

Horsford Green

LAND EAST OF THE VILLAGE CENTRE

VISION DOCUMENT

JULY 2026

ENDURANCE ESTATES

LDĀDESIGN

Celebrating Horsford

Horsford is a village with historic roots, set within a gently rolling landscape to the north of Norwich and shaped by its relationship with woodland, open countryside, and a network of green corridors. Horsford Woods and the valley of the Beck form defining landscape features, giving the village a distinct sense of place and a strong connection to its natural setting.

Close to the centre of the village is a site that offers the opportunity to provide new homes alongside community facilities and shared spaces, all set within a landscape that takes its cues from the woods and the Beck valley. Rather than treating development and landscape separately, the approach is to use the landscape to structure the scheme from the outset — defining edges, shaping routes and creating usable, connected green spaces.

This site also plays an important role in completing Horsford's Green Ring, helping to link existing green spaces into a continuous route around the village. This will improve access to the countryside, support biodiversity, and create a clearer, more connected setting for the village as a whole.

PURPOSE OF THIS DOCUMENT

This Vision document presents initial ideas for the creation of a new neighbourhood of Horsford. It describes the approach taken to date, defining a set of outcomes that have helped formulate an emerging masterplan.

The ideas of this document mark the start of a process, during which plans will evolve through engagement with stakeholders and the local community and further technical work.

The document also provides a summary of work undertaken to date for Land South of Holt Road (Sports Hub site) and includes a Concept Plan that demonstrates deliverability of the facility's requirements.

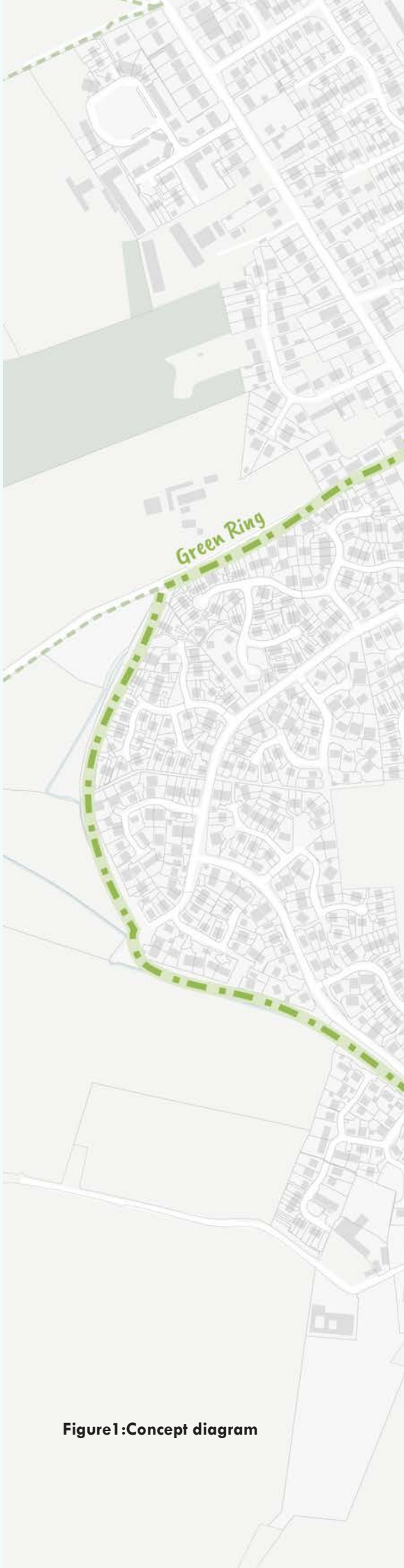


Figure1:Concept diagram


Potential for link to school
Community Gardens and allotments
Green Corridor
Holt Road "High Street"
Green Edge with mature Trees
Green Avenue
Potential Secondary Access Link
Community Facilities
Retain and reinstate field boundaries to provide structure
Safe crossing to Village Centre
The Green
Meadow Bank
Public Footpath To The Woods
The Barn
The Meadows
The Beck
Green Ring
View to All Saints
To The Church
View to Norwich Cathedral Spire

A Vision for Sustainable Growth in Horsford

The vision for the site is shaped by planning guidance at district, strategic, and local levels, ensuring development aligns with policy while reflecting the community's priorities.

Broadland District Council supports growth in sustainable, well-connected locations, and Horsford, as a larger village, can accommodate development integrated with existing infrastructure and services. Strategically, the Greater Norwich Growth Board promotes coordinated growth across the area, with Horsford's location on the Norwich fringe offering strong links to Norwich and the wider economy while retaining its village character.

The Greater Norwich Local Plan reinforces these principles, promoting sustainable growth, high-quality design, green infrastructure, climate resilience, and active travel.

The Horsford Neighbourhood Plan adds a local focus, emphasising the protection of the village's character, landscape, and community assets. The vision for the site has been developed in consultation with Horsford Parish Council - the Neighbourhood Plan draft policy and key development principles are included at Appendix A.

As a result, the proposal responds to a range of priorities, creating a landscape-led, well-connected extension that strengthens the village structure, improves access to green spaces, and supports a healthy, inclusive community.

Overall, the vision delivers development that is sustainable, locally responsive, and aligned with Horsford's future growth within the Greater Norwich area.



Key Outcomes

1. SUSTAINABLE, INCLUSIVE COMMUNITIES

Homes that meet local needs, including smaller and affordable units, supporting balanced and thriving communities.



3. NATURE-RICH AND CHARACTERFUL ENVIRONMENTS

Protected green spaces, heritage assets, and important views, with design that conserves Horsford's rural identity.





2. WELL-CONNECTED, ACTIVE PLACES

Improved highways, walking and cycling, alongside community infrastructure to support healthy, active lifestyles.



3.CLIMATE-RESILIENT, ENERGY-EFFICIENT PLACES

Development that responds to climate change through energy-efficient, resilient, and locally responsive design.

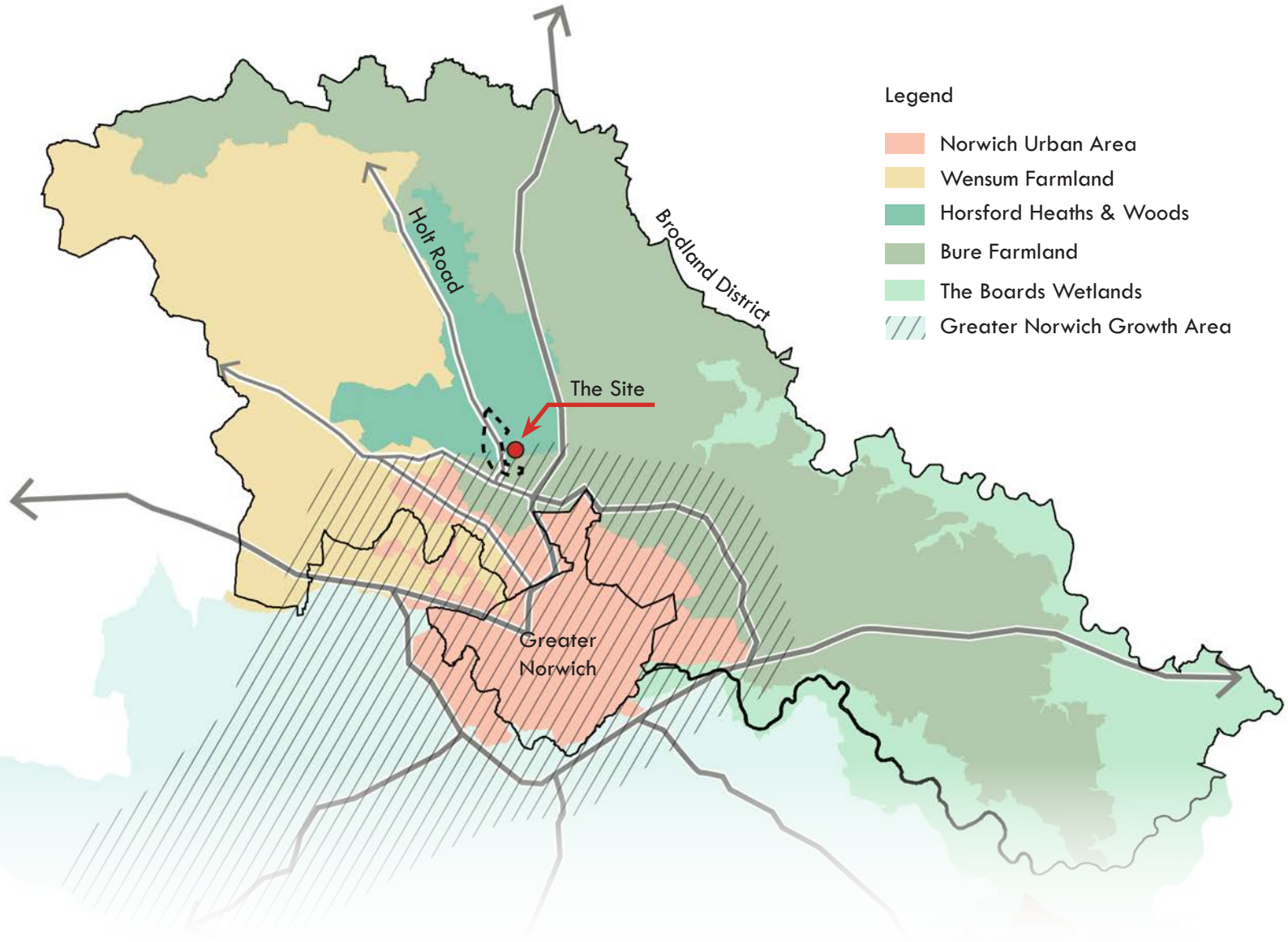


The Site & Its Location

The site sits to the east of Holt Road (B1149) on the eastern edge of Horsford, within the wider Norwich urban influence area in Broadland district. Horsford functions as a large village within the Greater Norwich growth area and has a strong relationship with Norwich, located around 6–7 km to the south, making it a well-connected and sustainable location for new housing.

The site is located within the Greater Norwich Green Infrastructure (GI) network, specifically the Horsford Heaths & Woods area. This strategic framework supports biodiversity, climate resilience, and community wellbeing across the Norwich urban area and surrounding villages. Opportunities at Horsford include enhancing local greenspace, strengthening connections to nearby natural assets such as Horsford Heaths and Broadland Country Park, and providing accessible green corridors for walking, cycling, and recreation. Integrating these elements will ensure the development contributes positively to the broader Greater Norwich GI strategy.

In physical terms, the site lies at a clear transition point. To the west, it is bordered by existing residential development forming part of the village, while to the east it opens out into agricultural land. This creates a sensitive edge-of-settlement condition, where any new development will need to respond carefully to both the established built form of Horsford and the character of the surrounding countryside.



Connecting Amenities



Existing Village Facilities:

- A Junior School
- B Pharmacy
- C Village Centre, including Village Hall, Recreation Ground, Primary School, Shops
- D CO-OP, Post Office
- E All Saints Church

COMMUNITY ASSETS

Horsford benefits from a strong range of existing community assets, supporting its role as a sustainable and well-functioning village. Everyday amenities—including schools, shops, and community facilities—are located within the village and accessible via existing routes along Holt Road and connecting residential streets. This supports the potential for convenient, non-car-based journeys for daily activities.

The village is complemented by a network of open spaces, including formal playing fields, informal recreation areas, and access to the surrounding countryside. Public rights of way and local walking routes provide opportunities for recreation while connecting residents to the wider rural landscape.

Bus services to Norwich further enhance accessibility, linking the village to a broader range of employment, education, and other essential services.

Understanding the Site

Understanding the site is fundamental to shaping a clear and deliverable vision. The site is influenced by a range of constraints, including its existing built context, access and connectivity, and environmental considerations such as flood risk and landscape features. Recognising and responding to these constraints ensures that the vision is grounded, responsive, and capable of guiding a coherent and achievable design approach.

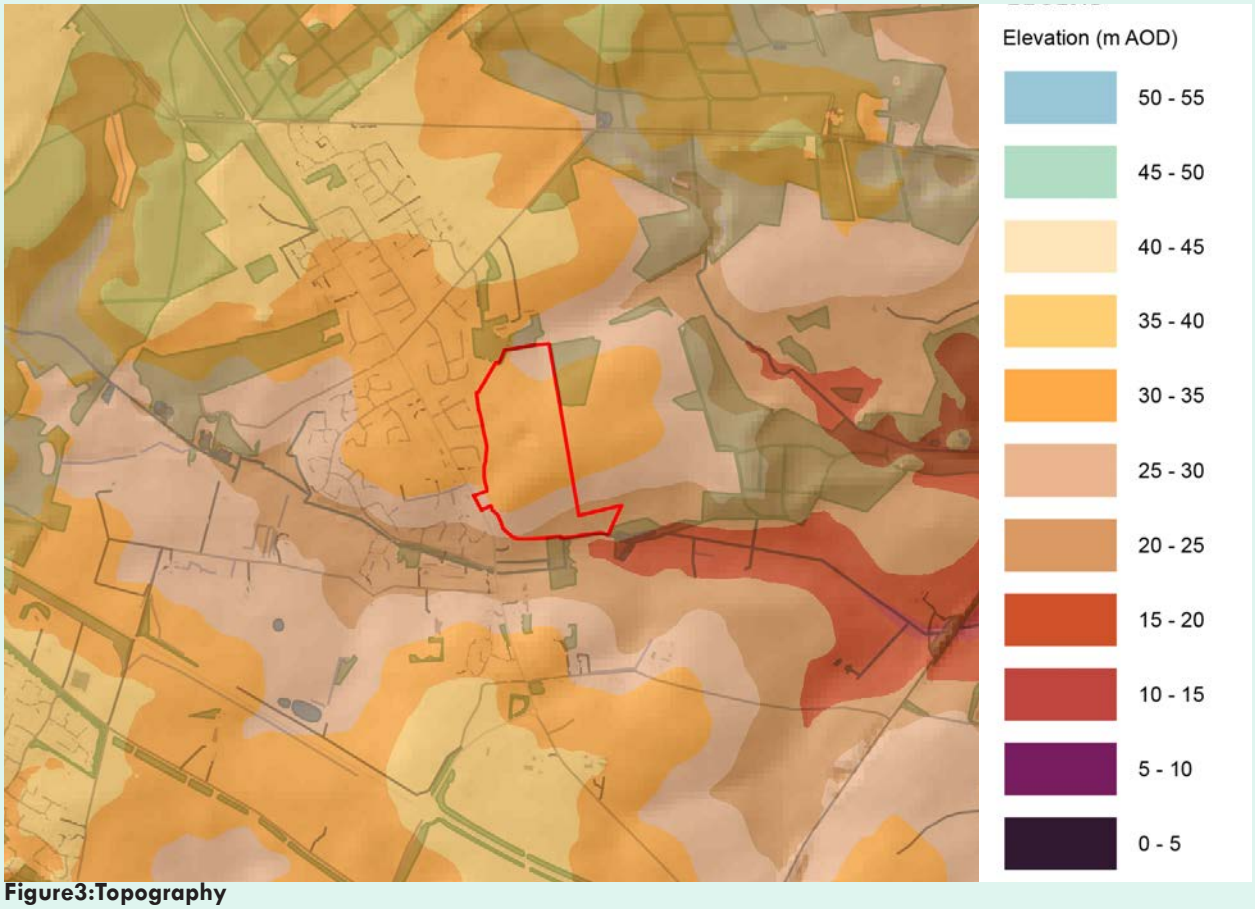


Figure3:Topography

LANDFROM AND HYDROLOGY

Horsford sits within a gently undulating landscape typical of this part of Norfolk, with no steep slopes or dramatic landform features. The village is generally located on slightly higher ground, with land falling gradually toward the surrounding countryside to the southeast.

The Site to the east of Holt Road is relatively flat to gently sloping, forming part of the wider plateau landscape. The northern part of the site slopes gently, while the southern area falls more noticeably toward the Beck, which runs along the southern boundary. The highest point is approximately 34.5m AOD at the centre of the site, and the lowest point is around 20m AOD at the south-east. This natural gradient supports the integration of SuDS in a way that responds to the site's drainage patterns.

The site is located predominantly within Flood Zone 1, with only a small area near the southern edge at risk of fluvial flooding. Overall flood risk—including from rivers, surface water, groundwater, reservoirs, and sewers—is very low. Small, localised areas of surface water flooding exist but can be managed through design and will be kept outside developable areas.

The transition between the village and countryside is soft and gradual, with existing hedgerows and tree belts playing an important role in defining structure and reinforcing landscape character. Importantly, the southern part of the Site will remain predominantly open, adopting a clear development edge approach that both respects the wider landscape setting and helps frame key views southwards toward the church.

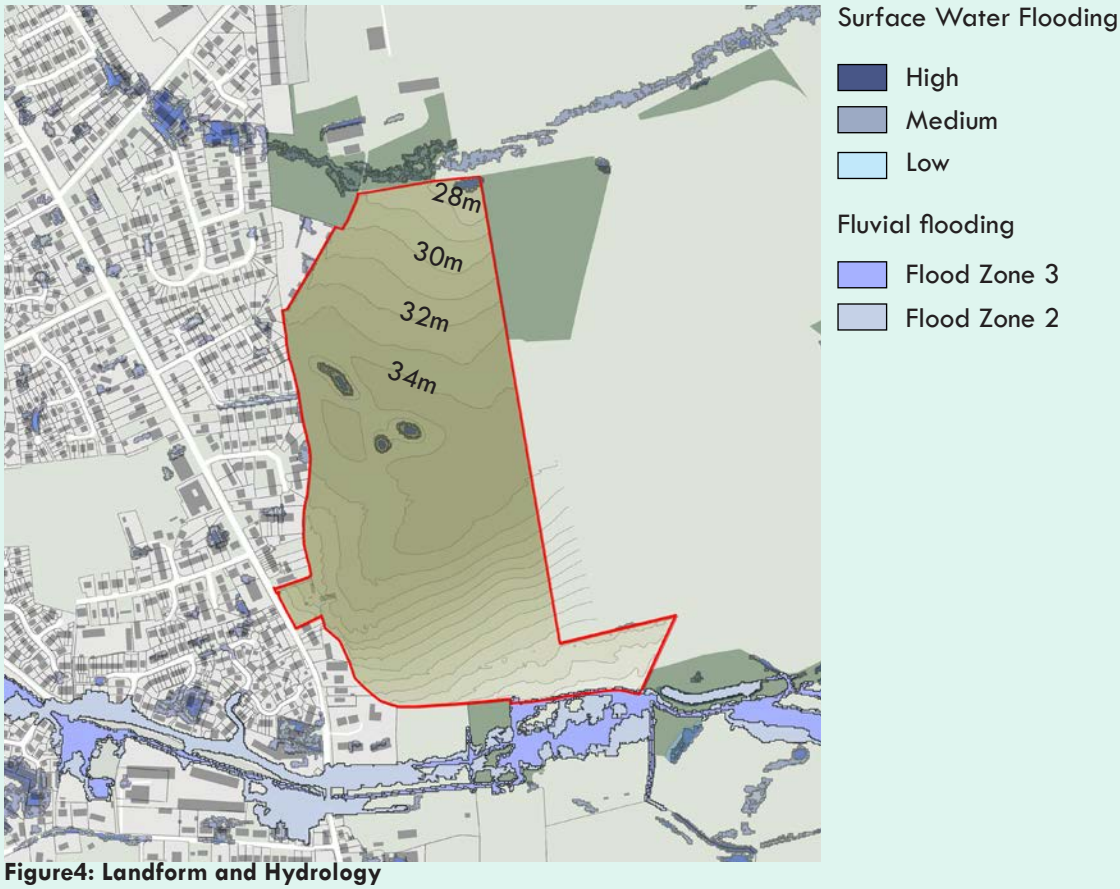


Figure4: Landform and Hydrology

Design Approach

- The site's slope, particularly to the south, is used to guide layout and drainage
- SuDS are integrated to follow natural water flow, manage stormwater close to its source, and enhance landscape character through infiltration, attenuation, and passive treatment.
- Existing hedgerows and tree belts are retained and strengthened to structure development
- Landscape features are used to define parcels and create a soft village edge
- Development is focused on flatter, less sensitive areas
- The southern part of the site remains open to form a clear settlement edge

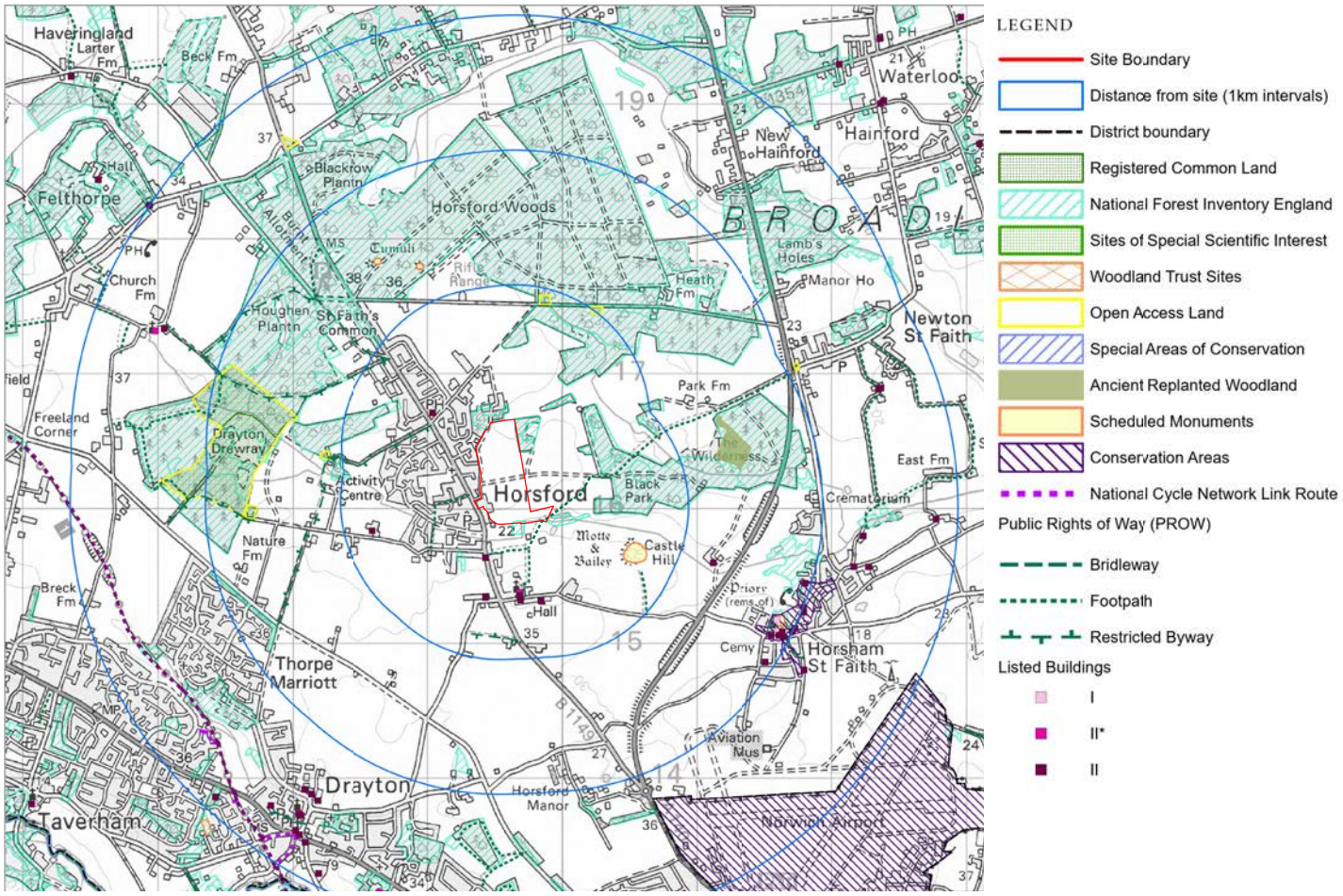


Figure5: Designations

LANDSCAPE AND ECOLOGY

Horsford is situated within a landscape strongly influenced by its proximity to significant woodland and heathland assets, including Horsford Heath and Horsford Woods, as well as the broader woodland-heath mosaic characteristic of the area.

The Site is not subject to any statutory or non-statutory wildlife designations and is predominantly made up of intensively managed arable fields of generally low ecological value. Ecological interest is largely concentrated species-rich hedgerows and a number of mature and potentially veteran trees, which contribute to local habitat connectivity, including hedgerows running west to east along the track road, trees and vegetation along the western settlement edge, and the adjacent woodlands.

A key ecological consideration is on the barn building, which supports roosting bats and gives the site some local to regional importance for bat activity. In contrast, bird species are typical of farmland and are of local importance only, with a few notable species such as skylark, yellowhammer and linnet present. Other protected species, including great crested newts, badgers and reptiles, are unlikely to be present due to limited suitable habitat. Overall, ecological constraints are limited, with the main considerations being the protection of hedgerows, trees and bat roosts.

HERITAGE AND ARCHAEOLOGY

The site is former farmland that was historically part of a single farmstead, including the farmhouse and barn at Lodge Farm (106 Holt Road). Historic maps show it has been used for agriculture since at least the 19th century, with features like an old gravel pit still visible today. Although nearby development has expanded during the 20th century, the site remains largely rural and sits at the edge between the village and open countryside.

The site is influenced by several nearby heritage assets, including the Church of All Saints, Horsford, the Horsford Castle, the barn at Lodge Farm, and a former deer park. These reflect the area's long history, although some, like the deer park, have limited visible remains today.

There is moderate potential for archaeological remains on the site, particularly linked to historic farming, old boundaries, the former deer park, and past activities like gravel extraction. Further investigation will help identify and protect any important remains.

The site contributes to the setting of nearby heritage assets mainly through its open, rural character. It plays a small role in views toward the church and has a historic link to the barn, but has little to no connection with Horsford Castle. Its link to the deer park is mostly historical rather than visible.

Sensitivity across the site varies. Areas visible from the church and those close to the barn are more sensitive, while much of the rest of the site has low sensitivity. This allows development to be focused in less sensitive areas to reduce impact on heritage.

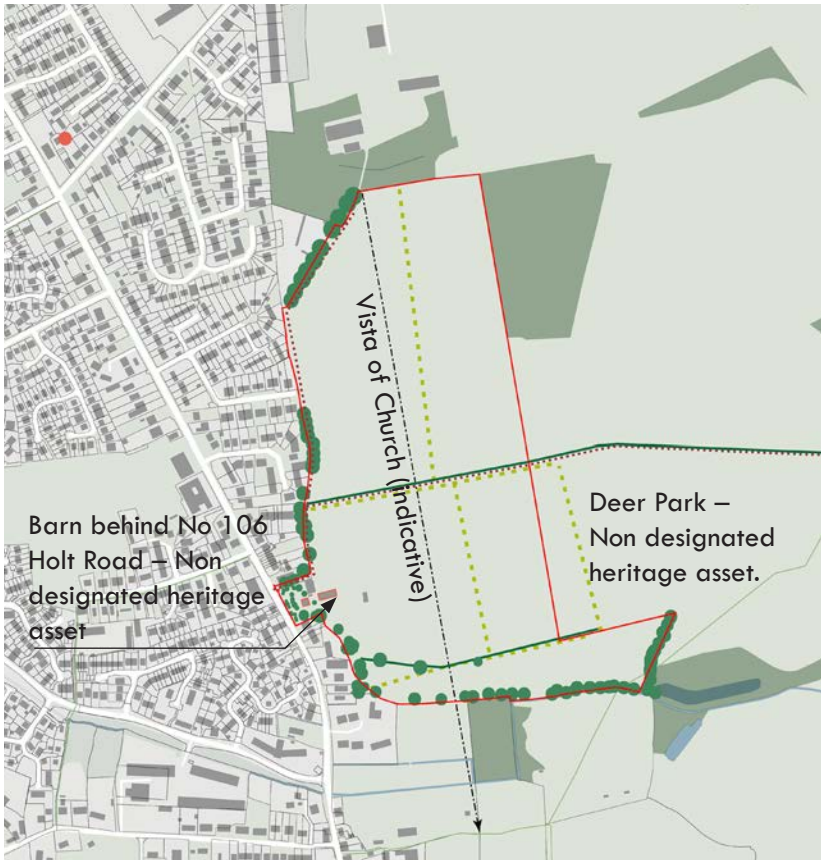


Figure6: Ecology and Heritage

Design Approach

- Retaining and reinstating historic field patterns and landscape features
- Protecting and framing key views to the church
- Reusing and enhancing the historic barn
- Integrating interpretation of archaeological and historic features into public spaces
- Using planting and green corridors to reinforce rural character and setting and provide visual containment.

ACCESS AND MOVEMENT

The site is accessed directly from Holt Road (B1149), which runs through Horsford, is approximately 5.5m wide, and subject to a 30mph speed limit. The existing access is formed as a bellmouth junction from Holt Road. The site benefits from strong connectivity to the wider highway network, with convenient links to the A140 and the A1270 Broadland Northway, providing easy access to Norwich and the surrounding area.

The site benefits from a network of footways along Holt Road and surrounding residential streets, providing connections to local amenities. While footway quality varies and some areas lack tactile paving, key routes such as Brooks Road, Green Park Road, and Mill Lane, along with a nearby zebra crossing, support pedestrian movement. Cycling is aided by low traffic speeds and shared routes, although provision is fragmented in places.

Public Rights of Way in the surrounding area further enhance connectivity and recreational opportunities. Footpath Horsford FP8 begins at Holt Road, just south of the site, and runs south to Church Street. Horsford FP9 continues northeast from FP8, passing through agricultural fields and woodland before ending at the A140.

The site is well served by public transport, with nearby bus stops at Corner Lane and Dog Lane offering regular services, including the frequent 36, 36A, and 36B routes to Norwich. Additional services provide further connectivity, and Norwich Railway Station is accessible in around 30 minutes by bus for regional and national travel.

Overall, the site benefits from a good level of accessibility by a range of transport modes. Its location and existing infrastructure provide a strong opportunity to support sustainable travel patterns, with convenient access to local services, public transport, and connections to Norwich city centre.



Figure7: Access and Movement

Design Approach

- Prioritises walking, cycling, and public transport over private vehicle use.
- Internal pedestrian and cycle infrastructure to connect with existing footways, cycle routes, amenities, and public transport
- Design ensures safe, sustainable, and adaptable transport connections.

CONSTRAINTS SUMMARY

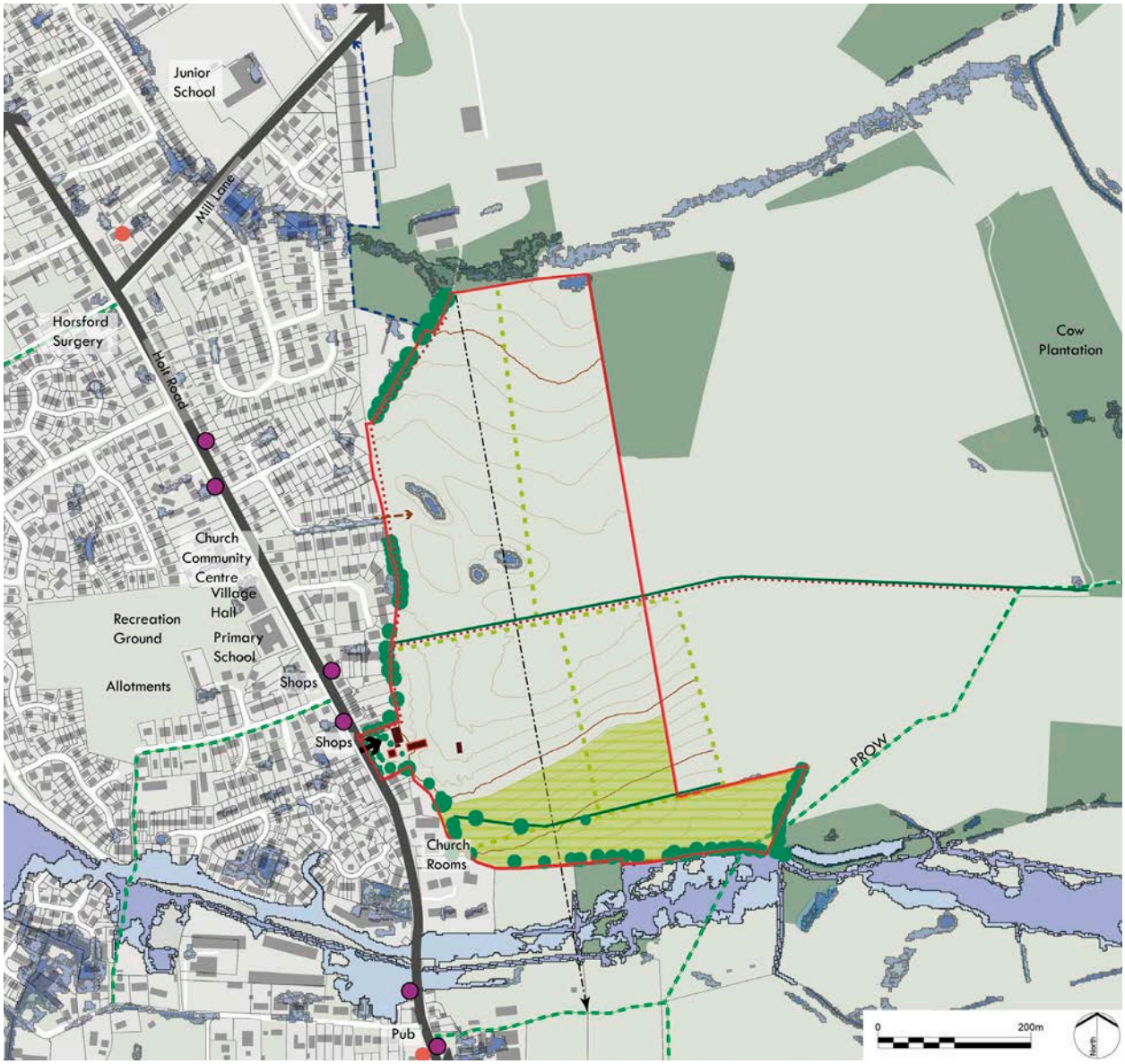


Figure8:Combined Constraints

- Site boundary
- Potential vehicular access point
- Potential secondary access Link
- Public Right of Way
- Existing farm track
- Indicative route of potential pedestrian/cycle connection
- Existing tree
- Existing woodland
- History field boundary
- Listed buildings
- Contour Line (1m interval)
- Vista of church (indicative)
- Valley slopes of The Beck (GI corridor)
- Existing bus stops

Key Principles

The design proposal is rooted in a careful response to the site's landscape and historic context. A series of key principles has been developed to guide a comprehensive approach, shaping a development strategy that supports Horsford and anchors the new neighbourhood within its wider setting.





Green Circular Path: A pedestrian and cycle loop integrated into green infrastructure, connecting the community heart, recreational facilities, and the countryside.



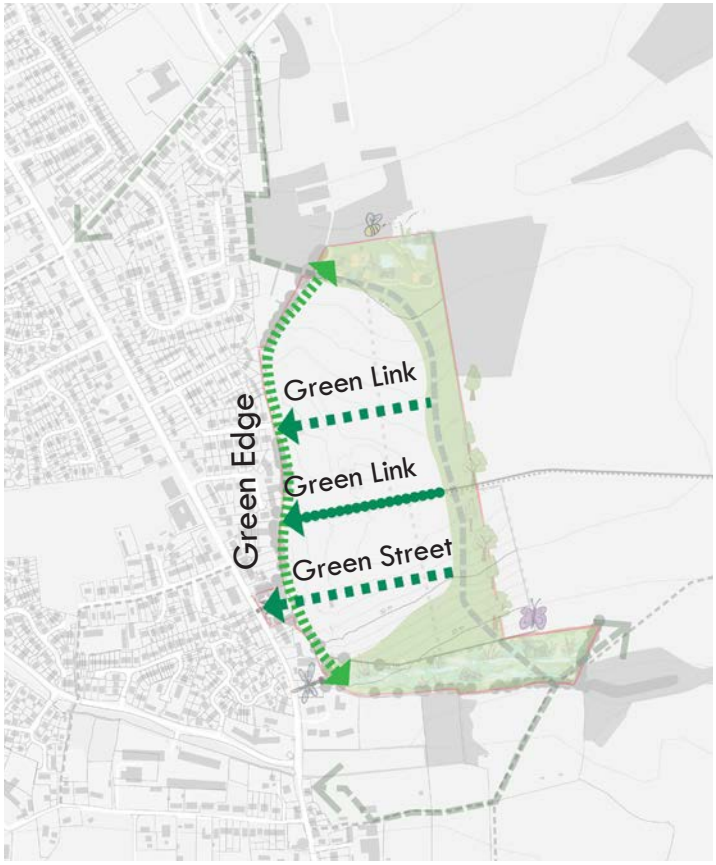
Meadow Park: Natural landscape with access to the Beck and views to All Saints Church and Norwich Cathedral

PRINCIPLE 1: COMPLETE THE VILLAGE GREEN RING

The development will contribute to completing a continuous Green Ring around the village, providing a high-quality pedestrian and cycle route linking with the existing route west of Holt Road.

This Green Ring will:

- Improve safe walking and cycling connections to local schools, village amenities, and new recreational facilities.
- Form the primary green infrastructure corridor for the development.
- Integrate Sustainable Drainage Systems (SuDS) within landscaped areas.
- Deliver biodiversity enhancement and habitat connectivity.
- Provide informal recreation and amenity space for residents.
- Define and soften the eastern edge of the development, creating a strong landscape setting for the new neighbourhood whilst containing the development as a whole.





Green Edge: Provides sensitive separation from neighbouring properties through enhanced landscaping and an improved track for active travel.



Green Links: Linear parks and play areas that provide continuous green spaces for recreation and biodiversity.

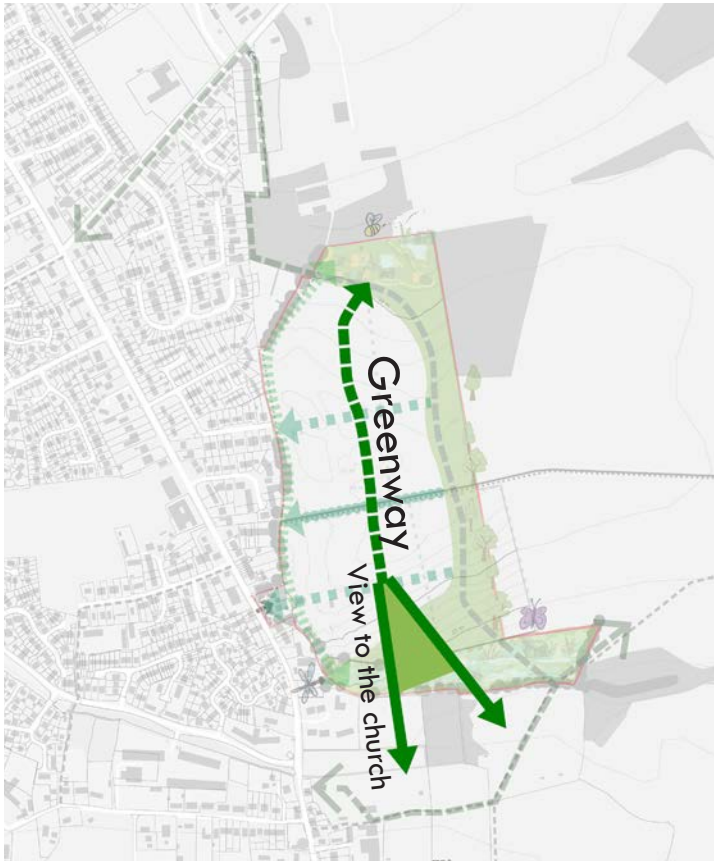
PRINCIPLE 2: INTEGRATE WITH THE EXISTING SETTLEMENT

The proposed development will be designed as a natural extension of the existing village, rather than as a detached or isolated housing parcel.

Key strategies include:

- Creating strong physical and visual connections with surrounding neighbourhoods.
- Retaining and integrating existing hedgerows and landscape features to structure development.
- Establishing east–west permeability through the site via streets, green corridors, and pedestrian routes, connecting to the Green Ring.
- Utilising existing site access points where appropriate.
- Providing sensitive offsets, landscaping, and screening to protect the residential amenity of neighbouring properties.

Key Principles





Greenway: Houses are arranged to front a central green corridor, which incorporates an active travel route along the north-south spine of the site



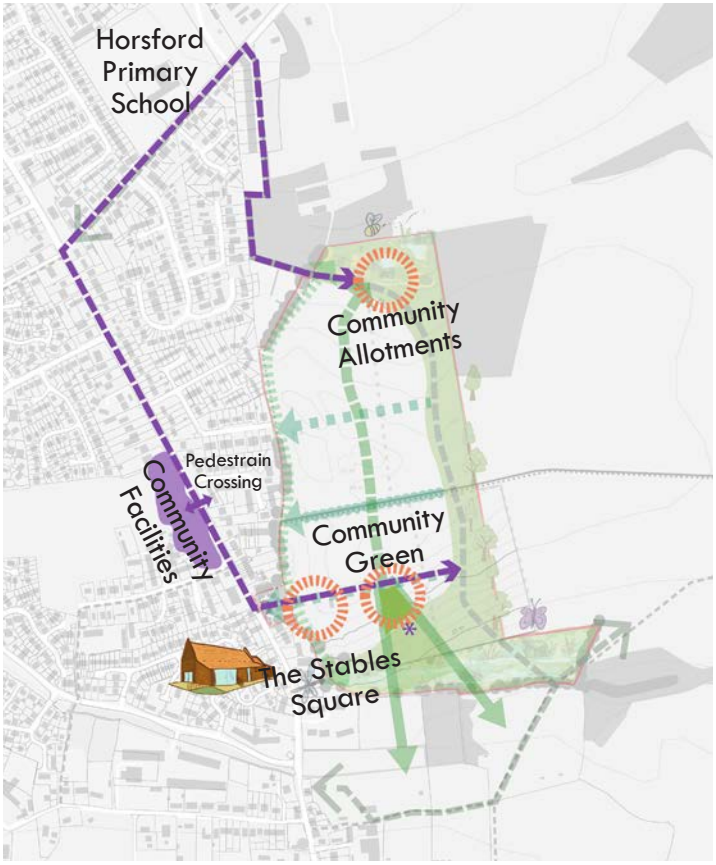
Community Green: A welcoming open space that encourages social interaction, recreation, and community events.

PRINCIPLE 3: PROTECT HERITAGE VIEWS AND REINSTATE HISTORIC LANDSCAPE STRUCTURE

The layout will respect important heritage-sensitive views towards Horsford All Saints Church, a key landmark within the village.

Design measures include:

- Safeguarding the view corridor to the church through careful placement of streets, open spaces, and building heights.
- Establishing a north–south greenway that responds to and reflects the historic field pattern.
- Creating a visual opening at the southern end of the greenway to frame and celebrate views toward the church.





Restore and repurpose the existing barn.



Community Allotment: Encourages local growing, learning, and active engagement for residents."

PRINCIPLE 4: CREATE A NETWORK OF COMMUNITY SPACES

A series of connected community spaces will form the social heart of the development, including a square with space for a café and farm shop, a community green, and a community garden. These spaces will support informal gathering, play, relaxation, and local events.

The community spaces will:

- Create a welcoming village square that acts as a focal point and arrival space within the development.
- Provide a community green for informal recreation, play, and everyday social interaction.
- Introduce a community allotment that supports local growing, learning, and stewardship.
- Retain and potentially repurpose the existing barn building, where appropriate, as a supporting feature that reflects the rural heritage of the site.
- Establish a clear community spine extending from the High Street into the development, connecting these spaces and strengthening links with the wider village.

Concept Masterplan

The Concept Masterplan sets out a framework for the long-term, sustainable growth of Horsford over the plan period, showing how the site can deliver new homes alongside green infrastructure and supporting facilities for the village.

300 Homes

10.15 hectares, with an average density of 30 dwellings per hectare. Homes are set within a generous network of open spaces, providing strong visual and physical connections to adjacent green spaces and the wider landscape.

1 The Stables Square

This space will act as a key focal point and main arrival space within the development.

- The repurposed barn building will anchor the square, providing a distinctive feature and a strong sense of identity.
- A continuous and well-defined building frontage will enclose the space, creating a sense of enclosure and making it feel comfortable and well-formed.
- The space has the potential to accommodate a café, farm shop, and flexible space for community use, supporting activity and animation throughout the day.

2 Community Green

Following on from the arrival sequence, the community green provides a more open and relaxed space within the development.

- It offers an accessible area for informal recreation, play, and everyday use, giving residents a place to gather and spend time outdoors.
- The openness of the green helps draw people further into the wider green infrastructure network, creating a clear connection to the surrounding landscape.
- It acts as a transition between the more structured spaces, such as the Stables square, and the larger areas of open space beyond, helping to bring a sense of openness and setting to the development.

3 Equipped Children's Play Area

To the south of the community green, the play area acts as a focal point and is positioned directly on the Green Ring, linking it to the wider network of open spaces. To the north, the play area is embedded within the neighbourhood.



4 Greenways

The greenways, including the central north–south spine and two east–west connections, provide a continuous route linking the community greens with the wider green infrastructure across the site.

- Buildings will front onto these greenways, creating a quieter, more intimate streetscape and enhancing natural surveillance.
- These routes are prioritised for walking and cycling, encouraging safe, active travel throughout the neighbourhood.

5 Green Ring

The Green Ring forms the primary green infrastructure of the neighbourhood, shaping the eastern edge and weaving together landscaped areas, open spaces, and natural features.

- This Green Ring provides a high-quality route for walking and cycling, encouraging active travel while connecting residents to local schools, village amenities, and recreational spaces.
- Sustainable drainage is thoughtfully integrated into the planting and green spaces, enhancing both ecological function and the overall sense of place.

6 Community Allotments

The community garden and allotment form a vibrant hub for local growing, learning, and social interaction.

- The garden connects visually and physically to surrounding green spaces, reinforcing the network of open areas across the development.

7 SuDS Features

The SuDS feature is carefully positioned within the landscaped area, creating a natural focal point while managing surface water on the site.

- The feature adds character to the neighbourhood, offering a visually appealing and ecologically valuable element within the open space.

8 Primary Site Access

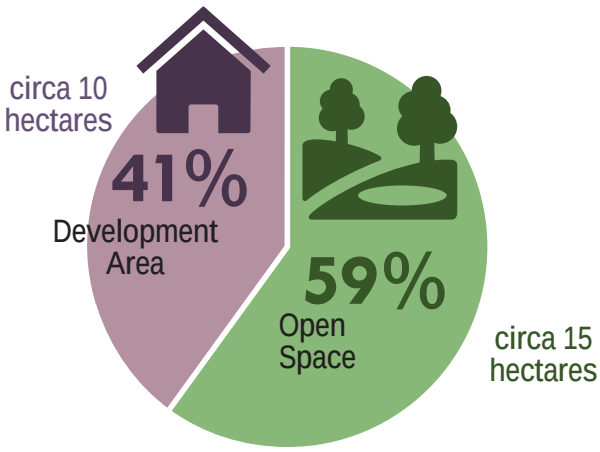
New priority T-junction on Holt Road to replace existing access; includes 2m-wide pedestrian footways.

9 Secondary Access

Secondary access serves as emergency access and retains pedestrian/cycle-only use.



Concept Masterplan



Legend

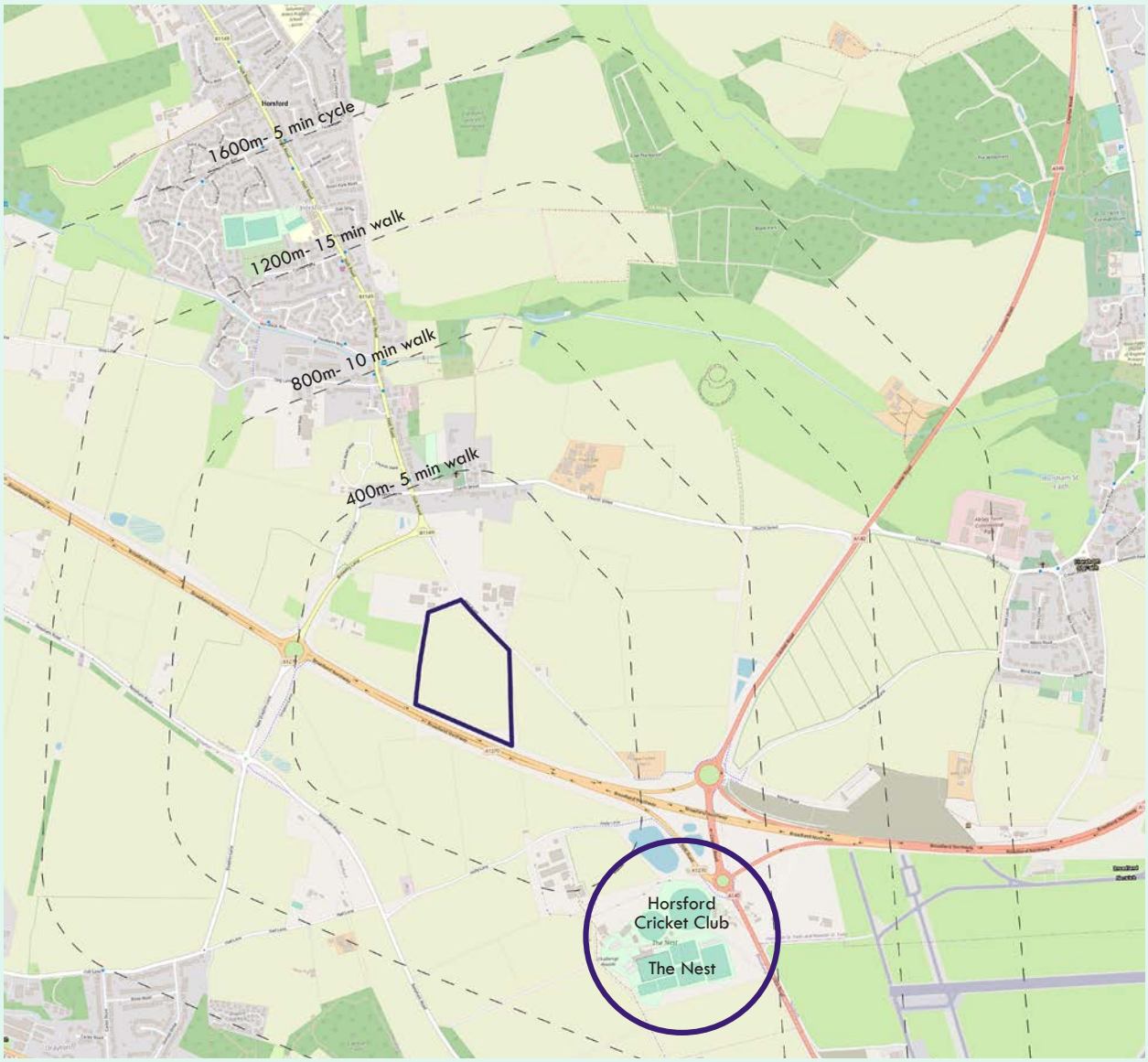
- Site Boundary (25 ha)
- Development Area: circa 10ha (excluding key green infrastructure and the major ring road)
- 1 The Stables Square
- 2 Community Green
- 3 Equipped Children's Play Area
- 4 Greenways
- 5 Indicative Route of Potential Pedestrian/ Cycle Link (Green Ring)
- 6 Community Allotments
- 7 SuDS Features
- 8 Primary Site Access
- 9 Potential Secondary Access Link
- 10 Pedestrian Crossing

Figure9:Concept Masterplan


Junior School
Mill Lane
orsford urgery
Holt Road
Church Community Centre
Village Hall
Primary School
Recreation Ground
Allotments
Shops
Shops
Church Rooms
Pub
PROW
1
2
3
4
5
6
7
8
9
10
0
200m
North

Land South of Holt Road Sports Hub

Broadland District Council and Horsford Parish Council have identified a need for new sports pitches and facilities to serve the Parish and the wider area. A site has been identified located in close proximity to Horsford Cricket Club and The Nest that could meet this need and contribute to the creation of a "Sports Cluster" within a 5 minute cycle ride/ 15 minute walk of the village centre.



Understanding the Site

Technical assessments have been undertaken for the Sports Hub Site covering access, active travel, flood risk and drainage, archaeology, heritage and ecology considerations. The findings confirm that the site is suitable for development, subject to standard design work at the planning application stage.

ACCESS AND ACTIVE TRAVEL

A safe vehicular access can be achieved from Holt Road via a 6-metre-wide priority T-junction. Footway and cycle provision can be delivered through a 2-metre footway on the south side of the access and a 3-metre shared footway/cycleway on the north side. The shared route could extend northwards to connect with existing infrastructure near the Brewery Lane Roundabout, subject to confirmation of highway land. Further detailed design and a Stage 1 Road Safety Audit will accompany the planning application.

FLOOD RISK AND DRAINAGE

The site is wholly within Flood Zone 1 and at very low risk from all flood sources. Localised surface water risk areas are minor and can be mitigated. Ground conditions show high to very high permeability, making the site well suited to infiltration-based SuDS, allowing surface water to be managed entirely onsite without increasing flood risk elsewhere.

ARCHAEOLOGY

No designated archaeological assets are located within the site. The nearest, Horsford Castle (Scheduled Monument), is not intervisible with the site and will not be affected. No archaeological constraints prevent development, though standard site-specific evaluation will be completed at planning stage.

HERITAGE IMPACT

Although several heritage assets lie nearby—including the Grade II* All Saints Church, Horsford Castle, and the Grade II Horsford Hall—the separation distances and the open nature of the proposed sports uses mean impacts are minimal. Any effects are considered negligible to low and can be mitigated through sensitive design and landscaping.

ECOLOGY

The appraisal identifies the Site as low-value arable land with hedgerows that support birds, badger activity and several bat species. The western hedgerow is an important bat commuting route, highlighted by the aligned bat gantry over Broadland Northway. No priority habitats or notable flora were found. A PEA, bat surveys and a BNG assessment will be required, with design measures focused on retaining and enhancing hedgerows, keeping the western corridor unlit, adding wildlife-friendly landscaping and installing bat and bird boxes on the pavilion.

Sports Hub Requirements

Based on the needs analysis set out in the feasibility study undertaken by Broadland District Council, a "facility mix" was identified, as shown below, which determined that the site area required to accommodate the facilities would be approximately 6 hectares.

The sports hub site proposed is approximately 11 hectares and could readily accommodate the identified facility mix.

INDICATIVE FACILITY MIX

- Clubhouse (approximately 250m2) and associated parking
- 1 x Youth 3G artificial turf pitch
- Natural turf pitches:
  - Adult 11 a side
  - Junior 11 a side
  - 9, 7, & 5 a side



In addition to the facility mix requirement, the following key considerations have been taken into account in developing the concept plan for the sports hub site:

- Vehicular access gained off Holt Road
- Suitable location and ground conditions to accommodate surface water infiltration basin
- Provision of a landscape buffer to the Broadland Northway (A1270)
- Suitable boundary treatment to visually contain the facility, in addition to enhancing ecological links and keeping the western corridor unlit.
- Ground levels suitable for the formation of pitches.
- Retaining a dark corridor on western boundary

Potential location for clubhouse

Access point

Active travel link

Potential location for drainage basin

Potential unlit green corridor

Concept Plan

The Concept plan includes a layout, reflecting the facility mix identified in Broadland District Council's feasibility study. The layout is indicative and subject to confirmation of final facility mix.

Key components of the concept plan are:

- Club house and parking located to the north of the site, forming part of a wider cluster of development associated with agricultural buildings near Glebe Farm.
- Vehicular access off Holt Road.
- Infiltration basin located to north of the site.
- Enhanced western and eastern boundaries, strengthening existing hedgerow.
- Location of lit facilities (or low level lighting) set back from western hedgerow.
- Woodland buffer, creating separation and containment from Broadland Northway.
- The 3G pitch is positioned at an appropriate distance from the western green corridor to maintain a continuous dark corridor and minimise light spill impacts on ecological movement.





Sport Provision

Meeting the need for new sport pitches



New Clubhouse

Community facility provision including cafe and event space

Appendix A
Horsford Neighbourhood Plan
Reg 14 Policy SS2A

5. VISION OBJECTIVES AND LAND USE POLICIES

SPATIAL STRATEGY

POLICY SS2A: NEW DEVELOPMENT

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

i. A sports hub on land south of Holt Road for sport and recreation uses;

ii. A community hub building on land to the east of the village centre for a mix of local community facility uses which must include Class F2(b) space; and

iii. A facilitating residential scheme on land to the east of the village centre of approximately 300 dwellings comprising open market, affordable and serviced plots for self-build or custom build homes in accordance with Policy HBE1: Mixed Housing and the Greater Norwich Local Plan requirements.

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

i. An illustrative masterplan developed and agreed with HPC that defines the land uses and key development principles for access, layout, design, and the principles of phasing and implementation taking into consideration the indicative concept plan (Figure 2);

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

iii. A planning obligation to secure:

a. the release of the land for the Sports Hub and supporting infrastructure including governance arrangements with HPC, or a nominated appropriate body, under terms required by relevant funding bodies outlined in the delivery plan (ii.) following planning consent and prior to the commencement of that scheme;

b. a minimum of 250 square metres ground floor accomodation for Class F2(b) as part of the community hub building of a design and specification to be agreed with HPC, or a nominated appropriate body, including governance arrangements following planning consent and prior to the first occupation of that scheme; and

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

SPATIAL STRATEGY

5. VISION OBJECTIVES AND LAND USE POLICIES

SPATIAL STRATEGY

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

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

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

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

i. the delivery of the eastern section of the Green Circular Path which must also operate as an active travel link between the two school sites;

ii. securing safe and convenient walking and cycling to and between other community facilities and services identified in Policy COM1: Community Facilities and Local Services;

iii. providing access to the countryside through making connections with existing public right of ways and enabling access to be secured to the Diamond Jubilee Plantation woodland from the site; and

iv. delivering the road safety measures of the Horsford Transport Masterplan including a safe crossing on Holt Road to the village centre.

SPATIAL STRATEGY

SPATIAL STRATEGY

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

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

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

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

5. VISION OBJECTIVES AND LAND USE POLICIES



Fig 2. 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

SPATIAL STRATEGY

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

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

10. The facilitating residential scheme serves several purposes. Firstly, it makes the land available from its private owner for the community and sports hub schemes. There is no suitable public or other private land available for these purposes. Secondly, it goes some way to assist in meeting the government's new standard method for local housing need. Therefore, the Parish Council anticipates that, should the Plan be made, the Parish will benefit from the provisions of §14 of the NPPF, or any subsequent replacement in the event that the presumption in favour of sustainable development is triggered. Additionally, the scheme will deliver new active travel links and enable the implementation of traffic management measures to encourage active travel and connection to the open countryside as well as a range of green infrastructure improvements to biodiversity and local nature recovery.

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

5. VISION OBJECTIVES AND LAND USE POLICIES

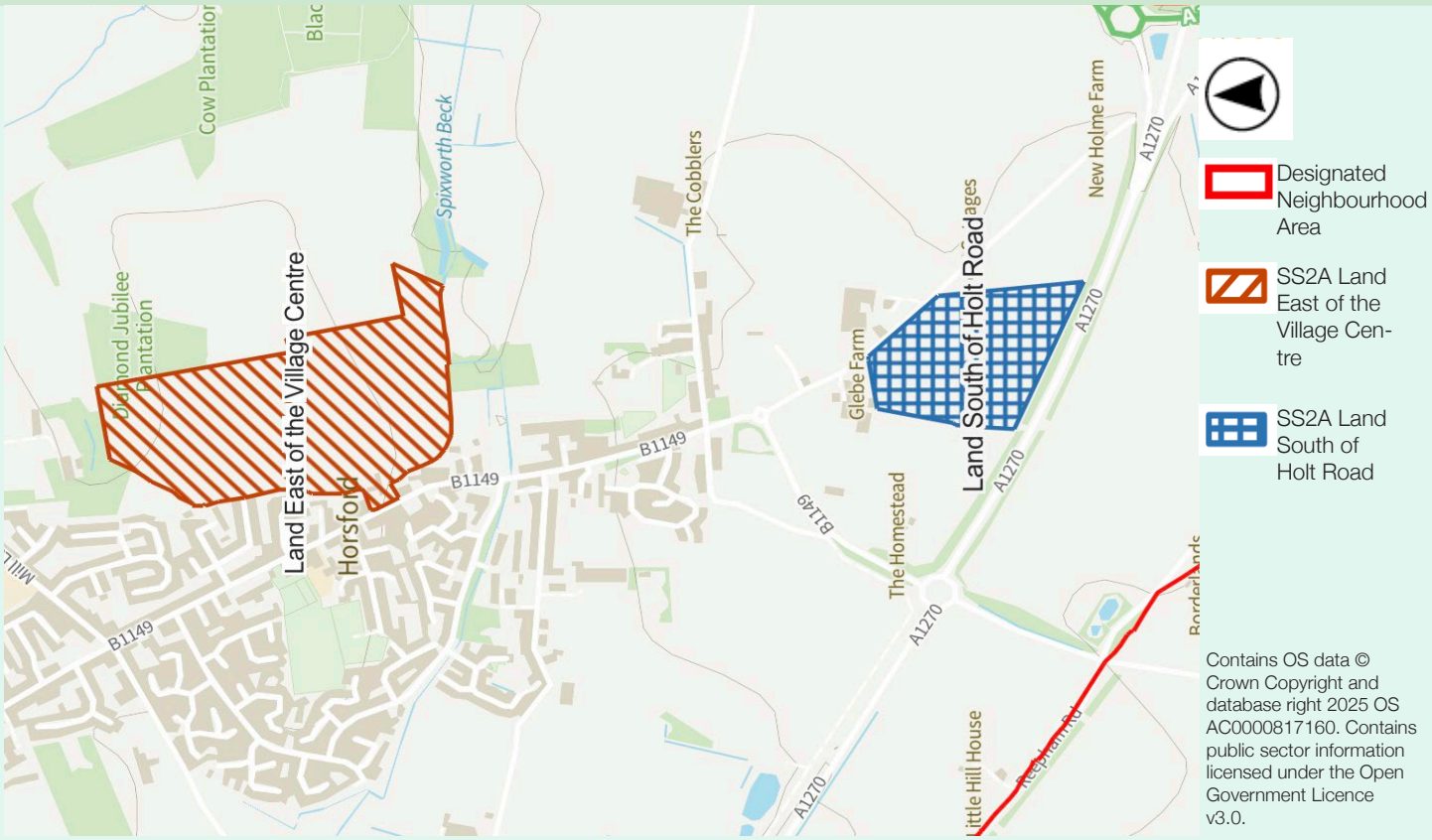


Fig 3. SS2A. New Development Map

Appendix B
Summary of Technical Reports

Heritage

An initial Heritage Assessment has been prepared by Bidwells. The key conclusions of the report are:

- No heritage assets within the site boundaries.
- Retention and reuse of barn (non-designated heritage asset) presents an opportunity for enhancement.
- The proposals would result in no harm or, in some areas, low levels of 'less than substantial' harm to the significance of the heritage assets.
- Emerging development framework demonstrates that there is clear scope to avoid or minimise harm through careful design, layout and landscape strategy and to deliver heritage enhancements. No further work required in relation to Neighbourhood Plan.

Drainage

A Flood Risk and Drainage Technical Note has been prepared by Paul Basham Associates. The key conclusions of the note are:

- Both sites fall wholly within Flood Zone 1.
- Residual flood risk from other sources is very low for both sites.
- There are small pockets of surface water flooding on the main site but this will be located outside of developable area.
- Both sites considered suitable from flood risk perspective.

Utilities

A Utilities Technical Note has been prepared by Paul Basham Associates. Utility searches have been conducted to identify the presence of buried services that would support delivery of the development and present any constraints on the land. The key conclusions of the note are:

- Anglian Water records show a 10 inch PVCu Potable Water main crossing the north of the site. The asset records also show Potable Water Main within Holt Road to the north of the site.
- From the sewer records there are no foul or surface water sewers within the vicinity of the site.
- UK Power Networks records show an existing high voltage overhead cable crossing Holt Road to the west of the site, the cable is then diverted underground and runs adjacent to Holt Road and into Home Farm.
- Openreach asset records show existing apparatus in the immediate vicinity of the site. The asset records show an overhead cable and posts in the verge between the site boundary and Holt Road. Virgin Media asset records show that they have telecommunications apparatus within the vicinity of the site. The records show there is an existing network within Holt Road to the north of the site.

Highways

A Highways Technical Note has been prepared by Paul Basham Associates. The key conclusions of the note are:

Main Site

- Preliminary design of the main site access agreed with NCC Highways. Plan shows visibility splays and swept path analysis (vehicle tracking).
- Secondary access onto Green Park Road acts as an active travel access and emergency access – further discussions being held with NCC Highways.
- Pedestrian and cycle connection to Mill Lane to north via Juniper Way, to facilitate onward active travel to Primary School.
- Off-site highway works to be considered as part of preparation of future planning application.
- Junction modelling results concluded no capacity concerns at site access and no significant impact on operation of the Holt Road/Brewery Lane Roundabout or Brewery Lane/A1270/Drayton Lane Roundabout. There is potentially a need to consider mitigation at the Reepham Road/Drayton Lane Roundabout to support a future planning application.

Sports Hub

- Access includes a priority bellmouth T-junction to Holt Road.
- Access considers active travel provision with a 2m footway shown on southern side of access and a 3m shared footway/cycleway on northern side of access that will continue along Holt Road.
- Highway boundary mapping has been requested from NCC highways and is awaited (due to be received by mid-June).

Horsford Green

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Comment Final

This document has been prepared and checked in accordance with ISO 9001:2015

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