School
Special Local Interest	Horsford All Saints Church Room is a community run hall on Holt Road. Built in the early 20th century, in brick with soldier detailing around openings and tile creasing corbels with a pitched red pantile roof and a half hipped front gable, it has a blank front elevation with a pair of panel detailed timber doors set within a brick frame. The material and architectural composition of the building give it streetscape value and despite alterations to side the elevation it has a singular presence on its plot with the mature chestnut tree in the street verge on northern side of its frontage contributing to the streetscape composition.
Criterion	C, G
Map Reference	c.

Property	Spice of India
Photo	
Location	2 Holt Rd, Horsford, NR10 3DD
Asset Type	Restaurant
Special Local Interest	The building is located at the junction of Holt Road and Church Street. The main body is a two storey structure with a single storey wing extending along Holt Road. It was originally a pub and is currently operating as a restaurant. The structure is white render with a black half-timbered upper storey and red clay pantile roofs with a steep pitch. Its location, scale and character make it an important local landmark at the entrance to the village and a gateway to the rural setting of Church Street and All Saints Church.
Criterion	C, G
Map Reference	d.

Property	Horsford Village Sign
Photo	
Location	Adjacent 3 Rookery Close, Horsford, Norwich NR10 3GU
Asset Type	Asset
Special Local Interest	The Horsford village sign, made by Mr Carter of Swaffham was presented to the village by the Horsford Afternoon WI in 1978. It depicts the manor, the church window dedicated to the Day sisters, and the river Hor. Its pictorial representations of the history of the village create an interesting landmark that is part of the streetscape and or artistic value.
Criterion	C, G
Map Reference	e.